

**Final Environmental Impact Statement
and
Section 4(f) Evaluation**

September 2008

Submitted pursuant to 42 U.S.C. 4332(2)(c) and 49 U.S.C. 303

by

Federal Highway Administration
Utah Department of Transportation
Utah Transit Authority

FHWA-UT-EIS-07-02-F

*SP-0067(3)0

**Executive
Summary**



Chapter 5: Summary

Why was the Mountain View Corridor project initiated?	S-1
Why is the project needed?	S-5
What is the purpose of the project?	S-6
Who is leading this project?	S-7
What was the Growth Choices process?	S-7
What alternatives were considered for the project?	S-8
What impacts would the project have?	S-24
How would the roadway alternatives affect traffic congestion?	S-26
How much would the alternatives cost?	S-28
Would the MVC be a toll road?	S-28
What changes have been made since the Draft EIS?	S-29
Which alternatives do the lead agencies prefer?	S-30
How will the project be constructed?	S-31
What other major projects are planned in the study area?	S-37
What controversial issues were identified during the EIS process?	S-38
Are there any major unresolved issues?	S-39
What additional federal actions would be required if the project is built?	S-39
Who will decide which alternatives are selected, and how can I get involved?	S-39
What happens next?	S-41

Why was the Mountain View Corridor project initiated?

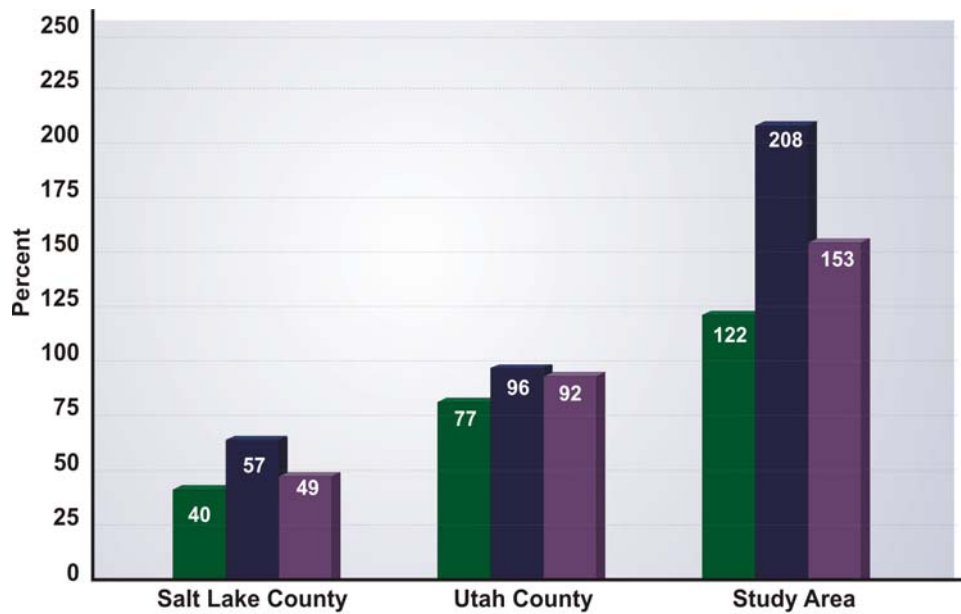
The Mountain View Corridor (MVC) project was primarily initiated for two main reasons. First, the project was initiated to address the expected growth in western Salt Lake County and northwestern Utah County (also called the MVC study area) by improving regional travel (regional mobility) for automobile, transit, and freight trips. This improvement in regional mobility would be achieved by reducing roadway congestion and increasing transit opportunities in the MVC study area. Second, the project was initiated at the request of the city governments and metropolitan planning organizations, whose local and regional transportation plans and corridor planning studies have documented the need for additional transportation infrastructure in the MVC study area.



Growth in the Study Area

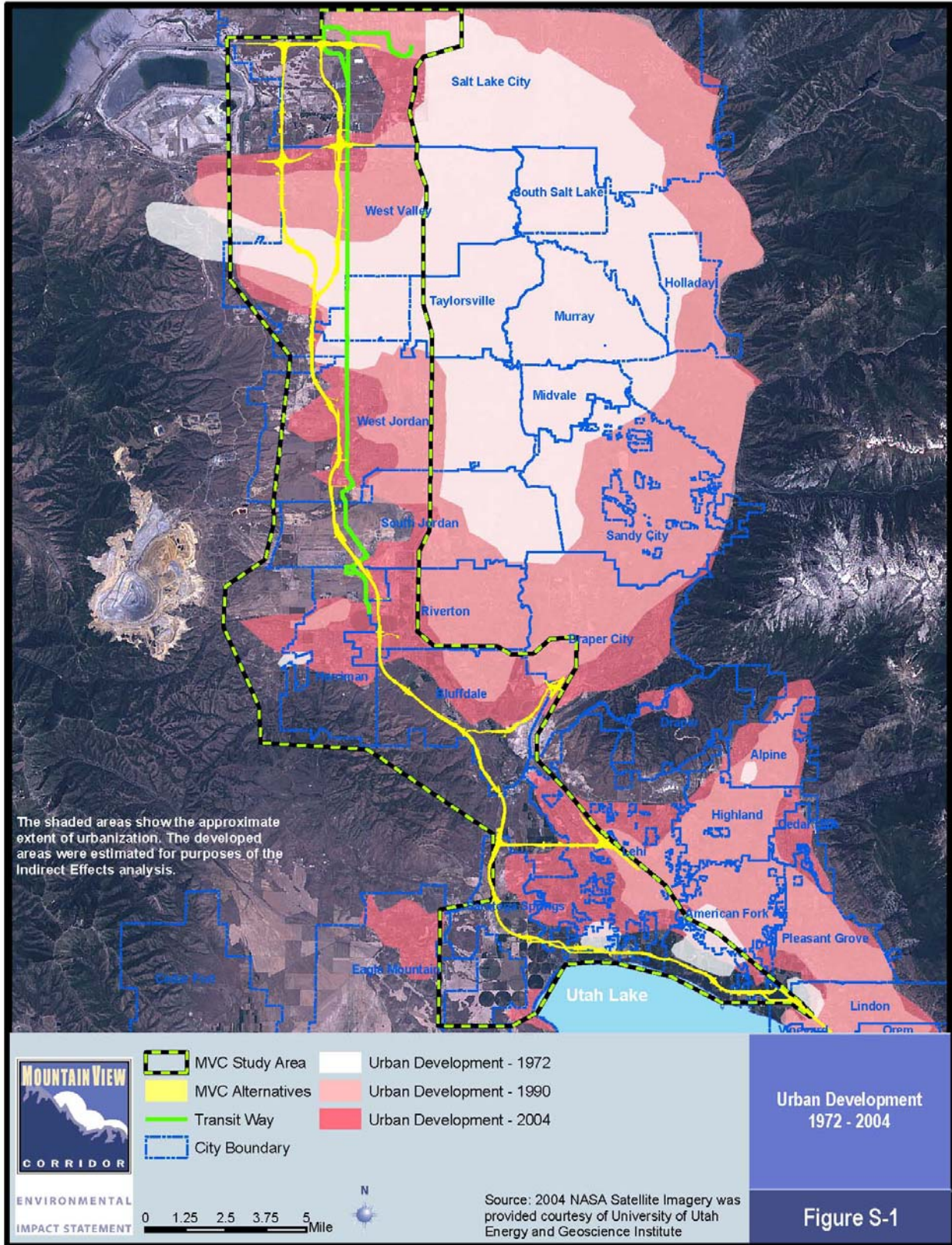
Data show that, by 2030, population, employment, and households are expected to increase at higher percentage rates in the MVC study area than in the surrounding areas of Salt Lake and Utah Counties. The reason for this high growth rate is that much of the open land available for development in the two counties is within the study area. [Figure S-1](#), Urban Development 1972–2004, on the following page shows how rapidly growth has occurred. [Table S-1](#) shows the projected growth in Salt Lake and Utah Counties and within the study area.

Table S-1. Growth in Population, Employment, and Households in the Mountain View Corridor Study Area, 2005 to 2030



	Population		Employment		Households	
	2005	2030	2005	2030	2005	2030
Salt Lake County	986,000	1,384,000	616,000	965,000	330,000	491,000
Utah County	445,000	786,000	200,000	392,000	132,000	254,000
Study Area	258,000	574,000	89,000	274,000	70,000	177,000







This growth is expected to affect roadway congestion, travel delay, and safety in the study area.

- **Roadway Congestion.** Between 2005 and 2030, the total miles of major roads in the study area that operate at an unacceptable level of congestion will increase by 365%.
- **Travel Delay.** In 2005, congestion on roads in the MVC study area resulted in lost productivity of \$121,000 per day as drivers traveled in congested roadway conditions. In 2030, this number is expected to increase to \$698,000, or an increase of 479% (in 2003 dollars). In addition, the average speed within the study area is expected to decrease from 43 mph (miles per hour) in 2005 to 36 mph in 2030.
- **Safety.** Within the study area, UDOT has identified locations with a high number of accidents along with the predominant type of accident. High-accident locations are locations where the accident rate exceeds the expected state average for similar types of roads. These high-accident areas correspond to the locations with high congestion levels shown in [Figure 1-17 through Figure 1-20](#), Future (2030) Level of Service Deficiencies, in Volume 4 of this Environmental Impact Statement (EIS). These locations are expected to experience major increases in traffic volume between now and 2030, which would further increase the accident rates in these areas.

For more information, see Section 1.6.3, Regional Roadway Network, in Chapter 1, Purpose of and Need for Action.

In addition to addressing the expected growth in the MVC study area by reducing roadway congestion, the MVC project was also initiated to address expected growth by increasing transit opportunities. Travel in the study area currently consists of private vehicles, regular bus service, express bus service, feeder bus service, private vehicles to TRAX, and non-motorized modes of travel such as bicycles and walking. With large increases in travel expected, particularly for work-related trips, bus service will also suffer from greater roadway congestion. Because of the growth in traffic, alternatives to the automobile trip need to be supported by providing alternate modes of transportation through transit.

For more information, see Section 1.6.4, Transit Network.



Transportation Plans and Studies

Finally, the MVC project was initiated because several local and regional transportation plans and corridor planning studies have identified the need for a roadway facility such as the MVC. These plans and studies include the Wasatch Front Regional Transportation Plan; the Utah Valley Regional Transportation Plan; the Inter-Regional Corridor Alternative Analysis; the 5600 West/Jordan Narrows Area Transportation Corridor Major Investment Study; the Western Transportation Corridor Study, I-80 to Salt Lake–Utah County Line; and the North Valley Connectors Study; as well as the general plans for most of the cities in the MVC study area.

For more information, see Section 1.5, Regional and Local Planning Objectives.

Why is the project needed?

The major transportation needs in the MVC study area are a result of rapidly growing population and employment in the study area. The existing roadway network in the study area primarily consists of arterial streets that are not intended to accommodate a high volume of long-distance through trips and freight movements. The existing transit network consists primarily of local and express bus service. These conditions have resulted in the following deficiencies:

- Lack of adequate north-south transportation capacity in western Salt Lake County
- Lack of adequate transportation capacity in northwest Utah County
- Increased travel time and lost productivity
- Lack of transit availability
- Reduced roadway safety due to increased roadway congestion
- Lack of continuous pedestrian/bicycle facilities

Table S-2 below summarizes the transportation needs in the MVC study area. For more information, see Section 1.3.2, Need for the Project.

**Table S-2. Summary of Transportation Needs in the MVC Study Area**

Need	Change between Existing Conditions and Projected Conditions in 2030
Lack of roadway capacity	As population in the study area increases and development occurs, the regional roadway network will not be able to accommodate the transportation demand. There is a need to relieve roadway congestion and improve the level of service and mobility in the regional roadway network.
Increased travel time and lost productivity (regional mobility)	Vehicle travel time on the regional roadway network in the study area is projected to increase. There is a need to reduce travel times and associated lost productivity and to improve mobility for trips on the regional roadway network.
Lack of transit availability	Transit service in the study area is limited to bus service; no light-rail or other fixed-guideway service is currently available. In addition, with large increases in travel expected, particularly for work trips, the limited transit options available for such trips (namely bus service) will also be slowed from greater roadway congestion. There is a need to improve the availability of transit service as an alternative to travel by automobile.
Reduced roadway safety	Within the study area, roadway safety is a concern. Numerous intersections in the study area have accident rates that substantially exceed the statewide average for comparable roadways. There is a need to reduce accident rates and to continue providing safe facilities as congestion increases.
Lack of pedestrian/bicycle facilities	Currently, there are no continuous north-south or east-west pedestrian/bicycle facilities in the study area. Expanded trail facilities are included in the Wasatch Front Regional Council (WFRC) and Mountainland Association of Governments (MAG) regional transportation plans. There is a need to improve the availability of pedestrian/bicycle facilities as an alternative to travel by automobile.

What is the purpose of the project?

The Mountain View Corridor is primarily intended to achieve the following objectives:

- Improve Regional Mobility by Reducing Roadway Congestion.** Improve regional mobility for automobile, transit, and freight trips by reducing roadway congestion compared to the No-Action conditions on roadways serving the major north-south travel movements in the Salt Lake County portion of the study area and the major east-west and north-south travel movements in the Utah County portion of the study area.
- Improve Regional Mobility by Supporting Increased Transit Availability.** Improve regional mobility by supporting increased availability of transit compared to the No-Action conditions as an alternative to automobile trips for the major north-south travel movements in the Salt Lake County portion of the study area and the major east-west and north-south travel movements in the Utah County portion of the study area.



Other secondary objectives of the project are as follows:

- **Support Local Growth Objectives.** Support local economic development and growth objectives as expressed through locally adopted land-use and transportation plans and policies, including the principles reflected in the Growth Choices Vision (see Section 1.5.3, Growth Choices Vision) by providing transportation improvements that complement locally established land-use plans.
- **Increase Roadway Safety.** Reduce accident rates and the number of high-accident locations (compared to the No-Action conditions) on the roadways serving the major north-south travel movements in the Salt Lake County portion of the study area and the major east-west and north-south travel movements in the Utah County portion of the study area.
- **Support Increased Bicycle and Pedestrian Options.** Support increased availability of bicycle and pedestrian options consistent with the adopted regional transportation plans in the portions of the study area in Salt Lake and Utah Counties.

For more information, see Section 1.3.1, Purpose of the Project.

Who is leading this project?

The Federal Highway Administration (FHWA) is the lead federal agency for the MVC EIS process. The lead state agencies and project sponsors are the Utah Department of Transportation (UDOT) and the Utah Transit Authority (UTA). In addition, the Federal Transit Administration, the U.S. Fish and Wildlife Service, the U.S. Army Corps of Engineers, and the U.S. Environmental Protection Agency are involved as cooperating agencies.

For more information, see Chapter 1, Purpose of and Need for Action.

What was the Growth Choices process?

During the scoping phase of the EIS process, UDOT requested that Envision Utah facilitate a process referred to as the Growth Choices Study to help the cities in the MVC study area more fully understand the relationship between land-use policy and transportation choices. The result of the process was the development of a “Vision” scenario, which provides a framework for local decisions on growth and development. During the alternatives development phase of the MVC project, the land-use and transit assumptions in the Growth Choices Vision Scenario were included as part of all the alternatives developed.

For more information, see Chapter 3, Growth Choices.



What alternatives were considered for the project?

A seven-step process was used to develop the alternatives for this project:

- Identify the preliminary alternatives.
- Conduct Level 1 screening on the preliminary alternatives.
- Conduct Level 2 screening on the preliminary alternatives.
- Create the Alternatives Screening Report.
- Refine the Salt Lake and Utah County alternatives.
- Reconsider the Utah County alternatives.
- Evaluate alternatives after the release of the Draft EIS.

As a result of this process, seven alternatives were carried forward for detailed study in the EIS:

- No-Action Alternative
- Salt Lake County alternatives:
 - 5600 West Transit Alternative
 - 5800 West Freeway Alternative
 - 7200 West Freeway Alternative
- Utah County alternatives:
 - Southern Freeway Alternative
 - 2100 North Freeway Alternative
 - Arterials Alternative

For more information about the alternatives development process, see Chapter 2, Alternatives.

No-Action Alternative

The National Environmental Policy Act (NEPA) requires an analysis of the No-Action Alternative. This alternative serves as a baseline so that decision-makers can compare the environmental effects of the action alternatives. Under the No-Action Alternative, the MVC roadway and transit components would not be built. However, the projects identified in the WFRC and MAG regional transportation plans would likely continue to be implemented.

For more information, see Section 2.2.1, No-Action Alternative.



Salt Lake County Alternatives

In Salt Lake County, two roadway alternatives and a transit alternative which would be implemented as part of the roadway alternatives are under consideration: the 5600 West Transit Alternative, the 5800 West Freeway Alternative, and the 7200 West Freeway Alternative. For both of the Salt Lake County roadway alternatives, the freeway configuration would be the same from 5400 South to the Utah County line. The transit components are also the same for both of these alternatives. Both of the roadway alternatives in Salt Lake County are being considered for tolling. The overall right-of-way required for the tolling options would be the same as for the non-tolled alternatives (see Section 2.2.4.1, Right-of-Way Considerations for the Tolling Options).

5600 West Transit Alternative

The 5600 West Transit Alternative would be part of both of the Salt Lake County roadway alternatives. The 5600 West Transit Alternative has two options: a Dedicated Right-of-Way Transit Option and a Mixed-Traffic Transit Option.

For more information, see Section 2.2.2.1, 5600 West Transit Alternative.

Dedicated Right-of-Way Transit Option

The Dedicated Right-of-Way Transit Option would consist 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 (see [Figure S-2](#), Transit Typical Sections – Dedicated Right-of-Way Transit Option, on page S-11). Transit stations would be located in the roadway median. This option would have 17 transit stations. [Figure S-3](#), Transit Alignment – Dedicated Right-of-Way Transit Option, on page S-12 shows the proposed 24-mile transit alignment.

Mixed-Traffic Transit Option

The Mixed-Traffic Transit Option would consist of transit vehicles sharing the outside lanes of 5600 West with street traffic in each direction of travel. At station locations, transit vehicles would exit the shared lane to the right, then merge back into the shared lane after leaving the station (see [Figure S-4](#), Transit Typical Sections – Mixed-Traffic Transit Option, on page S-13). The alignment for this option would be the same as that for the Dedicated Right-of-Way Transit Option except that the mixed-traffic option would have more transit stations (25) and the transit would be mixed with traffic operating within the right vehicle travel lane along 5600 West in both directions. [Figure S-5](#), Transit Alignment – Mixed-Traffic Transit Option, on page S-14 shows the proposed transit alignment.



5800 West Freeway Alternative

One of the two freeway alternatives in Salt Lake County is the 5800 West Freeway Alternative. The 5800 West freeway would begin with a collector-distributor system and a freeway-to-freeway interchange at Interstate 80 (I-80) and would consist of a freeway for the entire length of the alternative in Salt Lake County. This alternative would also include the 5600 West Transit Alternative.

[Figure S-6](#), 5800 West Freeway Alternative – Salt Lake County, on page S-15 shows the proposed alignment for this alternative. [Figure S-7](#) and [Figure S-8](#), Freeway Typical Sections for Salt Lake County, on pages S-16 and S-17 show the freeway typical sections for the Salt Lake County alternatives. For more information, see Section 2.2.2.2, 5800 West Freeway Alternative.

7200 West Freeway Alternative

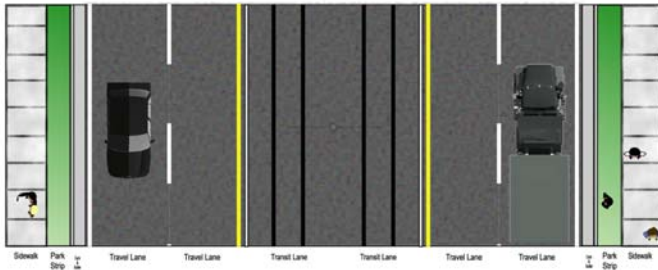
The second of the two freeway alternatives in Salt Lake County is the 7200 West Freeway Alternative (see [Figure S-9](#), 7200 West Freeway Alternative – Salt Lake County, on page S-18). This alternative begins with a freeway-to-freeway interchange with I-80 at 7200 West and runs along the existing 7200 West roadway to 4100 South, where the alignment heads slightly east to 5400 South. After 5400 South, the alignment would be the same as for the 5800 West Freeway Alternative. This alternative would also include the 5600 West Transit Alternative.

For more information, see Section 2.2.2.3, 7200 West Freeway Alternative.

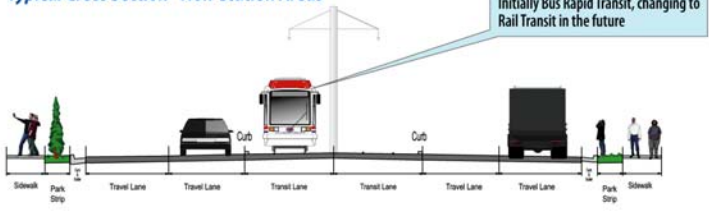




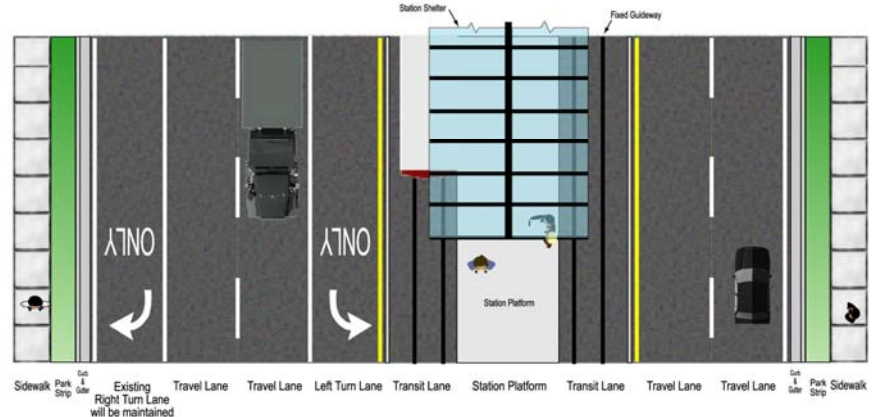
Typical Plan View - Non-Station Areas (Between Intersections)



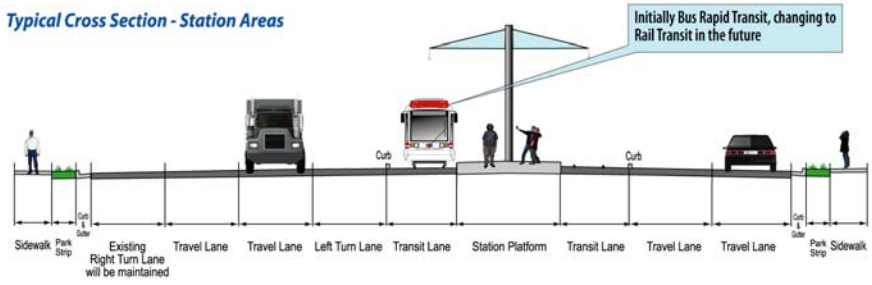
Typical Cross Section - Non-Station Areas



Typical Plan View - Station Areas (At Intersections)



Typical Cross Section - Station Areas



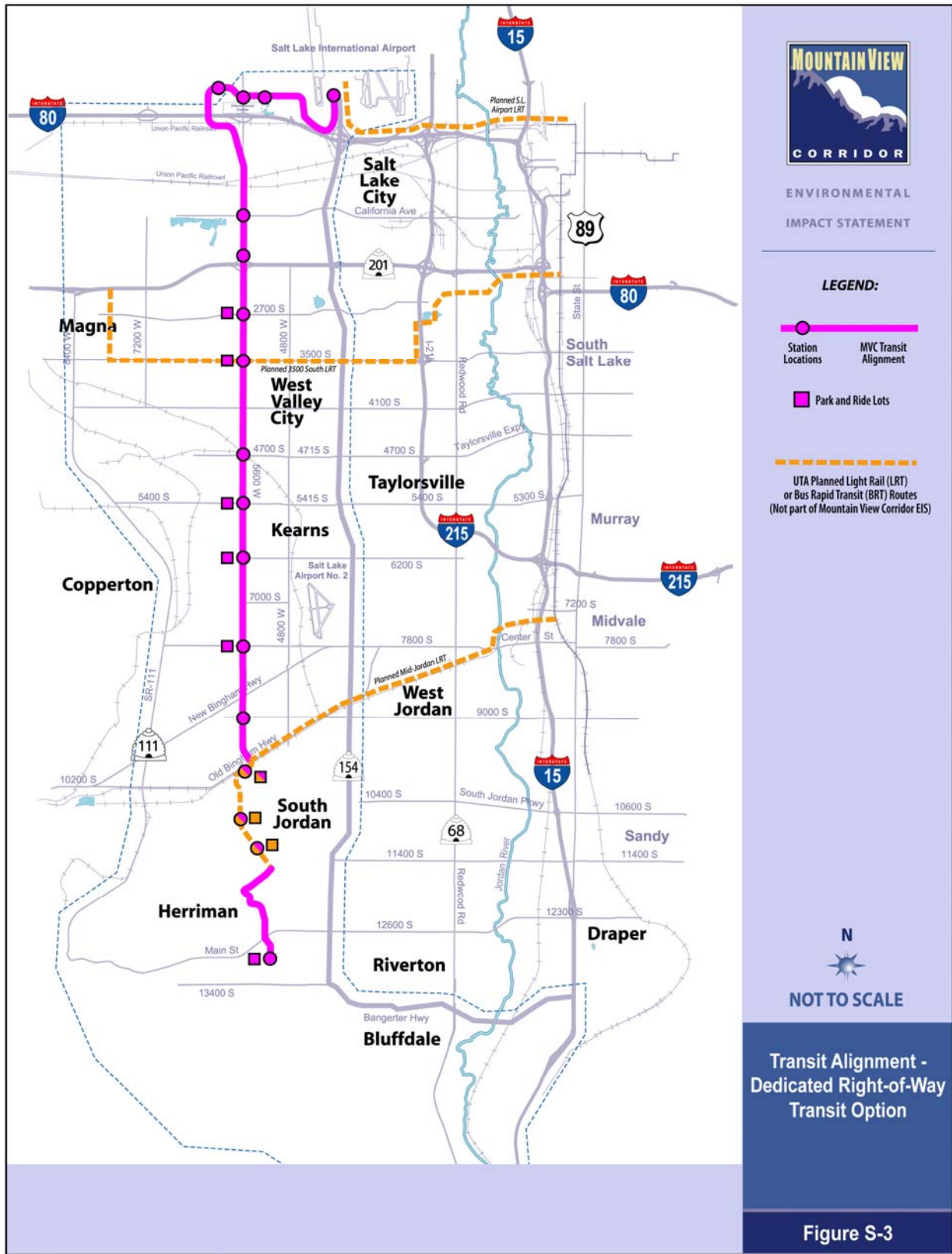
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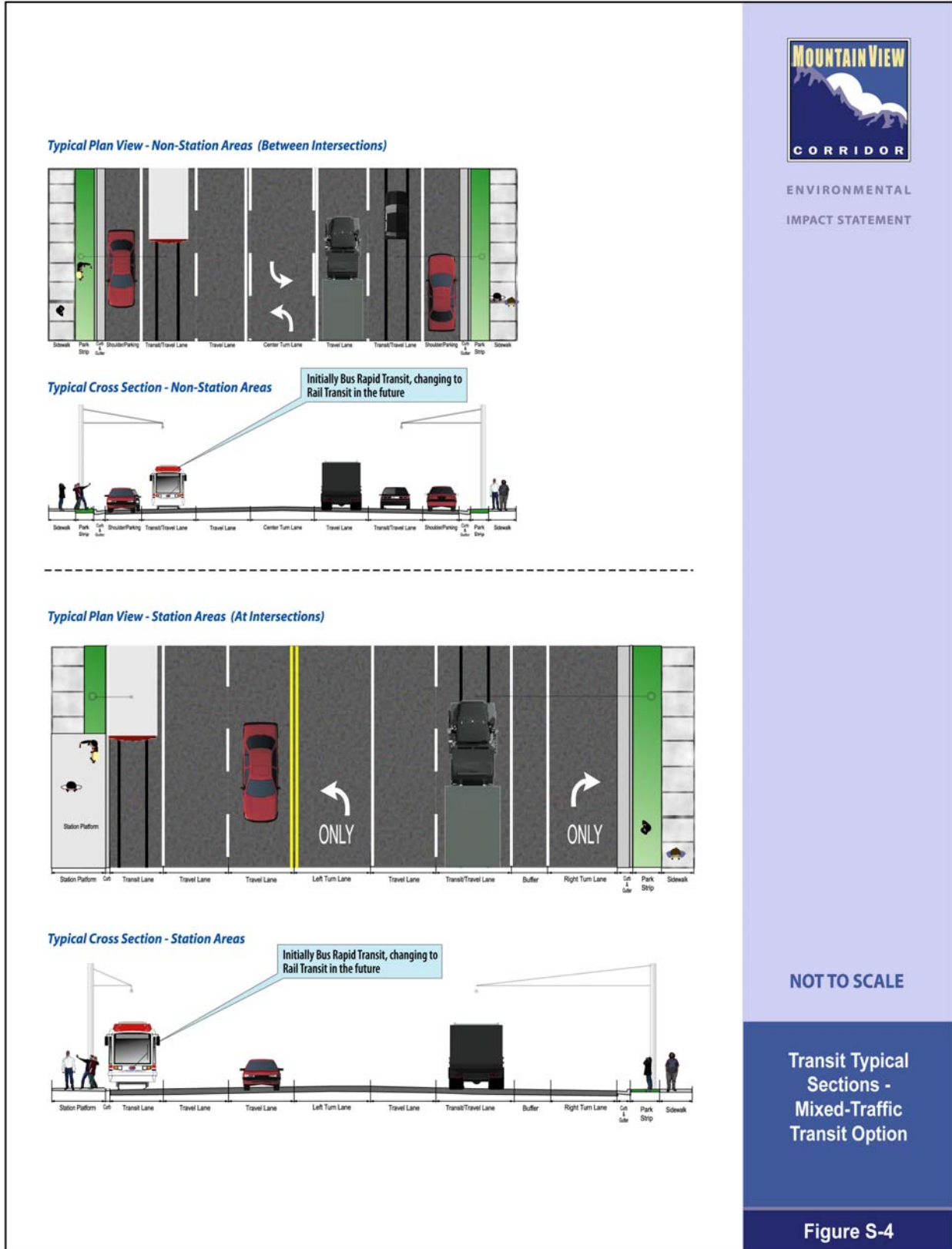
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Transit Typical Sections -
Dedicated
Right-of-Way Transit
Option

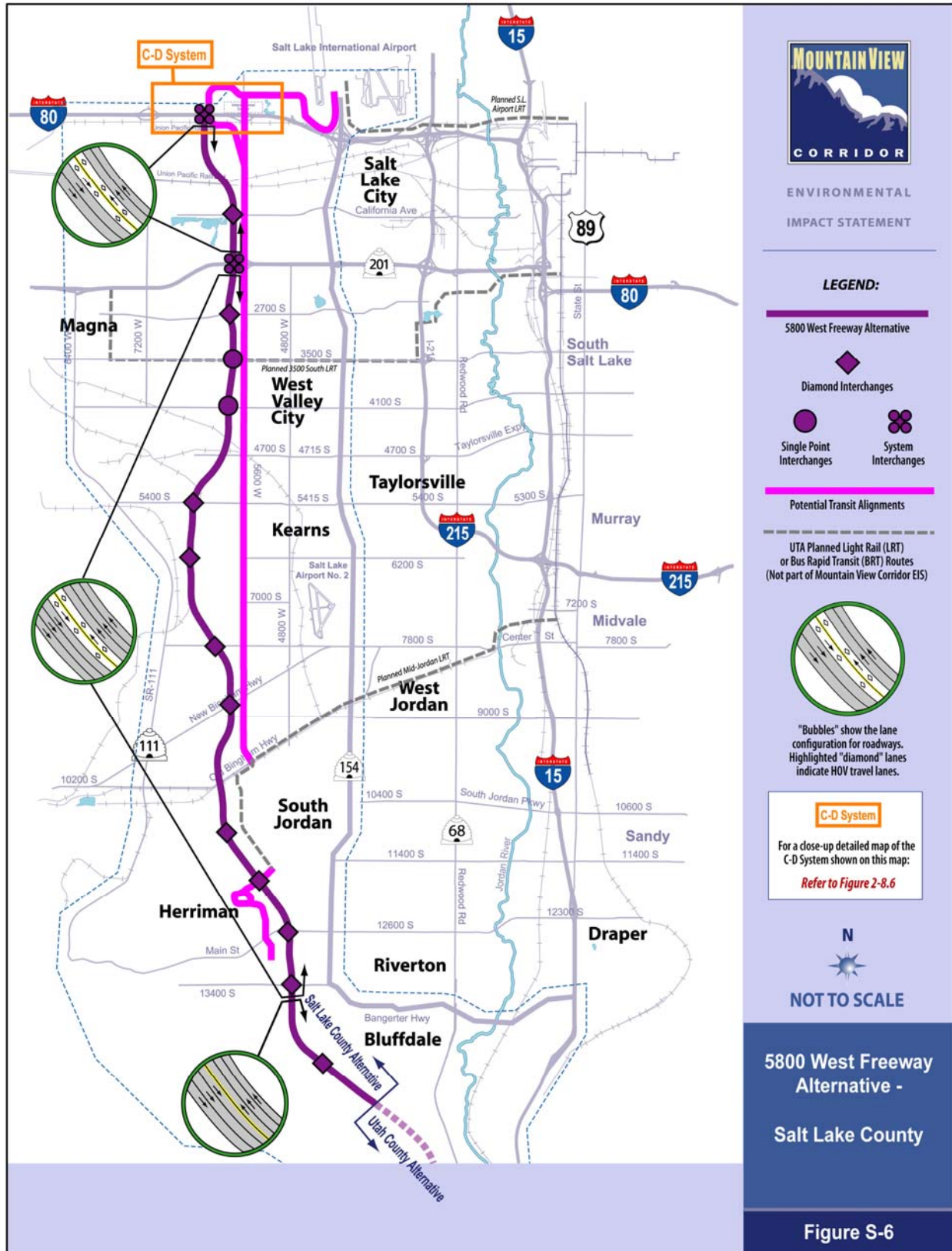
Figure S-2





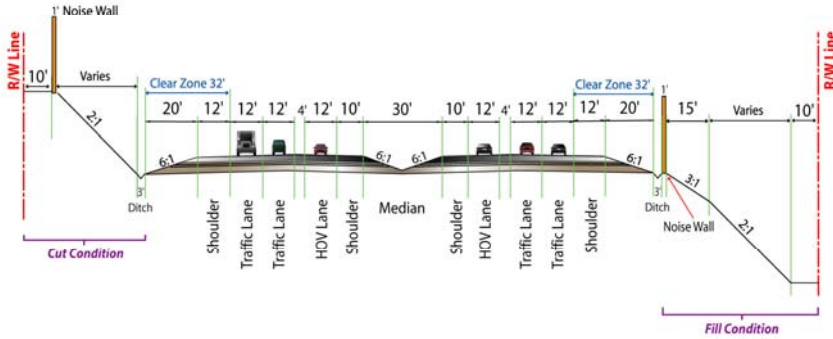




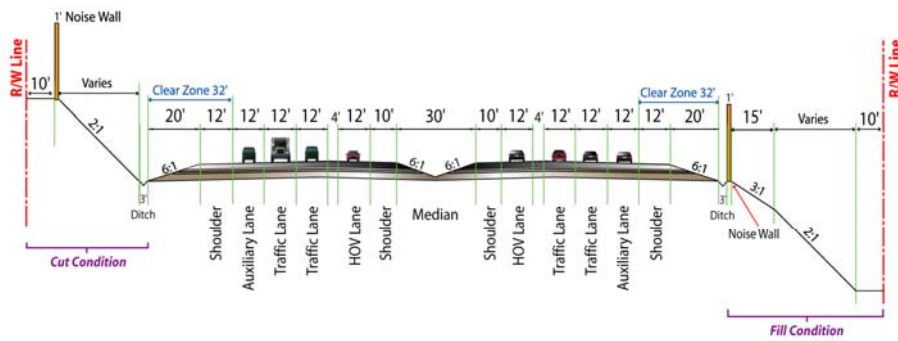




6-Lane Freeway Typical Section: Salt Lake County



6-Lane Freeway with Auxiliary Lanes Typical Section: Salt Lake County



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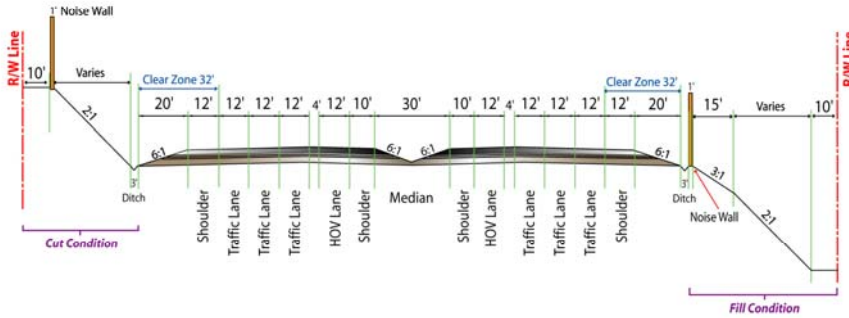
Freeway Typical
Sections for Salt Lake
County:
Six-Lane Freeway

Figure S-7

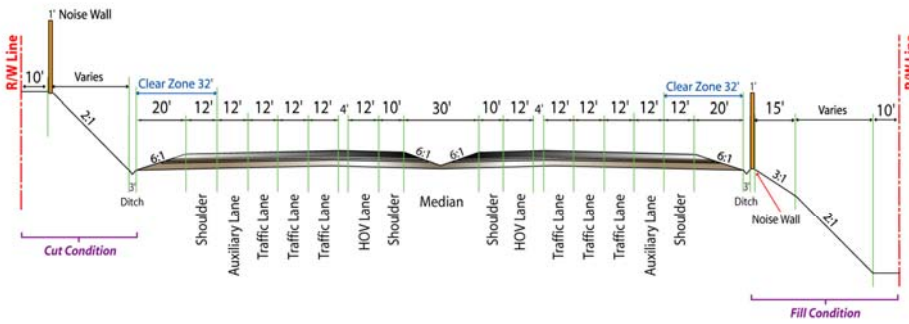




8-Lane Freeway Typical Section: Salt Lake County



8-Lane Freeway With Auxiliary Lanes Typical Section: Salt Lake County



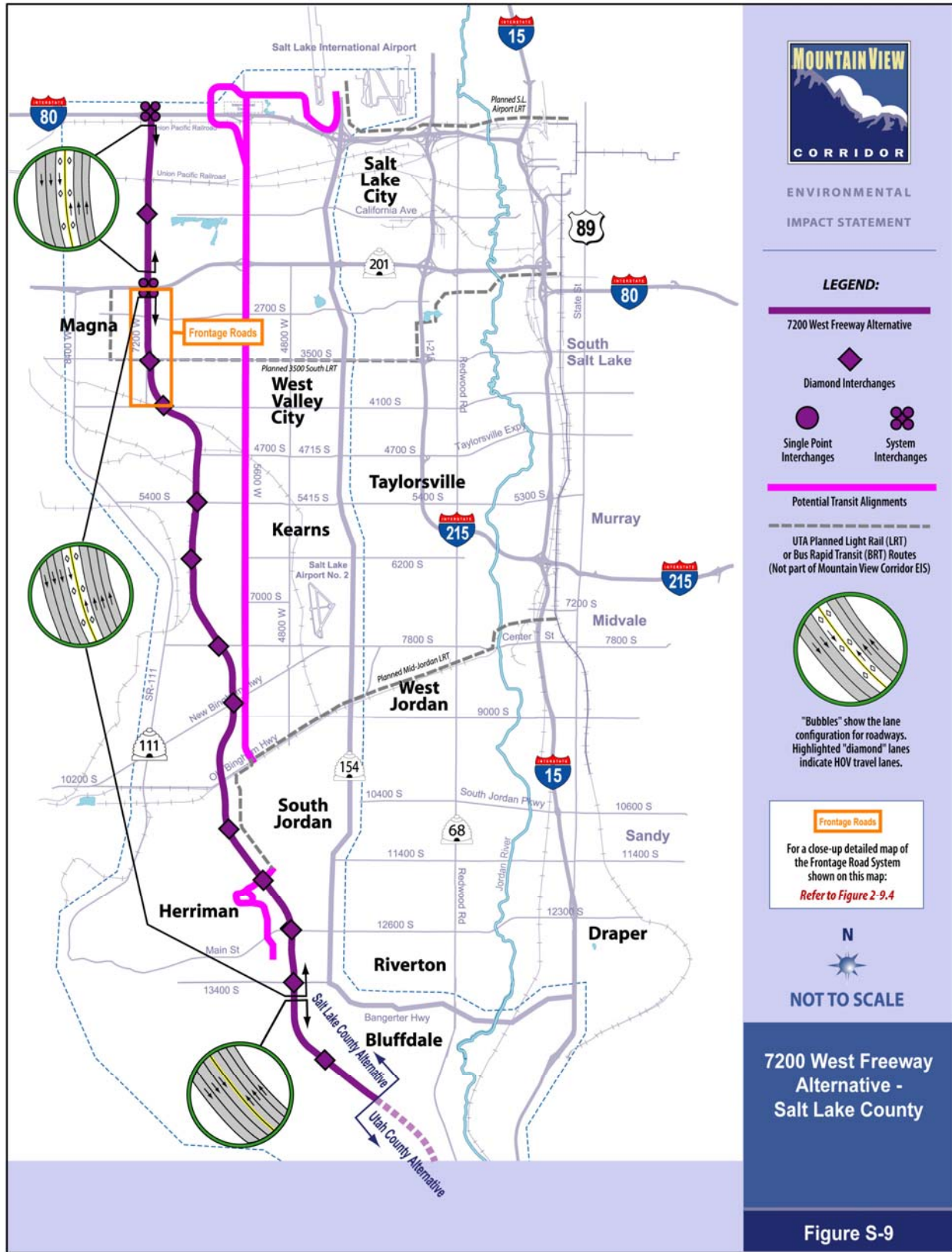
ENVIRONMENTAL
IMPACT STATEMENT

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Freeway Typical
Sections for Salt Lake
County:
Eight-Lane Freeway

Figure S-8





Utah County Alternatives

Three roadway alternatives are being considered in Utah County: two freeway alternatives and an arterials alternative. Each roadway alternative in Utah County can be matched with any roadway alternative in Salt Lake County to provide a complete MVC transportation solution. All three of the roadway alternatives in Utah County are being considered for tolling. The overall right-of-way required for the tolling options would be the same as for the non-tolled alternatives (see Section 2.2.4.1, Right-of-Way Considerations for the Tolling Options).

Southern Freeway Alternative

This alternative consists of a freeway from the Utah County line that extends south toward Utah Lake and then heads east. The eastern leg would roughly follow 1900 South in Lehi and then continue east, north of Utah Lake, to join Interstate 15 (I-15) at the existing Pleasant Grove/Lindon interchange.

[Figure S-10](#), Southern Freeway Alternative, on page S-21 shows the proposed alignment for this alternative. For more information, see Section 2.2.3.1, Southern Freeway Alternative.

2100 North Freeway Alternative

This alternative consists of a freeway that extends from the Utah County line south to State Route (SR) 73 in Lehi, plus a freeway connection on 2100 North from the MVC to the 1200 West interchange with I-15 in Lehi. In addition to the two freeway components of this alternative, there would be two one-way frontage roads that would extend from SR 68 to just past the commuter rail tracks west of I-15. At the connection with the MVC roadway and SR 73, southbound lanes would connect with SR 73 at a signalized intersection, and SR 73 would connect with the northbound lanes of the MVC roadway using either a direct-access ramp with a bridge over SR 73 (westbound SR 73 to northbound MVC) or a signal (eastbound SR 73 to northbound MVC). The connection at I-15 at 2100 North would provide both a local-access interchange and a direct freeway-to-freeway interchange (MVC to I-15).

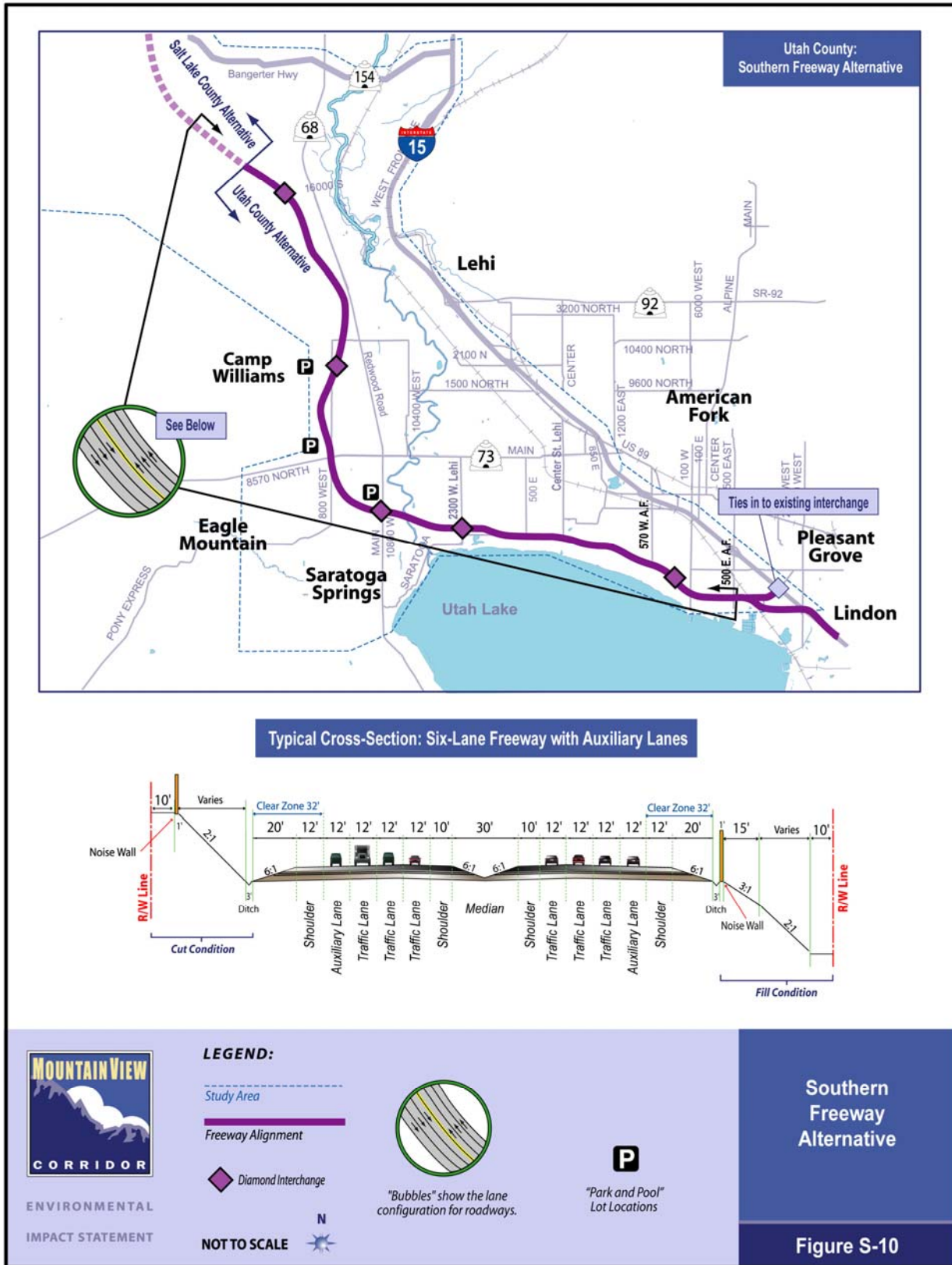
[Figure S-11](#), 2100 North Freeway Alternative, on page S-22 shows the proposed alignment for this alternative. For more information, see Section 2.2.3.2, 2100 North Freeway Alternative.

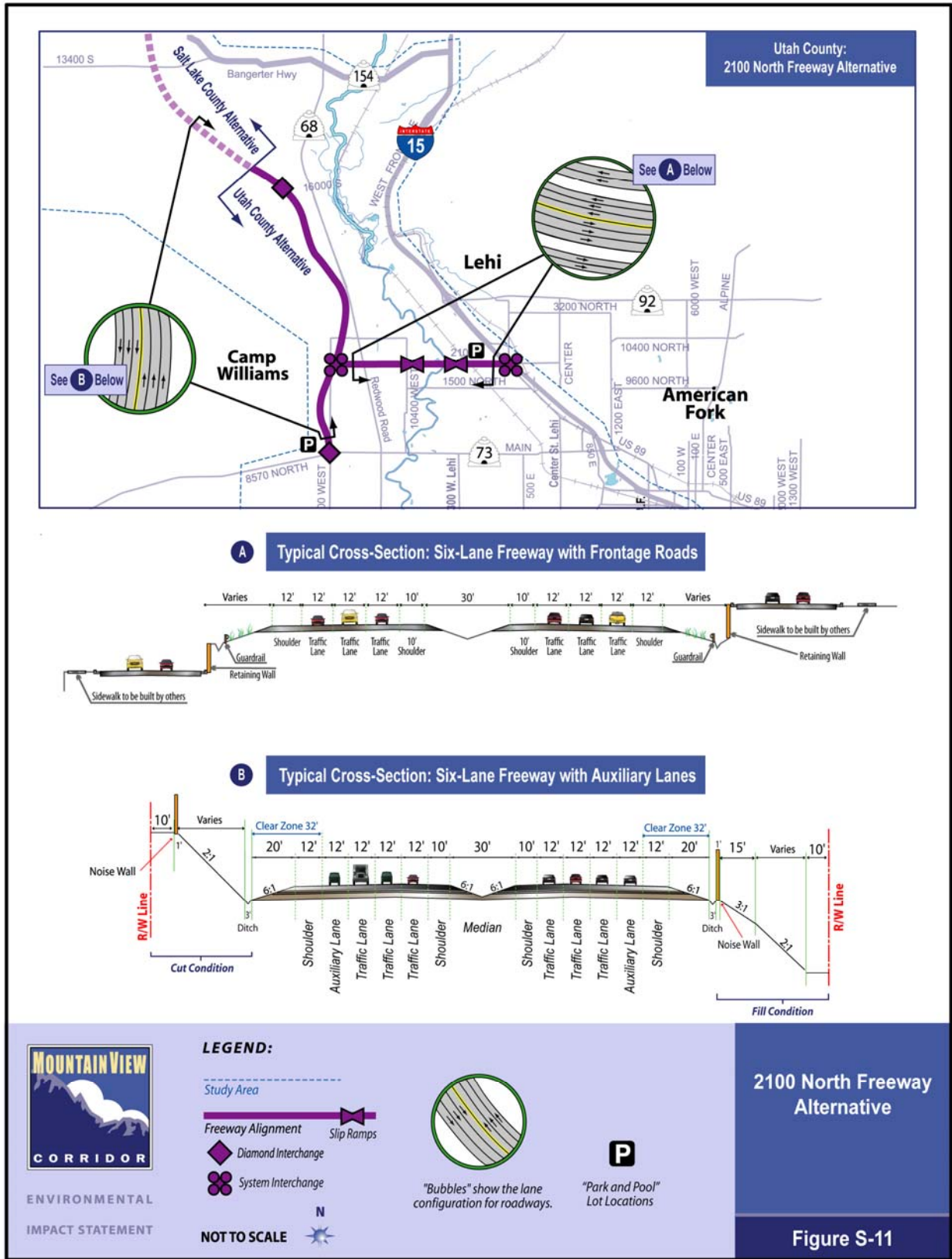
Arterials Alternative

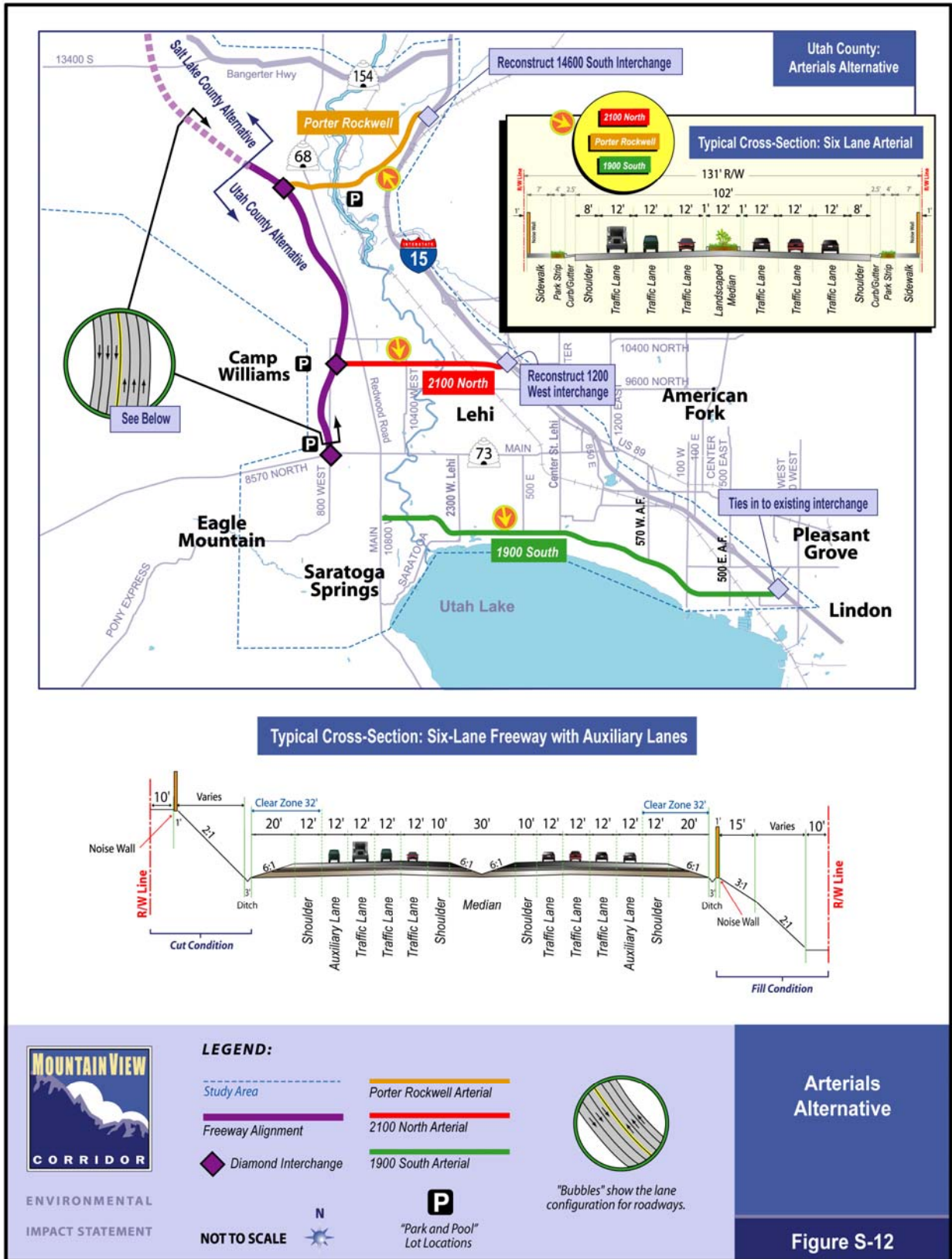
This alternative consists of a freeway from the Utah County line that extends south to SR 73 in Lehi and connects with SR 73 and three arterials: Porter Rockwell Boulevard, 2100 North, and 1900 South. At the connection with the MVC and SR 73, southbound lanes would connect with SR 73 at a signalized intersection, and SR 73 would connect with the northbound lanes of the MVC using either a direct-access ramp with a bridge over SR 73 (westbound SR 73 to northbound MVC) or a signal (eastbound SR 73 to northbound MVC).

The 1900 South arterial would follow the east-west section of the Southern Freeway Alternative and would connect to the existing Pleasant Grove/Lindon interchange at I-15. The Porter Rockwell arterial would connect to I-15 at the existing 14600 South interchange just west of Redwood Road. The 2100 North arterial would follow the same alignment as the 2100 North Freeway Alternative alignment and would connect the MVC to I-15 at 2100 North/1200 West in Lehi.

[Figure S-12](#), Arterials Alternative, on page S-23 shows the proposed alignment for this alternative. For more information, see Section 2.2.3.3, Arterials Alternative.









What impacts would the project have?

Table S-3 and Table S-4 below provide a comparison of the environmental impacts of the MVC action alternatives for Salt Lake and Utah Counties.

Table S-3. Environmental Impacts from the Salt Lake County Alternatives

Impact Category	Unit	5600 West Transit Alternative ^a		5800 West Freeway Alternative	7200 West Freeway Alternative
		Dedicated Transit	Mixed Transit		
Land converted to roadway use	Acres	140	151	1,708	1,505
Prime farmland	Acres	0	0	23	30
Agriculture Protection Areas	Number	0	0	0	0
Relocations	Number	8	2	175	280
Potential relocations ^b	Number	22	15	10	16
Recreation areas	Number	2	2	5	3
Community facilities	Number	3	3	3	2
Existing trails	Number	3	3	1	2
Proposed trails	Number	21	20	37	35
Noise receptors above criteria	Number	0	0	379	763
Stream/canal crossings	Number	7	7	12	12
Primary impacts to wetlands	Acres	Combined with freeway alternative	Combined with freeway alternative	30.19	30.60
Secondary impacts to wetlands	Acres	Combined with freeway alternative	Combined with freeway alternative	89.18	163.52
Primary and secondary loss of wetland quality or function	FCU ^c	Combined with freeway alternative	Combined with freeway alternative	38.99	50.26
Threatened and endangered species habitat	Number	0	0	0	0
Adverse impacts to cultural resources	Number	0	0	13	7
Hazardous waste sites	Number	13	15	12	15
Visual change	Category	Weak to moderate	Weak to moderate	Moderate	Weak to moderate
Section 4(f) use	Number	0	0	14	6

^a Dedicated Transit = Dedicated Right-of-Way Transit Option; Mixed Transit = Mixed-Traffic Transit Option

^b A potential relocation occurs when the right-of-way required for the project affects the property and is between 1 foot and 15 feet away from the structure.

^c FCU = functional capacity units, which is a measure for assessing impacts to the loss of the wetland function or quality.



Table S-4. Environmental Impacts from the Utah County Alternatives

Impact Category	Unit	Southern Freeway Alternative	2100 North Freeway Alternative	Arterials Alternative
Land converted to roadway use	Acres	909	717	957
Prime farmland	Acres	180	120	139
Agriculture Protection Areas	Number	6	0	4
Relocations	Number	137	15	66
Potential relocations ^a	Number	17	2	9
Recreation areas	Number	2	0	2
Community facilities	Number	0	1	2
Existing trails	Number	1	1	4
Proposed trails	Number	11	5	21
Noise receptors above criteria	Number	135	134	218
Stream/canal crossings	Number	4	1	6
Primary impacts to wetlands	Acres	93.43	12.87	55.71
Secondary impacts to wetlands	Acres	218.24	18.84	191.63
Primary and secondary loss of wetland quality or function	FCU ^b	141.67	18.14	91.65
Threatened and endangered species habitat	Number	1	0	1
Adverse impacts to cultural resources	Number	1	1	2
Hazardous waste sites	Number	3	2	4
Visual change	Category	Moderate	Moderate	Moderate
Section 4(f) use	Number	0	0	0

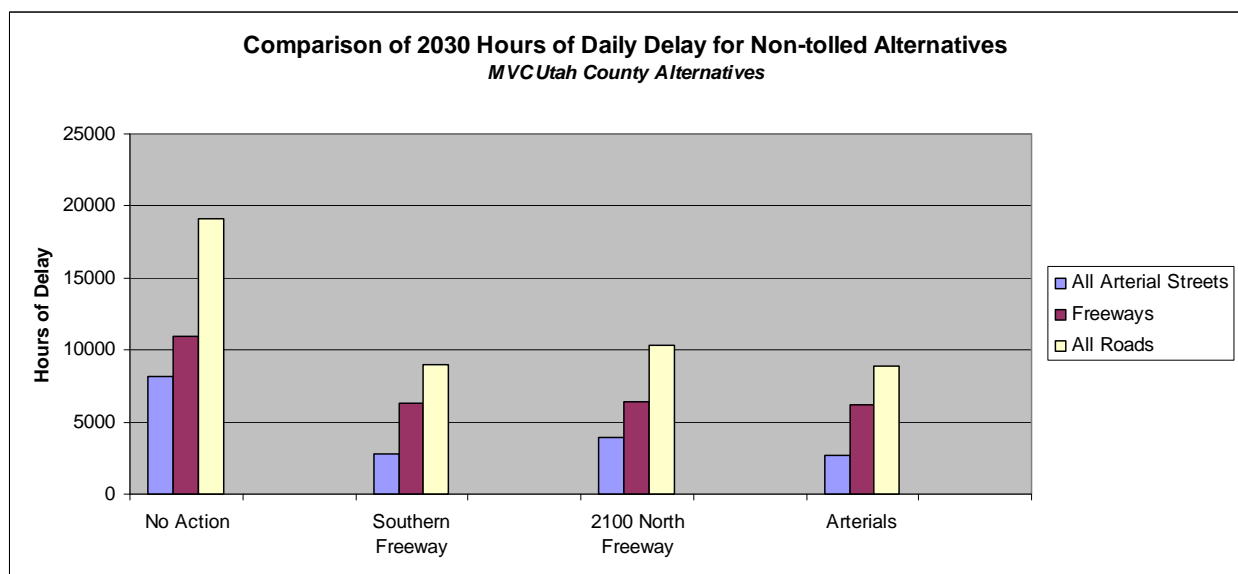
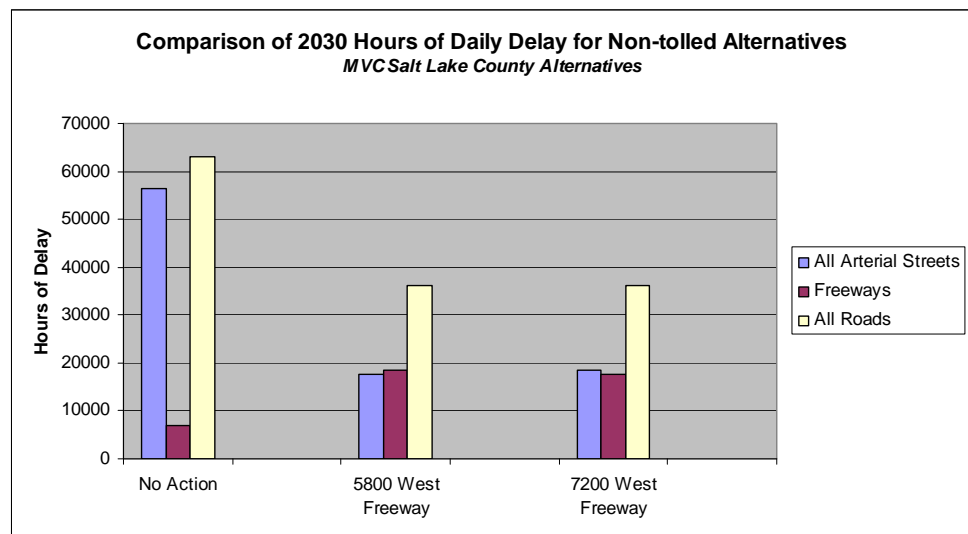
^a A potential relocation occurs when the right-of-way required for the project affects the property and is between 1 foot and 15 feet away from the structure.

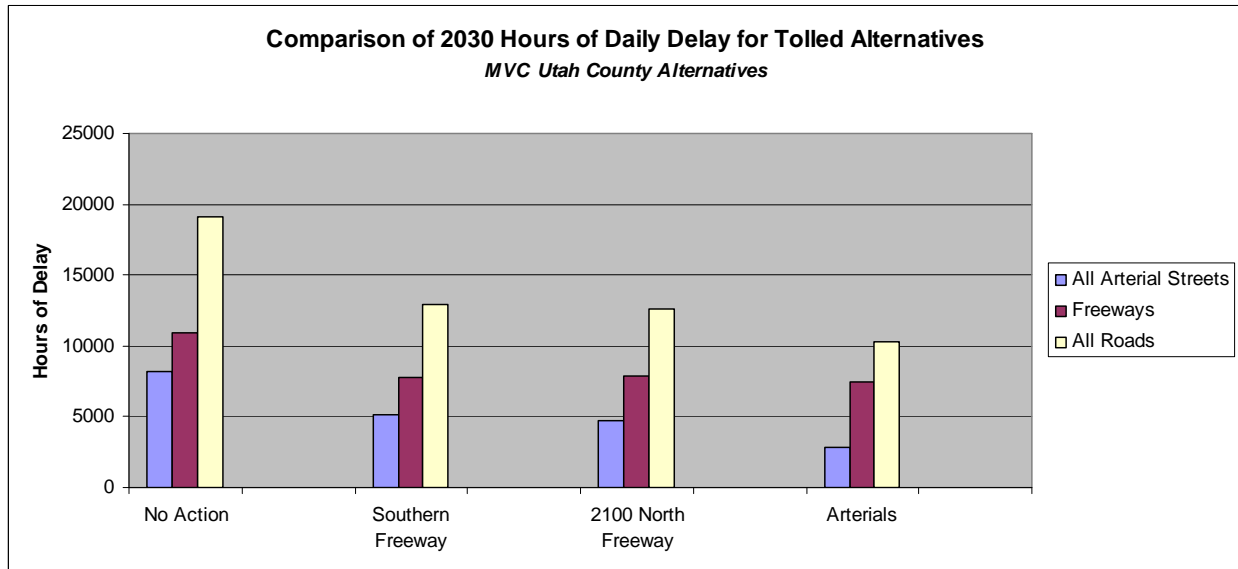
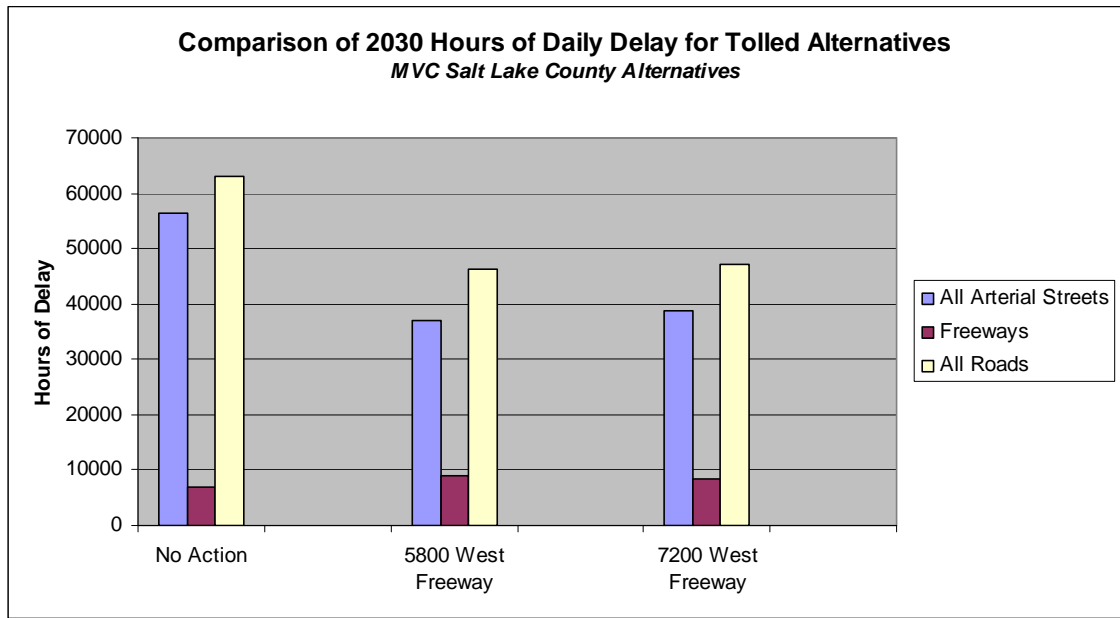
^b FCU = functional capacity units, which is a measure for assessing impacts to the loss of the wetland function or quality.



How would the roadway alternatives affect traffic congestion?

The roadway alternatives would reduce congestion on roads in the MVC study area in 2030, which would reduce the amount of time that drivers spend in traffic. The amount of time spent in traffic each day is called *daily delay*. The charts below compare the total hours of daily delay that drivers in the MVC study area would experience under the Salt Lake County and Utah County non-tolled and tolled roadway alternatives. The charts show the total hours of delay in 2030 for arterial streets, freeways, and all roadways (arterials and freeways) for each roadway alternative and the No-Action Alternative.







How much would the alternatives cost?

Table S-5 provides an overview of the cost of each action alternative.

Table S-5. Comparison of the Costs of the Action Alternatives (in 2007)

Alternative	2007 Cost
<i>Salt Lake County Alternatives</i>	
5600 West Transit Alternative	
Dedicated Right-of-Way Option	\$672,000,000
Mixed-Traffic Option	\$571,000,000
5800 West Freeway Alternative	\$2,157,000,000
7200 West Freeway Alternative	\$2,152,000,000
<i>Utah County Alternatives</i>	
Southern Freeway Alternative	\$1,126,000,000
2100 North Freeway Alternative	\$950,000,000
Arterials Alternative	\$984,000,000

Would the MVC be a toll road?

No decision has been made about whether the MVC would be a toll road. The MVC Team is analyzing both tolled and non-tolled alternatives to fully understand the impacts of both. This EIS discloses the impacts of all alternatives to allow for a fair comparison between alternatives. The Utah Transportation Commission will review the tolling analysis and evaluate the public's comments before deciding whether tolling is appropriate for the MVC project.

However, because of air quality conformity requirements, FHWA can issue a Record of Decision for only the version of the project that is included in the long-range plans of the Wasatch Front Regional Council (WFRC) and the Mountainland Association of Governments (MAG), which are the metropolitan planning organizations in the project area. Therefore, if a roadway alternative is selected, FHWA anticipates issuing a Record of Decision for the MVC as a non-tolled road. This decision would not preclude UDOT from proceeding with the MVC as a toll road in the future.



What changes have been made since the Draft EIS?

The Final EIS includes changes to the analysis that was included in the Draft EIS. These changes are described as appropriate in each chapter of the Final EIS. FHWA determined that none of the changes below were substantial enough to require the preparation of a Supplemental EIS to the Draft EIS. Key changes in the Final EIS include:

- **Updated Travel Demand Forecast.** The travel demand forecast was revised using travel demand model Version 6.0 (see Section 2.1.7.1, Revised Travel Demand Modeling for the Final EIS).
- **Alignment Modifications.** Changes were made to the action alternatives to minimize impacts and to address concerns raised during the Draft EIS comment period. These changes included both the incorporation of design options that have been presented in the Draft EIS as well as additional changes that were developed after the Draft EIS (see Section 2.1.7.3, Design Options Incorporated in the Final EIS, and Section 2.1.7.4, Additional Changes to the Alternatives between the Draft EIS and Final EIS).
- **Analysis of 4800 North Freeway Alternative.** FHWA and UDOT analyzed an alternative proposed by Lehi City involving a freeway on 4800 North connecting to I-15 in Utah County (see Section 2.1.7.2, Lehi Point of the Mountain Concept – 4800 North Freeway Alternative).
- **Project Implementation (Phasing).** UDOT and UTA developed a phased approach to project implementation based on funding availability and consultation with stakeholders. A new chapter was added to describe this approach (see Chapter 36, Project Implementation).
- **Cost Estimates.** Cost estimates for the project have been updated based on the most recent available information on right-of-way and construction costs (see Section 2.4.3, Cost).
- **FHWA Identification of Preferred Alternative.** FHWA has concurred with UDOT in identifying the 5800 West Freeway Alternative and 2100 North Freeway Alternative as the Preferred Alternatives for the project. UTA's Preferred Alternative is still the 5600 West Transit Alternative with Dedicated Right-of-Way Option (see Section 2.4.5, Preferred Alternatives).

Which alternatives do the lead agencies prefer?

The following sections list the Preferred Alternatives identified by FHWA, UDOT, and UTA (see Section 2.4.5, Preferred Alternatives).

Preferred Transit Alternative

The **5600 West Transit Alternative with Dedicated Right-of-Way Option** was identified by UTA as the Preferred Transit Alternative based on operational characteristics, environmental impacts, and the alternative's ability to meet the project's purpose. Public input during the scoping process and subsequent public meetings were also considered in identifying the Preferred Transit Alternative. The Preferred Transit Alternative would be part of the identified roadway alternative (5800 West or 7200 West) in Salt Lake County.

Preferred Roadway Alternatives

The **5800 West Freeway Alternative** was identified by FHWA and UDOT as their Preferred Roadway Alternative in Salt Lake County. The identification was based on close coordination with the affected cities and the public and consultation with resource agencies. The cities in the MVC study area preferred the 5800 West Freeway Alternative, and the resource agencies felt that this alternative would have fewer impacts to wetlands and wildlife resources.

Provided below are some of the key reasons why FHWA and UDOT identified the 5800 West Freeway Alternative as the Preferred Roadway Alternative for Salt Lake County (see [Table S-3](#) above, Environmental Impacts from the Salt Lake County Alternatives):

- Least amount of wetland impacts
- Least amount of relocations
- Least amount of prime farmland affected
- Least amount of floodplains affected
- Least amount of noise impacts to residential areas
- Least amount of community cohesion impacts
- Preferred by the U.S. Environmental Protection Agency and the U.S. Fish and Wildlife Service
- Preferred by the cities in the study area

The **2100 North Freeway Alternative** was identified by FHWA and UDOT as their Preferred Roadway Alternative in Utah County. This alternative would be implemented in phases as described in Chapter 36, Project Implementation. FHWA and UDOT considered input from the affected cities and the public and

consultation with resource agencies. Provided below are some of the key reasons why FHWA and UDOT identified the 2100 North Freeway Alternative as the Preferred Roadway Alternative for Utah County (see [Table S-4](#) above, Environmental Impacts from the Utah County Alternatives):

- Least amount of wetland impacts
- Least amount of wildlife habitat fragmentation
- Least amount of relocations
- Least amount of prime farmland affected
- Least amount of floodplains affected
- No impact to Agriculture Protection Areas
- Least amount of noise impacts to residential areas
- No threatened or endangered species affected
- Lowest construction costs
- Preferred by the U.S. Environmental Protection Agency and the U.S. Fish and Wildlife Service
- Accepted by the cities based on a phased approach

How will the project be constructed?

The transit and roadway components of the MVC would be constructed in phases (see Chapter 36, Project Implementation). These phases are described below.

Transit Component

The Preferred Transit Alternative (5600 West Transit Alternative with Dedicated Right-of-Way Option) would be built in phases as funding becomes available. These project implementation phases are described in [Table S-6](#) and Section 36.2, Implementation Phases. [Figure S-13](#), Dedicated Right-of-Way Transit Illustration, on page S-34 provides a graphic depiction of Phase 1 of the transit alternative.

Table S-6. Summary of MVC Phasing for the 5600 West Transit Alternative

Phase	Description
1	<ul style="list-style-type: none"> • Implement bus rapid transit type 3 from 2700 South to 6200 South. • Preserve right-of-way for all three phases.
2	<ul style="list-style-type: none"> • Extend bus rapid transit type 3 from 11800 South to Airport Line.
3	<ul style="list-style-type: none"> • Upgrade bus rapid transit type 3 to rail from Herriman to Airport Line.



The funding plan for the transit system would be based on sources such as federal grants from the Federal Transit Administration, public/private investments and possible enterprise zones related to transit-oriented development, future tax revenue included in the current WFRC Regional Transportation Plan, and funds already available in the WFRC 2030 finance plan. If federal funds are used for the transit component, additional NEPA review could be required.

Roadway Component

Through collaborative discussions with stakeholders, UDOT developed a phased approach to project implementation for the roadway component of the MVC in both Salt Lake County and Utah County. In each county, project implementation would proceed in three phases. These project implementation phases are described in [Table S-7](#) and [Table S-8](#) below and in Section 36.2, Implementation Phases. See [Figure S-14](#), Roadway Phase 1 Illustration, and [Figure S-15](#), 2100 North Phase 1 Illustration, on pages S-35 and S-36. The Roadway Phase 1 implementation figure applies to both the 5800 West Freeway Alternative and the north-south portion of the 2100 North Freeway Alternative.

Table S-7. Summary of MVC Phasing for the 5800 West Freeway Alternative

Phase	Description
1	<ul style="list-style-type: none"> Construct an arterial with two lanes in each direction. Construct signalized intersections at the locations of Phase 2 and 3 interchanges. Do not allow access between intersections (build Phase 1 as a limited-access facility). Preserve right-of-way for all three phases (the full corridor width as shown in the Final EIS). Construct interchanges at SR-201 and I-80 Build the section from 2700 South to 4700 South at grade as much as possible while accommodating grade-separated railroad crossings and community crossings.
2	<ul style="list-style-type: none"> Convert the Phase 1 arterial to a freeway. Change signalized intersections to interchanges. Add auxiliary lanes.
3	<ul style="list-style-type: none"> Implement the 5800 West Freeway Alternative to full 2030 build-out as described in the Final EIS.



Table S-8. Summary of MVC Phasing for the 2100 North Freeway Alternative

Phase	Description
1	<ul style="list-style-type: none"> • Construct a four-lane, north-south arterial street from the 5800 West Freeway Alternative to SR 73. • Construct signalized intersections at Porter Rockwell Boulevard, 2100 North, SR 68, SR 73, 10400 West, and 2300 West. Construct bridges at other cross streets. • Construct two-lane, one-way roads (two westbound and two eastbound lanes) from Redwood Road to I-15 (the one-way roads would merge to become a typical arterial street near I-15). • Construction a single-point urban interchange at I-15 and 2100 north. • Preserve right-of-way for all three phases.
2	<ul style="list-style-type: none"> • Convert the Phase 1 north-south arterial to a freeway. • Convert signalized intersections to interchanges (north-south portion). • Add ramps, as needed, at SR 73, 2100 North, and I-15. • Construct auxiliary lanes, as required, to facilitate weaving and merging movements between interchanges and ramps (east-west portion). • Construct one-way express lanes (two westbound and two eastbound lanes) from north-south MVC to I-15 on 2100 North.
3	<ul style="list-style-type: none"> • Construct additional lanes in each direction, both north-south and east-west, on the MVC. • Complete the ramps not built as part of Phase 2.

It is important to note that this EIS has studied the full build-out of the Preferred Alternatives. The phased approach involves a gradual implementation of the Preferred Alternatives.

The MVC would likely be constructed in sections based on logical connection points with other roads. The connection points have not yet been determined.

As part of Phase 1 in a section, UDOT would acquire the right-of-way necessary to build all three phases in that section. UDOT would need to implement the total mitigation required for impacts to farmland, community impacts, relocations, economic impacts, pedestrian and bicyclist impacts, impacts to archeological and paleontological resources, and impacts to hazardous waste sites during Phase 1 for a section.



ENVIRONMENTAL
IMPACT STATEMENT

LEGEND:

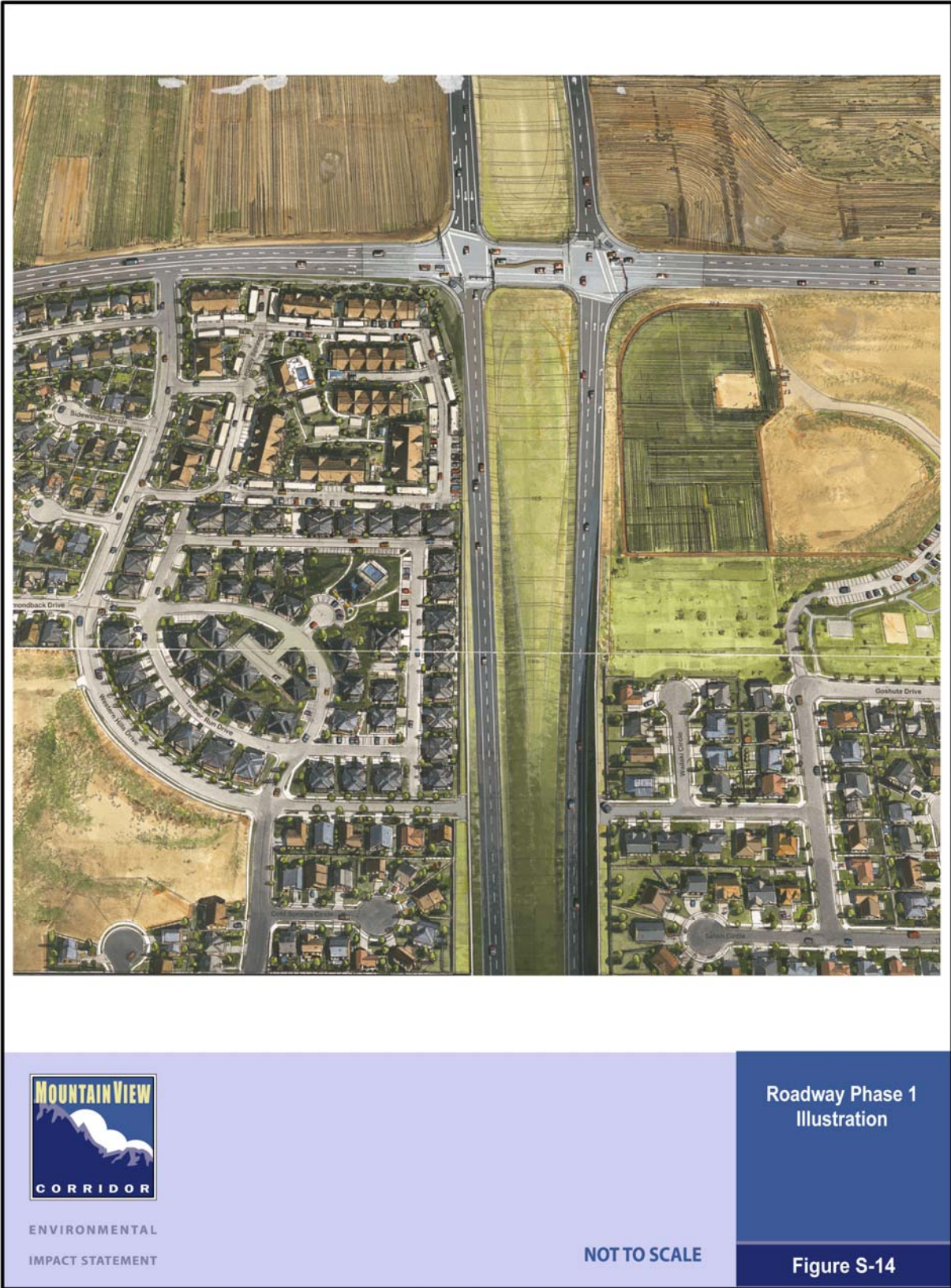
N

NOT TO SCALE

Dedicated
Right-of-Way
Transit
Illustration

Figure S-13





ENVIRONMENTAL
IMPACT STATEMENT

NOT TO SCALE

Roadway Phase 1
Illustration

Figure S-14





ENVIRONMENTAL
IMPACT STATEMENT

2100 North Phase 1
Illustration

NOT TO SCALE

Figure S-15



What other major projects are planned in the study area?

The other major roadway and transit projects in the MVC study area include the following:

- Salt Lake County
 - West Valley light rail – New light rail from the 2100 South light-rail station to the West Valley City center.
 - West Jordan light-rail extension – New light rail from the 6400 West light-rail station to South Jordan.
 - 3500 South – Widen 3500 South to add two additional lanes and add bus service from Redwood Road to Bangerter Highway.
 - SR 201 – Provide two additional travel lanes from the Jordan River to 5600 West.
 - Redwood Road – Widen Redwood Road from two to five lanes from Bangerter Highway to the Utah County line.
- Utah County
 - I-15 – Make I-15 corridor improvements from Santaquin in Utah County to 10600 South in Salt Lake County.
 - Commuter rail – Implement commuter rail from Utah County into Salt Lake County.
 - East-west connector – Construct a new road between Redwood Road and I-15 south of SR 73 and north of 1500 South in Lehi.
 - Redwood Road – Widen Redwood Road from two to five lanes from the Salt Lake County line to Saratoga Springs.
 - Vineyard Connector – Construct a new north-south road west of I-15 in Orem, Vineyard, Lindon, and American Fork.



What controversial issues were identified during the EIS process?

Several areas of controversy were identified during the process of meeting with the cities and the public to develop the MVC alternatives. The following are the main issues:

- **2100 North Freeway Alternative.** The most comments received on the Draft EIS were from Lehi City, which opposed a freeway on 2100 North. Lehi City also opposed this alternative during preparation of the Draft EIS. During the preparation of the Final EIS, numerous meetings were held between UDOT and Lehi City to address the City's concerns. As a result, the City endorsed, in concept, efforts by Lehi City staff, UDOT, and FHWA to revise the 2100 North Freeway Alternative (to reduce impacts to the community and make it more consistent with the City's land use plans) and to phase the implementation of the alternative. See Section 2.1.7.4, Additional Changes to the Alternatives between the Draft EIS and Final EIS, and Section 36.2.2, Implementation Phases in Utah County.
- **Transit First.** Nongovernmental organizations have requested that transit be built before a roadway to allow transit ridership and transit-oriented land uses to become established. UTA has adopted a phased approach to project implementation to address this concern (see Section 36.2.1, Implementation Phases in Salt Lake County).
- **Wetlands and Wildlife Fragmentation.** The state and federal resource agencies and some nongovernmental organizations oppose any alignment on the north end of Utah Lake (as with the Southern Freeway and Arterials Alternatives) because of impacts to wetlands and fragmentation of wildlife habitat. FHWA and UDOT have identified the 2100 North Freeway Alternative as their Preferred Alternative in Utah County. This alternative avoids impacts to wetlands and wildlife habitat on the north end of Utah Lake (see Chapter 15, Ecosystem Resources).
- **Travel Demand Model.** Some nongovernmental organizations have challenged the adequacy of the 2030 travel demand model that was used for the MVC project in the Draft EIS, specifically the model's ability to predict transit ridership. The travel demand forecast has been updated in the Final EIS using Version 6.0 of the travel demand model. The revised forecast shows increased transit ridership (see Section 2.1.7.1, Revised Travel Demand Modeling for the Final EIS).



- **Air Quality.** Some members of the public and nongovernmental organizations are concerned that vehicle emissions from the MVC could increase health risks to residents near the proposed alternatives and decrease regional air quality. These concerns have been considered and are addressed in Section 35.12, Air Quality.

Are there any major unresolved issues?

There are no major unresolved issues with federal or state regulatory agencies.

What additional federal actions would be required if the project is built?

The following additional federal actions would be required for the proposed MVC project (see Chapter 26, Permits, Reviews, and Approvals):

- Clean Water Act, Section 404 Permit (U.S. Army Corps of Engineers)
- Certificate of Public Convenience and Necessity, Section 7 of the Natural Gas Act (Federal Energy Regulatory Commission)
- Interchange Justification Report Approval (FHWA)
- Section 4(f) Approval (FHWA)
- Clean Air Act, Project-Level Conformity Determination (FHWA)

Who will decide which alternatives are selected, and how can I get involved?

In the Record of Decision, FHWA, in consultation with UDOT, will decide which roadway alternative is selected for each county. UTA will decide on the transit alternative. The decisions will rely heavily on both technical information and community input. You are invited to participate in this project by reviewing the EIS and providing your comments on the information presented. You are also invited to comment on the draft project-level air quality conformity determination presented in Chapter 12, Air Quality. The input you provide will help the lead agencies make a final decision regarding the MVC project.

The current WFRC and MAG long-range plans include the MVC project as a non-tolled road. Because of air quality conformity requirements, FHWA can issue a Record of Decision for only the version of the project that is included in WFRC's and MAG's long-range plans. Therefore, FHWA anticipates issuing a



Record of Decision for the MVC as a non-tolled road. This decision would not preclude UDOT from proceeding with the MVC as a toll road in the future.

If the Utah Transportation Commission decides to implement the MVC project as a toll road, the WFRC and MAG long-range plans would need to be amended to designate the MVC as a toll road. Amending the long-range plans would require a new air quality conformity determination. After the long-range plans are amended and the required air quality conformity determinations are made, FHWA could issue a revised Record of Decision approving the MVC as a toll road. The revised Record of Decision would likely be based on this Final EIS, which studies a tolled option for the MVC at the same level of detail as the non-tolled version of the project.

However, FHWA also could determine that additional environmental review (for example, a re-evaluation) is needed before issuing the revised Record of Decision for the MVC as a toll road. If federal funds are to be used, tolling would also require a Section 129 agreement between FHWA and UDOT (or an equivalent agreement under another program). A Section 129 agreement is authorized under 23 United States Code (U.S.C.) 129; it allows tolling on a highway that has been or will be constructed with federal funds. The Section 129 agreement would likely be executed after the revised Record of Decision is issued.

You can get involved in the MVC EIS process by submitting comments on this Final EIS. There are four ways to comment on the project:

1. E-mail your comment to mountainview@utah.gov.
2. Call the toll-free comment line at (800) 596-2556.
3. Submit a comment using the comment form on the MVC project Web site at www.udot.utah.gov/mountainview/input.php.

4. Mail your comment to:
Mountain View Corridor
c/o Parsons Brinckerhoff
488 E. Winchester Street, Suite 400
Murray, UT 84107



What happens next?

After the release of the Final EIS and the announcement in the Federal Register, there will be a minimum 30-day review period. After this review period, FHWA and UDOT will consider all comments received on the Final EIS, the analysis in the Final EIS, and the project file in preparing the Record of Decision. The Record of Decision will explain the reasons for the project decision, summarize any mitigation measures that will be incorporated in the project, and document any project-level air quality conformity determination and Section 4(f) approval. In addition, the Record of Decision will include any new substantive comments received on the EIS that were not addressed in the Final EIS and will provide responses to those comments when appropriate. After all project approvals are received, UDOT and UTA can proceed toward construction.

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