

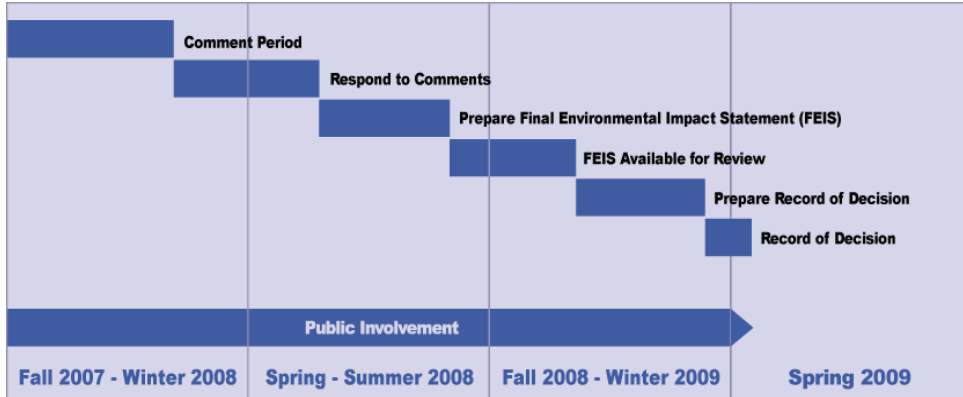


ENVIRONMENTAL
IMPACT STATEMENT

MVC Timeline

Draft Environmental Impact Statement | 4.1

After nearly five years of extensive study, the release of the Draft Environmental Impact Statement (DEIS) is a significant milestone for the project team and for residents along the western half of the Wasatch Front. The timeline below illustrates the next steps in the study process after the comment period concludes, including responding to comments, preparing the final Environmental Impact Statement (FEIS), releasing the FEIS for public review and preparing the Record of Decision.



The Federal Highway Administration will ultimately make the final selection of a preferred alternative, which will be documented in the record of decision. After the record of decision, next steps include funding, right-of-way acquisition and construction.

Current Funding Available

The 2007 legislative session was historic in the amount of funding that was provided for transportation. With a strong economy and surplus revenue, the governor and the state legislature recognized the transportation-funding shortfall and began to address the state's transportation challenges. A \$1 billion bond was created to provide funding for various Utah Department of Transportation (UDOT) projects statewide. The Utah Transportation Commission, which oversees UDOT funding, has identified a list of projects that qualify for this funding. Mountain View Corridor has been allocated \$130 million from this bond for Utah County and \$160 million for Salt Lake County, with an additional \$100 million in bonding from the transportation sales tax and vehicle registration fees.

Tolling

No decisions have yet been made about how the rest of MVC will be funded, but both tolled and non-tolled alternatives were analyzed to disclose the differing impacts. Bonding on future toll revenue would allow the state to fund two-thirds of the cost of building the Mountain View Corridor roadway.

It is unlikely that one funding tool on its own will pay for the MVC. Financing will more likely be a combination of many tools. Studying tolling as part of MVC Environmental Impact Statement provides an additional funding tool. The Transportation Commission will ultimately decide whether tolling is appropriate for the MVC.

Right-of-Way Acquisition

Please see Fact Sheet 3.2 for information on right-of-way acquisition.

What to Build First

Travel demand data for the MVC freeway alternatives show that the highest use would occur in Salt Lake County between SR 201 and about 13400 South near Riverton, with the highest demand at the northern end. Therefore, it is likely that the northern end, starting at SR 201, would be constructed first. Current funding through UDOT would allow an initial section from SR 201 to 3500 South in Salt Lake County to be built. Initial funds in Utah County would likely be used to alleviate east-west congestion by constructing on UDOT's preferred alignment, 2100 North.

Please see Chapter 2 of the Draft EIS for more detailed information.

FAQs

Who decides how to pay for the MVC?

The state legislature and state Transportation Commission are responsible for allocating funds to construct the MVC. The final funding solution may include a variety of options.

When will the first phase of construction begin?

The Record of Decision, or selection of the final roadway alignment, is expected from the Federal Highway Administration in 2009. After this decision has been made, the legislature will work to secure additional funding. It is difficult to predict a start date for the project, as it will depend on the state economy and the amount of funding available for roadway construction.

Public Hearings

Wednesday, November 14
Hunter High School
West Valley City: 4 - 8 p.m.

Thursday, November 15
Willow Creek Middle School
Lehi: 4 - 8 p.m.

Saturday, November 17
Copper Hills High School
West Jordan: 2 - 6 p.m.

CLICK. READ. COMMENT. >>

Comment Period

Oct. 17 - Jan. 24, 2008

Mail

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