

**FEDERAL TRANSIT ADMINISTRATION  
FINDING OF NO SIGNIFICANT IMPACT  
FOR**

**Project Name: Midvalley Connector Bus Rapid Transit Project**

**Location: The Cities of Murray, Taylorsville, and West Valley, Salt Lake County, Utah**

**INTRODUCTION**

This document provides the basis for a Finding of No Significant Impact determination by the Federal Transit Administration (FTA), U.S. Department of Transportation, regarding the Midvalley Connector Bus Rapid Transit (BRT) Project (Project) proposed by the Utah Transit Authority (UTA) within the Cities of Murray, Taylorsville, and West Valley, Salt Lake County, Utah. This determination is made in accordance with the provisions of the National Environmental Policy Act of 1969 (NEPA (42 U.S.C. §4332 *et seq.*)) and in compliance with NEPA's implementing regulations and FTA's NEPA implementing procedures (23 CFR part 771). This document concludes the Environmental Assessment (EA) process for the Project and states the reasons why the Project will not have a significant impact on the quality of the human environment.

**PROJECT AND ALTERNATIVES CONSIDERED**

BRT is a high-quality bus-based transit system that delivers fast, comfortable, and cost-effective transit service. BRT has faster, more frequent bus service; the addition of dedicated, bus-only lanes; and iconic stations with improved user amenities like off-board fare collection, real-time messaging, lighting, and benches. The Project will provide a new BRT service connecting the Murray Central Station to the Salt Lake Community College (SLCC) Redwood campus in Taylorsville and the West Valley Central Station. The Project will meet the need for a transit connection from the FrontRunner commuter rail and TRAX light rail to local and regional destinations and accommodate future transit service demand from population growth and increased SLCC student enrollment.

The EA examined alternatives and potential impacts associated with the construction of the project within the Cities of Murray, Taylorsville, and West Valley. Two alternatives were examined in detail in the EA: the No Build Alternative and the Build Alternative which was also the Locally Preferred Alternative (LPA). The LPA is the Selected Alternative (see Figure 1). The Project will construct a 7-mile BRT route with 1.4-mile dedicated bus lanes. The BRT route begins at the Murray Central Station, travels west through Murray along Vine Street to Murray Boulevard, and traverses Taylorsville via Sunstone Road, Atherton Drive, and along 4700 South to SLCC. From SLCC, the BRT route follows 4700 South west to 2700 West and then north along 2700 West to the West Valley Central Station in West Valley City. The route includes 15 stations.

For most of the route, the bus will travel in mixed-flow lanes. One section of the route will have dedicated bus lanes along 4500/4700 South from East Atherton Drive to Redwood Road. The BRT service will offer off-board fare collection (using ticket vending machines) for faster boarding, real-time transit information at stations, frequent service throughout the day (10- to 15-minute headways), transit signal priority for BRT buses at most intersections, and sheltered seating at stations.



Figure 1. Selected Alternative

## PUBLIC INVOLVEMENT

The EA was made available for a 33-day public and agency review and comment period beginning on July 1, 2022 and ending on August 2, 2022. Copies of the EA were made available for review online and at each of the following offices: FTA Region 8, UTA Headquarters, Utah Department of Transportation Headquarters, and at public libraries in Murray, Taylorsville, and West Valley. A series of notices of the availability of the EA and notification of the public meeting were published in the Salt Lake Tribune and Deseret News, the local newspaper of general circulation in the Project area, between July 1, 2022 and July 15, 2022. Other publishing methods included ads in City Journal publications in Murray, Taylorsville and West Valley City. In addition, notices were posted online and emailed directly to the Project’s contact list. Two public meetings were held on Monday, July 18, 2022. One meeting was held online using the Zoom platform, and an in-person meeting was held at Taylorsville City Hall. A summary of the comments to the EA and responses are included in Appendix A.

## MITIGATION MEASURES TO MINIMIZE HARM

UTA has taken all reasonable, prudent, and feasible means to avoid or minimize impacts from the Project. As a result of the analysis during the EA process and comments received, UTA made mitigation commitments. UTA will be responsible for complying with local and state regulations, as well as for carrying out these mitigation measures during design and construction phases. These commitments are described below for each of the specified environmental impact areas.

## ENVIRONMENTAL DETERMINATIONS AND FINDINGS

The following areas were evaluated in detail in the EA to determine the nature and degree of impacts associated with the Project:

**Transportation:** The Project will not substantially impact the existing transportation system. The Project will not affect existing level of service but will improve overall mobility for transit riders. The Project may affect current bus routes. UTA will prepare a draft service plan and provide the public an opportunity for public comment prior to any changes in current bus routes. To accommodate the dedicated BRT lanes and to help address a high incidence of accidents, the 1175 West and 4700 South intersection will be modified to be right-in and right-out only. Opportunities for U-turns will be available at 4700 South and South Atherton Drive and at the signal at 1300 West.

On-street parking at four stations will no longer be available. Approximately 5 on-street parking spots will be lost at 4100 South southbound, State Complex southbound, and Murray Boulevard northbound and southbound for a combined total of 20 on-street parking spaces. Station redesigns at Murray Central and SLCC will remove approximately 65 parking stalls and 328 stalls, respectively. At Murray Central, 32 of the 65 stalls will be restriped and available for use. At SLCC, 31 of the 328 stalls will be restriped and remain. However, replacing some auto trips to SLCC with transit trips will decrease the need for parking and offset the loss of parking stalls where the proposed SLCC bus hub will be constructed, thereby minimizing the impact.

Pedestrians and bicyclists will benefit from the Project because of its implementation of complete street design elements such as shared pedestrian and bicycle space, landscaping, upgraded crosswalks, increased station accessibility, and connections between regional trails.

**Land Use and Consistency with Regional and Local Plans:** The Project will primarily operate within existing right-of-way. Changes in the hub at SLCC and the construction of the dedicated bus lane will result in minor changes in land use as small strips of existing educational or residential land will be converted to transportation uses.

The Project is consistent with and supports the goals and objectives from regional and local plans. The Project promotes regional transit planning goals, visions, and growth principles. The additional access to transit services will potentially accelerate the demand for and thus the construction of planned projects. However, the future construction would be the fulfillment of planned development. The Project will not induce additional growth.

**Right-of-Way Acquisition:** Land acquisition will be necessary to expand existing and add new stations and to widen a portion of 4700 South. In addition, new right-of-way along Hemlock Drive will be needed to improve and extend the North Jordan Canal Trail from 4700 South to SLCC. A total of 78 parcels will be affected by the Project, consisting of partial acquisitions, temporary construction easements, and lease agreements. This includes a total of 0.67 acre of partial parcel acquisitions and 2.6 acres of temporary construction easements. At three locations along the corridor in parts of SLCC and within the Cities of Murray, Taylorsville, West Valley and Utah Department of Transportation public right-of-way, a lease agreement will be executed with UTA to establish the BRT route and stations in lieu of obtaining new right-of-way. No full parcel acquisitions will occur. No relocation of residents or businesses is anticipated. Overall impacts to property owners will be minor. All acquisitions and easements will comply with the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970, as amended.

**Cultural Resources:** The National Historic Preservation Act (NHPA) outlines the national policy and procedures regarding historic properties (i.e., any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the National Register of Historic Places [NRHP] and

properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization). Section 106 of the NHPA and its implementing regulations (36 CFR 800) require federal agencies to consider the effects of their undertakings on such properties prior to the expenditure of any federal funds or prior to the issuance of any license or permit. In accordance with the Section 106 process, FTA is required to consult with the State Historic Preservation Office (SHPO), Native American Tribes, other interested local groups, and the Advisory Council on Historic Preservation, as needed.

The Project constitutes an undertaking under Section 106 as it is a Federal undertaking and has the potential to cause direct or indirect effects to historic properties. The area of potential effect (APE) for the project encompasses the existing transportation right-of-way where no construction would occur, a 100-foot buffer around each BRT station, and a 50-foot buffer in locations where new right-of-way and/or temporary construction easements are needed.

An architectural inventory was completed, and 50 historic properties with NRHP-eligible structures were identified within the APE. Of the 50 historic structures, 18 will not be affected by the Project, and 32 will have no adverse effect. Of these 32 historic structures with no adverse effect, 14 require temporary construction easements, 18 require small right-of-way acquisitions and temporary construction easements. No historic properties will be adversely affected by the Project.

An archaeological and historic linear resource inventory was completed and three archaeological and/or historic linear resources eligible for the NRHP were identified in the APE: Denver & Rio Grande Western Railroad, Utah Southern/Union Pacific Railroad, and the North Jordan Canal. Neither of the historic railroads will be affected by the Project. A culvert that crosses the North Jordan Canal will be extended approximately 60 feet during roadway widening to accommodate additional lanes. This culvert extension would not diminish the integrity of the canal as a whole and would therefore have no adverse effect on the North Jordan Canal.

If previously unidentified cultural resources are discovered during construction, activities in the area of the discovery will immediately stop. The process outlined in 36 CFR 800.13 will be followed.

**Section 4(f):** Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 U.S.C. 303, 23 U.S.C. 138) prohibits the use of publicly owned land of a public park, recreation area, or wildlife refuge of national, state, or local significance, or land of a historic site of national, state or local significance unless the Agency (FTA) determines that there is no "feasible and prudent" avoidance alternative and that all possible planning to minimize harm has occurred. There are 12 publicly owned parks and recreation areas, 50 historic properties, and 3 archaeological resources within the project area that are afforded protection under Section 4(f). No impacts will occur to any publicly owned parks and recreation areas.

For 14 of the 50 historic properties, impacts to the historic sites will be temporary, lasting only for the duration of construction adjacent to the property. The impact due to temporary occupancy of these historic sites will be so minimal as to not constitute a use within the meaning of Section 4(f). Minor right-of-way acquisitions will be required at 18 historic properties. These acquisitions will not adversely affect the features or attributes for which these resources are afforded protection under Section 4(f). The Project would result in a *de minimis* impact on these properties.

A 60-foot culvert extension where the North Jordan Canal crosses 4700 South would affect 3,347 square feet of the North Jordan Canal. However, there would be no adverse effect on the resource due to construction. The change to the canal is consistent with the existing and other crossings of the canal and would only affect a small portion of the longer linear feature. The culvert expansion would result in a *de minimis* use of the canal.

**Noise:** Noise analysis was conducted for two scenarios - use of diesel buses and use of electric buses. For the electric bus scenario, there would be no noise impacts and no mitigation required. For the diesel bus scenario, moderate noise level impacts would occur at two representative noise receptors on Murray Boulevard and Sunstone Road in Murray. The results indicate a 3 dB increase above existing noise levels and less than 1 dB above the no impact threshold. Per UTA policy, noise mitigation is not required for no impact or low-moderate impact. Noise levels at both receptors are in the low-moderate impact range, less than 1 dB over the FTA no impact threshold. Therefore, no noise mitigation is required for the Project if diesel buses are used.

**Water Resources and Water Quality:** The U.S. Army Corps of Engineers (Corps) issued a preliminary jurisdictional determination on November 12, 2021, concurring with the delineation for the Project, which identified four surface water features and six wetlands (0.65 acres total wetlands) as potential Waters of the U.S. including wetlands (WOTUS) within the Project area. The culvert extension in the North Jordan Canal is subject to a Clean Water Act Section 404 permit from the Corps and a Salt Lake County Flood Control permit. Construction is expected to permanently impact up to 0.061 acres of potentially jurisdictional wetlands and approximately 0.021 acre of surface waters at the North Jordan Canal.

Permanent impacts to wetlands and surface waters require compliance with Section 404 of the Clean Water Act. Based on the current design and impacts, the project will qualify for a Nationwide Permit Number 14 (Linear Transportation Projects) which will require submittal of a Preconstruction Notification (PCN) and authorization by U.S. Army Corps of Engineers.

The Project will discharge additional roadway runoff along 4700 South. The peak flow capacity of the storm drain system will not be impacted from additional pavement because runoff from the Project area would exit the system into the Jordan River quickly due to its proximity. While it would not affect peak flow in the system, the Project will affect Salt Lake County's storm drain trunk line due to construction of a shared-use path, associated earthwork over the existing trunk line, and adding new storm drain connections associated with widening of 4700 South. Any potential impacts will be addressed in coordination with Salt Lake County during final design.

Floodplains will not be impacted. The Project crosses floodplains at Little Cottonwood Creek and the Jordan River; however, no construction will occur at these locations.

**Hazardous Material:** The Project has a moderate risk of encountering hazardous material at the Murray Central Station. Improvements at the Murray Central Station are proposed within the Murray Smelter Site Overlay District (SSOD) near the area where the subsurface contains an encapsulated repository of contaminated soil. Final design and construction work in the Murray SSOD will be coordinated with the EPA, UDEQ, Murray City, and the property owner. Specifications for protecting the cap will be included in construction documents. A development permit will be obtained from Murray City prior to demolition, excavation, or construction within any area of the SSOD.

**Safety and Security:** The Project will provide features that will improve safety, including lighting, Americans with Disabilities Act compliant ramps, and wind screens at stations. In addition, the Project will improve safety at six bus stops by adding paths and sidewalks. Pedestrian access will also be improved with a new signal at the Fore Lakes station. Access to center stations is accommodated at signalized intersections.

**Utilities:** Existing utilities within the Project area have the potential to be impacted by the proposed improvements, some with a high likelihood of direct conflict. UTA will coordinate with utility companies during final design to minimize utility conflicts and determine utilities requiring relocation. Utilities directly in conflict with proposed construction will be relocated outside of the new roadway, within

public right-of-way. Utilities impacted by construction that do not require relocation will be protected in place (e.g., using a utility casing, adjusting the height of the utility, or adjusting the grading around the utility). Utilities that are minimally impacted by construction will require protection only during construction.

**Construction Impacts:** Construction will temporarily change access to properties and alter traffic patterns. Construction impacts including noise, detours, changes to bicycle and pedestrian travel patterns, delays, and dust could temporarily alter the connectivity, accessibility, and walkability of the neighborhoods adjacent the corridor. Safe alternatives for automobiles, pedestrians, and cyclists would be provided and clearly marked to maintain access and flow of traffic in and out of affected neighborhoods. A public involvement plan will be developed to provide the public with up-to-date construction information. A traffic management plan will be coordinated with UDOT, Murray, Taylorsville, and West Valley cities as needed to assure access to local roads and businesses during construction activities.

Construction activities could have short-term noise impacts from construction equipment and could increase PM<sub>10</sub> emissions and fugitive dust. Construction activities will disturb soil and vegetation that could impact migratory birds and raptors, spread invasive species, and impact surface water quality and facilitate erosion during stormwater runoffs. Best management practices will be used to minimize construction impacts. Construction activities will comply with local noise ordinances. A fugitive dust control plan will be prepared for the construction phase of the project. Prior to construction, coverage under the Utah Pollutant Discharge Elimination System (UPDES) storm water construction general permit will be applied for, and a Stormwater Pollution Prevention Plan (SWPPP) will be prepared. In addition, an erosion control plan will be developed.

If any active nests are located during project construction, the species-specific spatial and temporal buffer found in the U.S. Fish and Wildlife Service (USFWS) *Utah Field Office Guidelines for Raptor Protection from Human and Land Use Disturbances* will be applied. If construction requires removal of vegetation (i.e., trees, shrubs, and herbaceous plants) during bird breeding season (April 1 to July 31, depending on the species of concern and weather in a given year), bird nest clearance surveys will be completed by a qualified biologist to verify the absence of nests prior to vegetation removal. If nests are found, further coordination with USFWS will be required to comply with both the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act.

The Project will comply with Executive Order 13112 Invasive Species and follow the recommendations and objectives described in the National Invasive Species Management Plan to prevent the introduction of invasive species and provide for their control and minimization. It will also comply with Rule R68-9-4 of the Utah Noxious Weed Act to prevent dissemination of noxious weed seeds or such parts of noxious weed plants that could cause new growth by contaminated articles. Any clearing of vegetation will be performed using appropriate best management practices to ensure that weed seeds and/or other portions of plant (such as buds or offshoots, which can be used to reproduce the plant) are not transported. Mitigation measures for potential impacts to vegetation resources beyond what are included in the EA are not warranted.

**Other Environmental Resources:** FTA finds that the following resources within the Project study area were determined to have negligible or no negative effects after detailed review: economics, environmental justice, visual resources, air quality, and energy. No mitigation measures were required beyond temporary measures outlined under construction impacts.

**Other Federal Environmental Laws:** FTA finds that the following resources were not found within the Project study area or were determined to have negligible or no effects: unique farmlands under the

Farmland Protection Policy Act of 1981, navigable waterways under Section 10 of the Rivers and Harbors Act of 1899, Section 6(f) resources under the Land and Water Conservation Act of 1965, and endangered or threatened species under Section 7 of the Endangered Species Act of 1973.

**ENVIRONMENTAL FINDING**

Based on the Environmental Assessment of the Project and its associated supporting documents, which are incorporated herein by reference, the Federal Transit Administration, pursuant to 23 CFR §771.121, finds that there are no significant impacts on the quality of the human environment associated with the construction and operation of the Midvalley Connector Bus Rapid Transit Project, and therefore, the preparation of an environmental impact statement is not necessary.

*Cindy Terwilliger*

Date: September 23, 2022

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Cindy Terwilliger  
Regional Administrator  
Federal Transit Administration, Region VIII

**Appendix A**



**Appendix A  
Response to Comments**

Response Number	Subject	Comment	FTA and UTA Response
<b>Design</b>			
1	Murray Central	Murray Central is crowded right now. Consider moving 45/47 bus routes back to Murray North.	The current plan is to continue service on route 47 at 30-minute headways but have the route go into Murray North Station instead of Murray Central Station.
2	Station at Jordan River Trail	I wanted to just request consideration for a bus stop on this new connecting line at the Jordan River Trail. The trail is both a destination with hundreds, if not thousands, of daily users, and it's also an important connection into the transit system. Most of the light rail lines that cross the Jordan River have stations at or very near the river, and the Jordan River Trail provides really important and valuable connections to the transit system for both neighborhoods and businesses and employment centers. And it looks like this might be an oversight on this particular line to not have a bus stop at the Jordan River Trail, and also servicing all the parks off of 4800 South that are around the Jordan River Trail, as well.	<p>The BRT is defined by fewer stops and improved travel times. The station locations were identified that would best meet the purpose and need of the Project and were determined during previous studies which included coordination with project partners and the public. Table 2-1 of the EA provides the reasoning for each station location. In addition, the Federal Transit Administration's STOPS model was used to evaluate ridership on the project. This model optimizes station locations to enhance accessibility for transit users and existing and planned growth in the study area. The station locations are spaced for accessibility to pedestrians and to optimize route travel time. In general, the trail users are more seasonal, less predictable and less consistent as compared to those at high density housing and business centers. Adding another station would significantly impact the travel time of the BRT system and relocating a station would be less optimal for ridership.</p> <p>The station on Sunstone Rd is located near high density housing and is about 0.2 mile from a connection to the Jordan River Parkway Trail just south of the Mark Twain Apartments. The station on Murray Blvd is located near high density housing, is about 0.3 mile from the trail connection near Little Cottonwood Creek and the townhomes at River Park Commons, and about 0.5 mile from the trail via Vine Street. These are reasonable distances for trail users to travel to access the BRT system.</p>
<b>Operations</b>			
3	Traffic	The traffic between Redwood Road and 2700 West, that's concerning to us. And more bus stops. And the bus stops are not off the road; the bus stops are in the traffic lane, so that's a concern for me. The fact that you have another bus every 15 minutes, in addition to the buses already going through. It's already super congested anyway. If you have driven from 215 to 2700 West, sometimes it takes ten minutes to go two blocks.	Roadway congestion on 4700 South was acknowledged in the EA. The BRT service would improve travel options and increase the number of people able to travel through this congested area. While the buses stopping in the traffic lanes will result in intermittent minor delays, this eliminates the need for the bus to have to re-enter traffic, which keeps the bus on schedule. Apart from this BRT project, the Wasatch Front Regional Council (WFRC) approved 2019 Regional Transportation Plan (RPT) and the draft 2023 RTP include the widening of 4700 South from 4000 West to I-215 and new northbound and southbound frontage roads next to I-215 from 4700 W to SR-201. These roadway projects would help alleviate congestion in this area and would be studied by UDOT.
4	Bike	I have usually traveled across the route by bike on Atherton Dr, turning onto 4700 South for a short distance at the intersection near 1100 W (not the Atherton Dr. intersection further east) then turning on 1175 W to get to 4705 S and from there through the neighborhood to the Bruin Blvd/Redwood Rd intersection (I have done this for six years). It has been suggested that the best alternative route to this after the bus rapid transit changes would be to make southbound-to-eastbound and westbound-to-northbound turns (on a bike) at the new 1300 W (approximately) 4600 S intersection (between the BRT station shown)...so thought could be taken about how to have bikes make these turns.	The project includes a new shared used path that parallels 4700 South on the north side of the road and paving of the North Jordan Canal Trail near SLCC. The new pedestrian crossings at the BRT station planned at 1300 West could be used to access the shared used path. These new project features would provide comfortable bicycle connection between Atherton Dr. and SLCC.
5	Other projects	Overall, looking at it right now, we do not need this system. We need the State Street and Redwood Road BRT designated lanes because their ridership as lot busier. I've actually been a rider for six years, and I think we should focus more on the busier areas instead of something that costs \$100 million and may not have any ridership at all. If they have any questions, feel free to reach out to me.	Comment noted. This issue is not in the scope of this project. However, UTA recognizes the importance of transit along State Street and Redwood Road and is looking into ways to improve transit service along these two corridors.

Response Number	Subject	Comment	FTA and UTA Response
6	Private Property Impacts	<p>I am a concerned citizen living in the effected area. I do not feel we have been given enough time to give a proper response to the effect on our area. First: the proposed 6 foot fence is a concern. It would need to be no less than 8 feet (preferably 10ft) to deter person's passing by, by car or on foot to the privacy of our backyards. Also the effect on our property value is a major concern. Taking acreage will reduce our property value as well as the constant bus traffic every 10 minutes??? I have lived here for over 50 years and in the last years have made an significant investment in my landscape to zeriscape to bring my yard to a desirable place for family and friends to congregate. My children and grandchildren come to enjoy and reminisce and relax together. I know others on my street have similar feelings. We need a chance to respond effectively.</p>	<p>The 30-day comment period is per the NEPA regulations and as such has concluded.</p> <p>Privacy Wall - The wall would be constructed at the road height and would double as a retaining wall. The wall would be 8 to 10 feet tall on the property side and at least 6 feet high on the road side. The privacy established would be consistent with other city projects that have installed privacy walls.</p> <p>Noise - On 4700 South, the buses from the BRT and from Routh 47 would be traveling in the center of the road using the exclusive bus lanes. The noise analysis conducted for this project indicated that at 10-minute intervals, there would be no noise impacts, which would not warrant noise mitigation.</p> <p>Property Acquisition - All property acquisition would be compensated for at fair market value and per the Federal Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970, as amended July 2008 (42 U.S.C. 61) and the Utah Relocation Assistance Act (Utah Code 57-12).</p>
7	Private Property Impacts	<p>We are writing this as concerned residents whom this Midvalley Connector will effect. We have lived in our home for 44 years. We are concerned about many things since our backyard faces 4700 S. We feel STRONGLY that the fence needs to be at least 8 feet tall if not 10ft because of the noise and buses going by every 10 minutes. Also the sidewalks where people walk will be able to see right into our yards if the fences are only 6ft.and we will have no privacy. We are also concerned about the value of our property going down if you take some of our land and what about the sheds or garages we all have in our backyards (which have been there for 50 years)? We would like you to at least give us another few weeks to talk to other residents along our street as a lot of people have been on vacations through this time you have allowed us to comment and we haven't had sufficient time.</p>	<p>The 30-day comment period is per the NEPA regulations and as such has concluded.</p> <p>Privacy Wall - The wall would be constructed at the road height and would double as a retaining wall. The wall would be 8 to 10 feet tall on the property side and at least 6' high on the road side. The privacy established would be consistent with other city projects that have installed privacy walls.</p> <p>Noise - On 4700 South, the BRT buses and buses from Routh 47 would be traveling in the center of the road using the exclusive bus lanes. The noise analysis conducted for this project indicated that at 10-minute intervals, there would be no noise impacts, which would not warrant noise mitigation.</p> <p>Property Acquisition - All property acquisition would be compensated for at fair market value and per the Federal Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970, as amended July 2008 (42 U.S.C. 61) and the Utah Relocation Assistance Act (Utah Code 57-12).</p> <p>Historic Structures - Impacts to historic properties have been determined by FTA and the process included Section 106 consultation with the Utah State Historic Preservation Office. Along the north side of 4700 S, temporary construction easements (TCE) and some minor strip takes will be required to construct the multi-use trail and privacy walls. There are nine properties along 4700 S with outbuildings (sheds or garages) that fall within the TCE. Four of the properties have already been determined ineligible for the National Register of Historic Places (NRHP); TCE, but no property acquisition, will be required at these properties. Four properties with eligible historic structure have non-contributing outbuildings; TCE, but no property acquisition, will be required at three of these properties; TCE and minor strip take will be required at one property, but strip take will not include the area of the outbuilding.</p> <p>(continue on next page)</p>

Response Number	Subject	Comment	FTA and UTA Response
			The property located at 1369 W Tamarack Rd was surveyed in compliance with Section 106 and determined eligible for the NRHP; however, the two outbuildings at the property were not surveyed during the evaluation to determine if they are contributing to the eligibility. TCE, but no property acquisition, will be required at this property. A recent desktop evaluation of the outbuildings has been conducted with a preliminary determination of non-contributing. If impacts to the outbuildings are required during construction, prior to disturbance, coordination with SHPO will occur to request concurrence on the non-contributing determination in compliance with Section 106.
<b>Other Concerns</b>			
8	SLCC	I am concerned with the construction happening on SLCC Taylorsville Campus, as there are several residential structures that will be demolished, along with a community garden at 4615 S 1780 W, Taylorsville, UT 84129. There was no mention of the destruction of the cultural resource in the Environmental Analysis. I think this is a specific flaw in the analysis.	The demolition noted has already occurred. It was completed by others and was not associated with this project. There will be minimal construction work on Community Blvd, and it would not involve demolishing any buildings on Community Blvd and will not impact the community garden.
9	Editorial Error	On page 17 (2-6) of the Environmental Assessment, the maps for Figure 2-7 and Figure 2-8 should be switched.	Comment noted.
10	Bowling Ave	I am curious about the future of Bowling Avenue when the BRT line turns off 4700 South and heads into (and out of) the SLCC campus. I live at 2060 West Bowling Avenue and have long been concerned with motorists speeding down Bowling to cut from Redwood to the I-215 interchange. The BRT is a great project and I hope that its completion will also close off Bowling Avenue to east/west car traffic at 1780 West, but still allow pedestrians and bicyclists to go through. This closure would still allow us residents three other ways into and out of the neighborhood by car.	The BRT route turns north from 4700 South onto Redwood Rd., then turns west on Community Blvd. to the planned transit hub on the SLCC campus. Upon leaving the transit hub, it returns to 4700 South following the same path. Consequently, the BRT operations don't require any modifications in the vicinity of Bowling Ave, and the BRT project will not have any impact on operations of Bowling Ave or 1780 West. Decisions on the traffic patterns in those areas are within the purview of Taylorsville City.
<b>Project Support</b>			
11	Project Support	This will be a good project and provide an easier way to connect from FrontRunner to this area of the valley. My only comment is to not call it BRT as it only has limited designated lanes.	Comment noted. The project meets FTA's definition of BRT.
12	Project Support	The more BRT the better. That's the basic idea. The only way we can make substantial improvements in getting people out of their cars is to make alternatives better, and right now every single alternative sucks big time. I ride my bike everywhere, I'm selling my car tomorrow, but I'm a crazy person and I don't expect other people to put themselves in harm's way like I do. The buses are great, when you've got time to kill. I live on 4100 and Redwood Road so I have the 39 and the 217, and they are both 15-minute buses. Thumbs up. But any transfer, you stand by the side of the road for 10, 15, 20 minutes. So the more dedicated bus-ways, the better. My pie-in-the-sky hope is that more lanes get taken from cars in more places. I think Redwood Road, if it was turned into a center-running or even a total side-running BRT, would be incredible and helpful for so many people. But you've got to start somewhere. Just make more gutsy calls and be willing to upset people driving their own private car, because buses carry lots of people. And I personally think if you are making the sacrifice for your own time and comfort, you should get right-of-way on the roads. But that's not an opinion shared by many.	Comment noted. UTA recognizes the importance of transit along Redwood Road and is looking into ways to improve transit service along this corridor. This will be studied as UTA develop the Long Range Transit Plan. In addition, the WFRC draft 2023 RTP lists improved headways and corridor capital improvements on Redwood Road. Corridor capital improvements has not been specified but could include a range of things such as queue jumps, transit signal priority, stop spacing and stop improvements along the corridor. Comments on the draft RTP are welcomed by WFRC.
13	Project Support	We just said we are in favor of the project. We appreciate the care that UDOT has made in the design process, and we appreciate the ride-in, ride-out at 1175 for safety reasons; closing it off so people can't cut through anymore.	Comment noted.