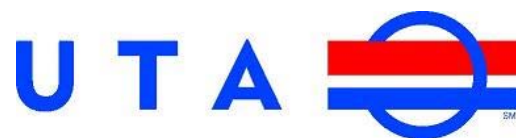




ENVIRONMENTAL ASSESSMENT
for
The Jordan River Service Center
Light Rail Vehicle Maintenance & Storage Facility

APRIL 2009



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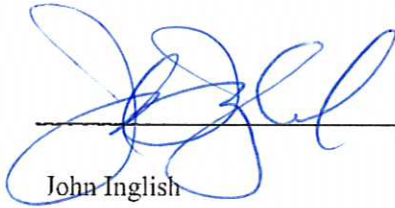
Prepared by:
Utah Transit Authority

April 2009

Jordan River Service Center Light Rail Vehicle Storage and Maintenance Facility
Environmental Assessment
Submitted Pursuant to 771.119(c)

By the

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
AND
UTAH TRANSIT AUTHORITY

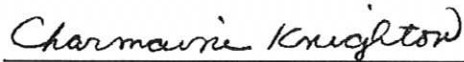


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4/21/09

Date

Approved for Public Review and Comment:



4/21/2009

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Figure 1 – Facility Location Map

Figure 2 – Vicinity Map

Figure 3 – Site Plan

Figure 4 – City of South Salt Lake Zoning Map

**Appendix A: West Valley Transit Corridor Environmental Study Report –
Executive Summary and Summary of Public Comments Received**

Appendix B: Agency Correspondence

1.0 NEED FOR AND DESCRIPTION OF PROPOSED ACTION

The Utah Transit Authority (UTA) is following a plan that governs its future operations and has been requested by the voting public of the region. This plan, known as the “2015 Program”, includes constructing four new light rail lines in Salt Lake County and a commuter rail line between Salt Lake County and Utah County, Utah by the year 2015. The light rail lines include the Mid-Jordan line, the Draper line, the West Valley line, and the Airport line. To serve these new lines, 77 new low-floor light rail vehicles are needed, in addition to the existing fleet. These new vehicles are expected to begin arriving in Utah in late 2009/early 2010. UTA’s current operating fleet consists of 69 light rail vehicles.

UTA’s existing Lovendahl Rail Service Center is located in Midvale, Utah. The capacity for the Lovendahl rail maintenance facility, with the improvements planned as part of the Mid-Jordan project, will be 100 vehicles. Therefore, the Lovendahl facility will be able to meet the projected 2030 capacity needs for the Mid-Jordan project (28 new vehicles), as well as accommodate the existing 69 vehicles in the fleet. This approaches the current capacity of Lovendahl. Thus, additional maintenance and storage capacity is needed to accommodate the additional 49 cars that would be purchased for the proposed Draper line and the West Valley and Airport lines.

UTA is seeking federal funding from the Federal Transit Administration (FTA) to construct a new maintenance facility to address the need for additional light rail vehicle storage and maintenance capacity. In accordance with the National Environmental Policy Act (NEPA), UTA has prepared this Environmental Assessment (EA) to provide an evaluation sufficient for FTA to determine whether the Proposed Action would have adverse impacts significant enough to require the preparation of an Environmental Impact Statement (EIS). If the need for an EIS is not indicated, a Finding of No Significant Impact (FONSI) would be issued by FTA.

The new maintenance facility would need to be of sufficient size to service the additional vehicles needed for UTA’s 2015 Program that can’t be accommodated at Lovendahl and to provide the turning radii needed for vehicles entering and exiting the service bays. It would need to be located near an existing or proposed rail line and, for operational flexibility purposes, should be located within the northern portion of the existing and proposed light rail transit network. It also should be located within a commercial or industrial area to minimize community impacts.

1.1 Proposed Action

The Proposed Action is the construction of a new light rail vehicle storage and maintenance facility at the former Macy’s warehouse site at 2264 South 900 West in the City of South Salt Lake, Utah, in an area that is zoned Light Industrial. The building and yard would be modified into a rail maintenance facility to accommodate UTA’s TRAX expansion. The State Road 201 Highway runs along the north of the property, the Jordan River lies to the west, and industrial facilities are located to the east and south. There are no residential properties in the vicinity. The site location and surrounding area are shown on Figure 1. A broader vicinity map is shown in Figure 2.

The new maintenance facility, known as the Jordan River Service Center, is proposed to be constructed in the existing 200,000 square foot warehouse building located on the site. The rail maintenance components would be constructed within the western half (approximately 120,000 square feet) of the structure. The facility would be modified to include rail car service platforms and pits, wheel truing facilities, machine room, parts storage, and other amenities. The facility would be designed to accommodate both high floor and low floor vehicles. At full build out, approximately 100 vehicles could be stored and maintained at the facility.

Storage of light rail vehicles would be contained within the existing 24 acre property site (see Figure 3). Yard improvements would include grading and adding storage tracks, an overhead catenary system (including power supply and signaling), and a connection to the West Valley light rail line. Rail connection from the West Valley light rail line to the rail service center is shown on Figure 3. The West Valley light rail line will be grade-separated from 900 West, and light rail vehicles would enter the yard west of 900 West. Therefore, rail vehicles entering the service center would be grade-separated from vehicular traffic on 900 West.

Approximately 200 employees would work at the facility, over three 8-hour shifts, seven days a week. About 100 to 115 parking stalls would be provided at the site, with overflow parking capability on the west side of the building. Automobiles would enter the facility off of 900 West, using the same two access points that exist today (see Figure 3).

1.2 Background of the Property Purchase

The property at 2264 South 900 West that is now being proposed for a rail maintenance facility was purchased by UTA in 2007, after it had been listed for sale by a commercial realtor. UTA saw several potential transit uses for this facility. Because of its proximity to the West Valley TRAX line, it could be used as a rail maintenance facility for the 2015 Program. If the facility was not used for a rail maintenance facility, UTA also saw its value as a future bus maintenance facility, due to its central valley location and easy access to the I-15 and I-80 freeways.

Another potential use for the building was for light rail vehicle assembly. In the 2007 RFP for light rail vehicle procurement, UTA offered potential bidders the possibility of using this facility for manufacturing and/or assembly purposes if the property purchase was made.

Currently the building is being used to house UTA's construction contractors for the Airport, West Valley and Commuter Rail South projects. Approximately 100 people associated with these projects currently work in temporary offices in the building. Federal funding is being sought for the yard and facility improvements described in Section 1.1 above. No federal funding is being sought for the property purchase or for the temporary office space improvements that have already occurred.

1.3 2015 Program

The four light rail projects that are included in UTA's 2015 Program are in various stages of development. Of the 77 new vehicles being purchased, 28 will be allocated to Mid-Jordan, 5 to Draper, 22 to Airport, and 22 to West Valley. While a certain number of vehicles will be required for each line, the actual maintenance facility where vehicles from each line are serviced will be dependent on operational considerations, such as minimizing dead head miles between the two facilities and maximizing operational and maintenance flexibility. For example, if a vehicle breaks down during revenue service, it can be taken to the closest maintenance facility for service.

An Environmental Impact Statement (EIS) was completed for the Mid-Jordan light rail line in 2007, and a Full Funding Grant Agreement (FFGA) was signed by the Federal Transit Administration (FTA) in January 2009 for that project. Project construction is underway. UTA also hopes to receive federal funding for the Draper line and is in the process of preparing an EIS for that project. UTA anticipates construction on the Draper line will begin in 2010, if federal funds materialize.

The Airport line was previously included in the Airport to University West-East Light Rail Project EIS that was completed in 1999, with a Record of Decision signed by FTA later that year. Because of funding constraints, only the portion of the project from downtown Salt Lake City to the University was built at that time. Now that local funding is available to complete the downtown to Airport section of the project, UTA prepared an Environmental Study Report (ESR) that mirrored the National Environmental Policy Act (NEPA) process to analyze the environmental impacts from the project. Project construction on the Airport line is expected to begin in mid-2009 and would be locally funded.

While the West Valley light rail line project started out as a federal project with an Administrative Draft EIS being sent to FTA for review, it was subsequently determined that the West Valley line would be locally funded and therefore, FTA would not issue an EIS. Instead, an ESR was prepared by UTA for the project. The ESR was completed in May 2007 and a Decision Document for the project was issued by UTA in June 2007. Construction of the line began in June 2008. Because of the connection of the JRSC to the West Valley line, the Executive Summary for the *West Valley Light Rail Transit Project Final Environmental Study Report* (May 2007) is included as Appendix A to this EA. The full ESR can be viewed on UTA's web site at: <http://www.rideuta.com/mediaRoom/projects/westValleyLR/publications.aspx>

The West Valley line begins at the Central Point station of the North-South TRAX line (approximately 2100 South). The line heads west through an industrial/commercial area of Salt Lake City, then goes under Interstate 15 and over the Union Pacific Railroad (UPRR) Roper Yard. As it touches down west of the Roper Yard, it rises again to cross 900 West grade-separated. Access to the JRSC would be provided just west of 900 West. The light rail line continues past the service center, ending at the West Valley City center, a total distance of five miles. Based on the mitigation commitments in the ESR and Decision Document for the project, there are no significant environmental impacts from the West Valley light rail line.

2.0 ALTERNATIVES TO THE PROPOSED ACTION

Any facility selected for the rail maintenance and storage facility would need to be located adjacent to or close to a light rail line to minimize the amount of right of way to purchase and to minimize the amount of track to construct to reach the facility. In addition, the property would need to be of sufficient size to service the number of vehicles needed for UTA's 2015 Program and to accommodate the incoming rail lines and vehicle turning radii for entering and exiting the service bays. For operational flexibility purposes, it should be located within the northern portion of the existing and proposed light rail transit network. It also should be located within a commercial or industrial area to minimize community impacts.

In addition to the Proposed Action, several other alternatives were considered, but they were determined to not be feasible. These are discussed below.

2.1 No Action Alternative

In accordance with NEPA, a No Action Alternative must be assessed. Under the No Action Alternative, a new rail service maintenance facility and storage yard would not be built and therefore the capacity needs necessary to serve the expanded fleet associated with the 2015 Program would not be met. Without this additional capacity, UTA would have no place to store or maintain the additional 49 light rail vehicles needed for the 2015 Program because there is insufficient capacity at the existing Lovendahl facility. There also would be no place to store additional vehicles that may be needed if ridership on the existing light rail system increases above current projections. This alternative would not meet the project purpose and need.

2.2 Expansion of the Lovendahl Rail Maintenance Facility

The Lovendahl facility was expanded in 2004 to handle additional rail vehicles that were needed due to greater than projected ridership demand. UTA is currently upgrading the facility to accommodate the vehicles that will be purchased for the Mid-Jordan line. However, UTA has no more land available at Lovendahl for further expansion. In addition, UTA would prefer to have a separate location for a second maintenance facility in order to provide more operational flexibility when dispatching cars in the morning and for daily cleaning and maintenance activities.

2.3 Airport Maintenance Facility

In the 1999 FEIS/ROD for the East West Light Rail project, a maintenance facility was identified on the eastern boundary of the airport property. This site was again considered during the re-evaluation of the Airport TRAX line. However, this site was subsequently removed from the updated Airport project in 2008 after the airport stated the previously proposed maintenance facility location conflicts with the Airport Master Plan and could no longer be used for a maintenance facility.

2.4 Other Locations Considered

A search of possible rail maintenance facilities in the Salt Lake Valley was conducted by UTA's Property Group in July 2007, but available properties were either too far from any of the proposed light rail lines, or were of insufficient size to meet the project need. The JRSC site was selected as the most feasible site, since it is large enough to accommodate the required number of vehicles, it is in an area zoned light industrial, it is strategically located within the northern half of the rail transit system, and it is located adjacent to a planned light rail extension; specifically on the route of UTA's West Valley Light Rail project that is now under construction.

3.0 ENVIRONMENTAL IMPACTS

This section describes the affected environment and the environmental consequences from the Proposed Action. Where there are potential impacts, the mitigation measures that would be implemented to minimize those impacts are identified.

3.1 Land Acquisition and Displacements

The building and property that would be used for the Jordan River Service Center was purchased by UTA when it was listed with a Realtor in 2007. The property was vacant at the time of purchase. Its convenient access and proximity to both UTA's Meadowbrook facility and UTA's downtown Central bus facility, as well as the West Valley light rail line now under construction, made it an attractive location for future transit use. The facility is currently being used as temporary offices and staging for both the Commuter Rail South and the West Valley/Airport line contractors.

No Action Alternative

Under the No Action Alternative, there would be no change in property ownership. No land acquisition or displacements would be required.

Proposed Action

Under the Proposed Action, there would be no change in property ownership. No land acquisition or displacements would be required. By the time the JRSC was fully operating, the temporary uses by contractors on the site would be concluded.

3.2 Land Use and Zoning

The building and property that would be used for the JRSC is zoned Light Industrial. As shown in Figure 4, *City of South Salt Lake Zoning Map*, the site is wholly surrounded by light industrial uses, and there are no residential areas in the vicinity of the proposed project site. West Valley City is located on the west side of the Jordan River. West Valley City zoning in this vicinity is B/RP – Business Park. There is a ball field owned by South Salt Lake City that is located approximately 300 feet south of the facility. There is a commercial building located between the project site and the ball field.

No Action Alternative

Under the No Action Alternative, there would be no impact on current land use or zoning.

Proposed Action

The Proposed Action is consistent with the current zoning and South Salt Lake's land use plans for the area. Officials of South Salt Lake are aware of UTA's proposed use of the facility, and agree that UTA's proposed use is compatible with existing zoning (see correspondence in Appendix B). The Proposed Action is a sufficient distance from the ball field and would have no effect on that facility.

3.3 Air Quality

The Proposed Action site is located entirely within Salt Lake County. Salt Lake County is designated by the U.S. EPA and the Utah Division of Air Quality as a nonattainment area for coarse particulate matter (PM10), fine particulate matter (PM2.5), and sulfur dioxide (SO2), and a maintenance area for ozone. Salt Lake County is in attainment with the other National Ambient Air Quality Standards (NAAQS).

No Action Alternative

Under the No Action Alternative, there would be no construction activities or maintenance operations; therefore there would be no impacts to air quality.

Proposed Action

The Proposed Action would not adversely impact air quality. Light rail vehicles are propelled by electricity, so rail vehicles entering or exiting the facility would not cause emissions at the site. Maintenance operations that occur outside are limited to storage, cleaning, and checking vehicles. All chemical usage and storage at the facility would be compliant with state and federal air quality regulations.

During project construction, fugitive dust could cause a temporary impact to air quality. To reduce air quality impacts from construction activities, a fugitive dust control plan would be developed prior to project construction. Fugitive dust would be controlled during project construction by implementing best management practices, such as preventing track-out from the site, minimizing ground disturbing activities during high wind periods, and water suppression as needed. There would be no significant impacts to air quality from the Proposed Action.

3.4 Noise and Vibration

Based on FTA's Transit Noise and Vibration Impact Assessment (May 2006), the screening distance for noise assessments for yards and shops is 1000 feet from the center of the noise generating activity if the receptor is unobstructed, and 650 feet from the center of the noise generating activity if there are intervening buildings. The screening distance for vibration impacts is 450 feet for high sensitivity receptors (buildings where vibration would interfere with operations within the building), 150 feet for residential receptors, and 100 feet for industrial uses.

The facility is located in a light industrial area, adjacent to a major 8-lane State highway. There are no residential receptors and no sensitive business receptors within the screening distances noted above. There is a ball field about 300 feet from the facility. Generally, parks used primarily for active recreation, such as the ball field, are not considered noise sensitive or vibration sensitive.

No Action Alternative

Under the No Action Alternative, there would be no construction activities or maintenance operations; therefore there would be no noise or vibration impacts.

Proposed Action

Based on FTA's Transit Noise and Vibration Impact Assessment (May 2006), if no noise-sensitive or vibration-sensitive land uses are present within the area of project noise influence, then no further noise or vibration assessment is necessary. Based on the guidance, the Proposed Action would have no significant noise or vibration impacts.

3.5 Water Quality, Navigable Waters, and Coastal Zones

The facility's west boundary is approximately 60 feet from the Jordan River. The property is bordered by a flood-control levee that is about 5 feet higher than the proposed site, and extends along the length of the property boundary. Salt Lake County has an approximately 15-foot wide service road on top of the levee to access the river for periodic dredging and other flood control maintenance purposes.

No Action Alternative

Under the No Action Alternative, there would be no construction activities or maintenance operations; therefore there would be no impacts to water quality.

Proposed Action

All construction activities for the storage yard maintenance facility would take place entirely on the facility property. A UPDES stormwater construction permit would be obtained from the Utah Division of Water Quality prior to the start of construction activities. In accordance with the permit requirements, a stormwater pollution prevention plan (SWPPP) would be prepared and best management practices would be implemented at the site to prevent any sediment runoff or erosion impacts to the Jordan River during construction activities.

During project design, the existing storm drainage system would be evaluated and upgraded as necessary to control stormwater runoff after project construction is complete. Therefore, based on feedback from respective agencies, there would be no increase in surface runoff and no adverse impact on water quality.

3.6 Wetlands

A wetlands reconnaissance survey of the site was performed by a wetland specialist in May 2008. Based on the US Army Corps of Engineers delineation method for assessing vegetation, soils, and hydrology, it was concluded that there are no wetlands are present on the site.

No Action Alternative

Because of the lack of wetlands and the fact that there would be no construction activities under the No Action Alternative, there would be no impacts to wetlands.

Proposed Action

Because there are no wetlands on the property, the project would have no impact to wetlands and a Section 404 Wetland Permit would not be required. Also, because of the distance to the Jordan River, a Stream Alteration Permit would not be required for construction and operation of the maintenance facility. The U.S. Army Corps of Engineers has concurred with this determination (see correspondence in Appendix B).

3.7 Floodplains

According to the 2001 and 2002 Federal Insurance Rate Maps published by the Federal Emergency Management Agency, the property is located within the 500-year floodplain. Levees along the Jordan River constructed by the Army Corps of Engineers protect the property from the 100-year flood. In addition, the building is located on fill, approximately four feet above the 100-year floodplain.

No Action Alternative

Under the No Action Alternative, there would be no construction activities; therefore there would be no impacts to floodplains.

Proposed Action

The Proposed Action would not involve any changes to existing floodplains or changes to the levees. The County maintenance road would continue to be located on top of the levee. No hazardous materials would be stored outside the building. Therefore, there would be no impact on floodplains.

3.8 Vegetation, Wildlife, Ecologically Sensitive Areas, and Endangered Species

Due to the urban nature of the project area, there is limited vegetation on the site. Most of the unpaved area of the site is covered with weedy vegetation, such as cheatgrass, cottonwoods, tamarisk and Russian olive trees. Wildlife habitat on the site is extremely limited in size and

quality. The property is located east of and adjacent to the Jordan River; however, this portion of the Jordan River has been dredged and channeled repeatedly by the Army Corps of Engineers, and does not retain its natural characteristics.

The Jordan River ecosystem is of critical importance to avian wildlife due to its habitat type rarity and connection to the Great Salt Lake and Utah Lake; however, although sensitive species occasionally may pass through or forage in the project area, the Utah Division of Wildlife Resources has indicated that they have no records of occurrence for any threatened, endangered, or sensitive species within one mile of the Proposed Action site.

No Action Alternative

Under the No Action Alternative, there would be no construction activities or maintenance operations; therefore there would be no impacts to vegetation, wildlife, ecologically sensitive areas or species.

Proposed Action

Most of the vegetation on the site has been previously disturbed, and would be permanently disturbed by the Proposed Action. Because there would be no construction near the river and because there is a five-foot levee between the river and the site, erosion impacts to the Jordan River are expected to be minimal and would be controlled by best management practices implemented as part of the storm water pollution prevention plan.

Generally, the site provides very limited habitat for wildlife, so habitat loss due to the loss of vegetation would likely result in very minor localized impacts to wildlife. Some small mammals that forage at the site likely would be displaced during construction. As no threatened, endangered, or sensitive species have been identified within one mile of the Proposed Action site, no impacts to these species are expected from the Proposed Action. Also, due to the limited vegetation on site and urban nature of the area, impacts to ecologically sensitive areas are not anticipated. To avoid impacts to active bird nests, land-clearing activities would be scheduled to avoid the breeding season, which for most birds occurs from early spring through July.

3.9 Traffic and Parking

Automobile access to the site is via 900 West. Average annual daily traffic (AADT) on 900 West is 15,720 (UDOT website, 2007 AADT for Salt Lake Urbanized Area). Because of the proximity of the SR-201 interchange to the West Valley light rail line crossing of 900 West, the Utah Department of Transportation (UDOT) has required UTA to grade-separate the light rail line and 900 West. This grade-separation would allow movements on and off SR-201 to not be impeded by light rail operations.

No Action Alternative

Under the No Action Alternative, there would be no construction activities or maintenance operations; therefore there would be no impacts to traffic or parking.

Proposed Action

UTA would not alter the existing roadway access. The number of employees entering and exiting the facility would approximately double from what is currently occurring, but the shift work would spread out the employee traffic over the day. An additional 200 cars on this roadway would not have a negative impact on traffic. South Salt Lake has agreed with this assessment (see correspondence in Appendix B).

Light rail vehicles would access the site via the West Valley light rail line that crosses 900 West and runs adjacent to the facility. As the crossing of 900 West would be grade-separated, there would not be any adverse traffic impacts created by light rail vehicles entering the new maintenance facility. There would be sufficient parking capacity on site for all employees and visitors to the service center. Therefore, there would be no impact on existing traffic or parking conditions.

During construction activities, UTA contractors would work with South Salt Lake City to develop and implement a traffic management plan to assure access to local roads and businesses is maintained.

3.10 Parklands and Recreational Resource

There are no parklands located on or immediately adjacent to the property. The Jordan River Parkway Trail is located on the opposite (west) side of the river and the Paul Workman Ball Field is located approximately 300 feet south of the property boundary, on the other side of another commercial building.

No Action Alternative

Under the No Action Alternative, there would be no construction activities or maintenance operations; therefore there would be no impacts to parklands or recreational resources.

Proposed Action

The Proposed Action would not affect the parkway trail or the nearby ball field. Construction activities would be entirely on the facility property. Therefore, there would be no impacts to parklands or recreational resources from the Proposed Action.

3.11 Historic Resources

The existing warehouse building was constructed in 1975 and is not eligible for listing on the National Register of Historic Places. The State Historic Preservation Officer (SHPO) has concurred with this determination (see correspondence in Appendix B). There are no other structures located on the property. In a March 26, 2009 conference call between FTA, UTA and the SHPO, it was determined that because there were no eligible historic resources at the site, no further Section 106 consultation would be needed related to this property.

No Action Alternative

Under the No Action Alternative, there would be no construction activities or maintenance operations; therefore there would be no impacts to historic resources.

Proposed Action

There are no historic structures on the property; therefore the Proposed Action would have no effect on historic resources. The ground has been previously disturbed from past construction activities, however, if any unknown historic resources are encountered during project construction, construction would be immediately stopped in the vicinity of the discovery and the UTA project manager would be notified. Any materials discovered would be evaluated by a qualified archaeologist.

3.12 Safety and Security

No Action Alternative

Under the No Action Alternative, there would be no construction activities or maintenance operations; therefore there would be no safety and security concerns.

Proposed Action

With respect to design and project use, UTA would work to ensure there is adequate lighting and site visibility to prevent criminal activity and to provide safe work conditions for all facility operations. During project construction, all contractors would be subject to the contractor's site health and safety plan. Site security measures would include fencing, gates, and proper signage.

3.13 Community Disruption and Environmental Justice

There are no residential neighborhoods or communities located in the vicinity of the proposed project site. The area is zoned light industrial.

Executive Order 12898, signed in 1994, was designed to focus federal attention on environmental and human health conditions in minority and low-income communities with the

goal of achieving environmental justice. Specifically, Executive Order 12898 states in part that federal agencies shall identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of its programs and activities on minority and low-income populations. There are no low-income or minority populations in the vicinity of the proposed project site.

No Action Alternative

Under the No Action Alternative, there would be no construction activities or maintenance operations. In addition, there are no residential uses in the vicinity of the property. Therefore there would be no community disruptions or environmental justice concerns.

Proposed Action

The Proposed Action would not disrupt any neighborhoods or community facilities as it is in an industrial area and there are no adjacent residential uses and no low-income or minority populations. Therefore no minority or low income populations or businesses would be adversely affected.

3.14 Hazardous Materials

An asbestos survey of the building revealed the presence of wallboard, joint compound, and vinyl floor tile containing regulated levels of asbestos. However, the material may be left in place if it is not disturbed.

A Phase I Environmental Site Assessment for the property was conducted on August 9, 2007. The property was listed as a Leaking Underground Storage Tank site by the State Division of Environmental Response and Remediation (DERR) due to a historic leaking underground storage tank (LUST). The LUST was removed in 1997 and the site was closed. Although DERR recommended No Further Action at the time the site was closed, petroleum hydrocarbon impacts may remain at the site. If any petroleum contaminated soils or groundwater are encountered during site construction activities, UTA would handle and dispose of the material in accordance with all applicable environmental regulations.

No Action Alternative

Under the No Action Alternative, there would be no construction activities or maintenance operations; therefore there would be no impacts from hazardous wastes or hazardous materials.

Proposed Action

Under the Proposed Action, if demolition or renovation was planned in areas where asbestos is present, some or all of the asbestos-containing materials may have to be removed. UTA would use a licensed asbestos abatement contractor for any required asbestos removal activities.

While the underground storage tank was removed and the LUST site was closed in 1997, there is a possibility that petroleum hydrocarbons may still exist on the site. If any petroleum contaminated soils or groundwater are encountered during site construction activities, UTA would handle and dispose of the material in accordance with the applicable environmental regulations, including the Utah Division of Environmental Response and Remediation's Corrective Action Cleanup Standards Policy and the Utah Division of Solid and Hazardous Waste's Land Disposal Requirements.

UTA would follow all applicable requirements regarding use of hazardous materials and disposal of hazardous wastes. Any hazardous materials used for maintenance activities and any solid or hazardous waste generated at the facility would be handled and disposed of in accordance with state and federal requirements. Only minor amounts of petroleum products would be stored on site, so the federal Spill Prevention Control and Countermeasure (SPCC) requirements which apply to storage quantities greater than 1,320 gallons would not apply.

3.15 Construction-Related Impacts

This section summarizes the construction-related impacts and mitigation measures previously identified under the various resource sections above.

No Action Alternative

Under the No Action Alternative, there would be no construction activities; therefore there would be no construction-related impacts.

Proposed Action

Air Quality – During project construction, fugitive dust could cause a temporary impact to air quality. To reduce air quality impacts from construction activities, a fugitive dust control plan would be developed prior to project construction. Fugitive dust would be controlled during project construction by implementing best management practices, such as preventing track-out from the site, minimizing ground disturbing activities during high wind periods, and water suppression as needed.

Water Quality – All construction activities for the storage yard maintenance facility would take place entirely on the facility property. A UPDES stormwater construction permit would be obtained from the Utah Division of Water Quality prior to the start of construction activities. In accordance with the permit requirements, a stormwater pollution prevention plan (SWPPP)

would be prepared and best management practices would be implemented at the site to prevent any sediment runoff or erosion impacts to the Jordan River during construction activities.

Vegetation & Wildlife – Because there would be no construction near the river and because there is a five-foot levee between the river and the site, erosion impacts to the Jordan River are expected to be minimal and would be controlled by best management practices implemented as part of the storm water pollution prevention plan. Some small mammals that forage at the site likely would be displaced during construction. To avoid impacts to active bird nests, land-clearing activities would be scheduled to avoid the breeding season, which for most birds occurs from early spring through July.

Traffic – During construction activities, UTA contractors would work with South Salt Lake City to develop and implement a traffic management plan to assure access to local roads and businesses is maintained.

Historic Resources – The ground has been previously disturbed from past construction activities, however, if any unknown historic resources are encountered during project construction, construction would be immediately stopped in the vicinity of the discovery and the UTA project manager would be notified. Any materials discovered would be evaluated by a qualified archaeologist.

Safety and Security – During project construction, all contractors would be subject to the contractor's site health and safety plan. Site security measures would include fencing, gates, and proper signage.

Hazardous Materials – If demolition or renovation is planned in areas where asbestos is present, some or all of the asbestos-containing materials may have to be removed. UTA would use a licensed asbestos abatement contractor for any required asbestos removal activities. If any petroleum contaminated soils or groundwater are encountered during site construction activities, UTA would handle and dispose of the material in accordance with the applicable environmental regulations, including the Utah Division of Environmental Response and Remediation's Corrective Action Cleanup Standards Policy and the Utah Division of Solid and Hazardous Waste's Land Disposal Requirements.

3.16 Section 4(f) Considerations

Section 4(f) of the U.S. Department of Transportation (DOT) Act of 1966 was enacted to preserve publicly-owned parks and recreation areas, wildlife and waterfowl refuges, and any historic sites on or eligible for the National Register of Historic Places (NRHP). The Section 4(f) provisions apply to agencies within the DOT, including FTA. Section 4(f) provides that DOT cannot approve (subject to De Minimis Impacts), the use of a public park, recreation area, wildlife and waterfowl refuge, or historic site for a transportation project unless:

Utah Transit Authority

- There is no prudent and feasible alternative to using the land; and
- The project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site.

There are no Section 4(f) resources present in or immediately adjacent to the study area.

No Action Alternative

Because there are no Section 4(f) resources located in the study area, and because there would be no construction activities under the No Action Alternative, there would be no Section 4(f) impacts from the No Action Alternative.

Proposed Action

Because there are no Section 4(f) resources located in the study area, there would be no Section 4(f) impacts from the Proposed Action.

4.0 PUBLIC AND AGENCY COORDINATION

UTA coordinated with local, state, and federal agencies that could potentially have an interest in the project, including:

- South Salt Lake City Planning Department
- South Salt Lake City Public Utilities Department
- Utah Division of Wildlife Resources
- Utah Division of Water Quality
- Utah Division of Environmental Response and Remediation
- Utah State Historic Preservation Office
- U.S. Fish and Wildlife Service
- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency

The agency correspondence is included in Appendix B.

The Federal Transit Agency has reviewed and approves this Environmental Assessment, and it is being made available for a 30-day public comment period. Notification of the availability of this document is being placed in local newspapers (the *Salt Lake Tribune* and the *Deseret News*) and on UTA's website. Copies will be distributed to the agencies noted above, and to adjacent property owners. An electronic copy of the Environmental Assessment will be placed on the UTA website at www.rideuta.com and hard copies will be available for review at UTA's offices:

UTA - Meadowbrook Office
3600 South 700 West
Salt Lake City, UT 84121

And

UTA - Front-Line Headquarters
669 West 200 South
Salt Lake City, UT 84101

Comments on the EA can be submitted by mail to:

Mary DeLoretto, Environmental Manager
Attn: JRSC Project
Utah Transit Authority
Front-Line Headquarters
669 West 200 South
Salt Lake City, UT 84101

Or via email to: mdeloretto@rideuta.com

Utah Transit Authority

After the public comment period concludes (estimated to be late May 2009), the Environmental Assessment will be updated as necessary to address the comments received. FTA will then determine whether or not to issue a Finding of No Significant Impact (FONSI) for the project.

Because of the proximity of the West Valley light rail line to this project, a summary of the comments received on the West Valley Light Rail Transit Project Draft ESR are included with the Executive Summary of the ESR in Appendix A. During the environmental process for the West Valley line, there were numerous opportunities for public comment. Comments regarding the West Valley light rail alignment focused primarily on the area west of the Jordan River; however, there were several comments received regarding the area east of the Jordan River, in the vicinity of the proposed maintenance facility. These included several requests for a station to be added near 900 West (this station was not added), several requests that the Parley's trail be accommodated over the Roper Yard (this resulted in UTA accommodating a trail on the light rail line bridge), and traffic concerns on 900 West by UDOT (this resulted in the grade-separated crossing of the rail line with 900 West).

5.0 NEXT STEPS

UTA is requesting American Recovery and Reinvestment Act (ARRA) funds for this project. Assuming FTA issues a FONSI for the Jordan River Service Center Light Rail Vehicle Maintenance and Storage Facility, UTA will apply for an ARRA grant by July 1, 2009.

The design of the JRSC is now complete and UTA is currently soliciting for contractors to construct the rail storage yard and maintenance facility. A Notice to Proceed (NTP) for construction activities can be awarded after the NEPA process is complete.

Construction of the rail yard is scheduled to be complete by winter of 2010. This is when the Lovendahl facility is projected to be at full capacity and the 31st new light rail vehicle is expected to arrive. While vehicles would not yet need to be maintained at the JRSC, they would need to be stored on the yard then. Assuming federal funding approval and an aggressive construction schedule, the maintenance facility could be completed and open for operations by summer 2011.

Figures



Figure 1 – Facility Location Map

REV	DATE	Description

 Cordova Design Inc.



UTA 
 UTAH TRANSIT AUTHORITY
 200 South 669 West, Salt Lake City, Utah 84101

Designed By:

Drawn By:

REC

Checked By:

Approved By:

JORDAN RIVER SERVICE CENTER
 2264 SOUTH 900 WEST
 SALT LAKE CITY, UT

SITE PLAN

CADD Filename:

Submittal Date

APRIL 2008

UTA Contract No.:

RA1014

Drawing No.:

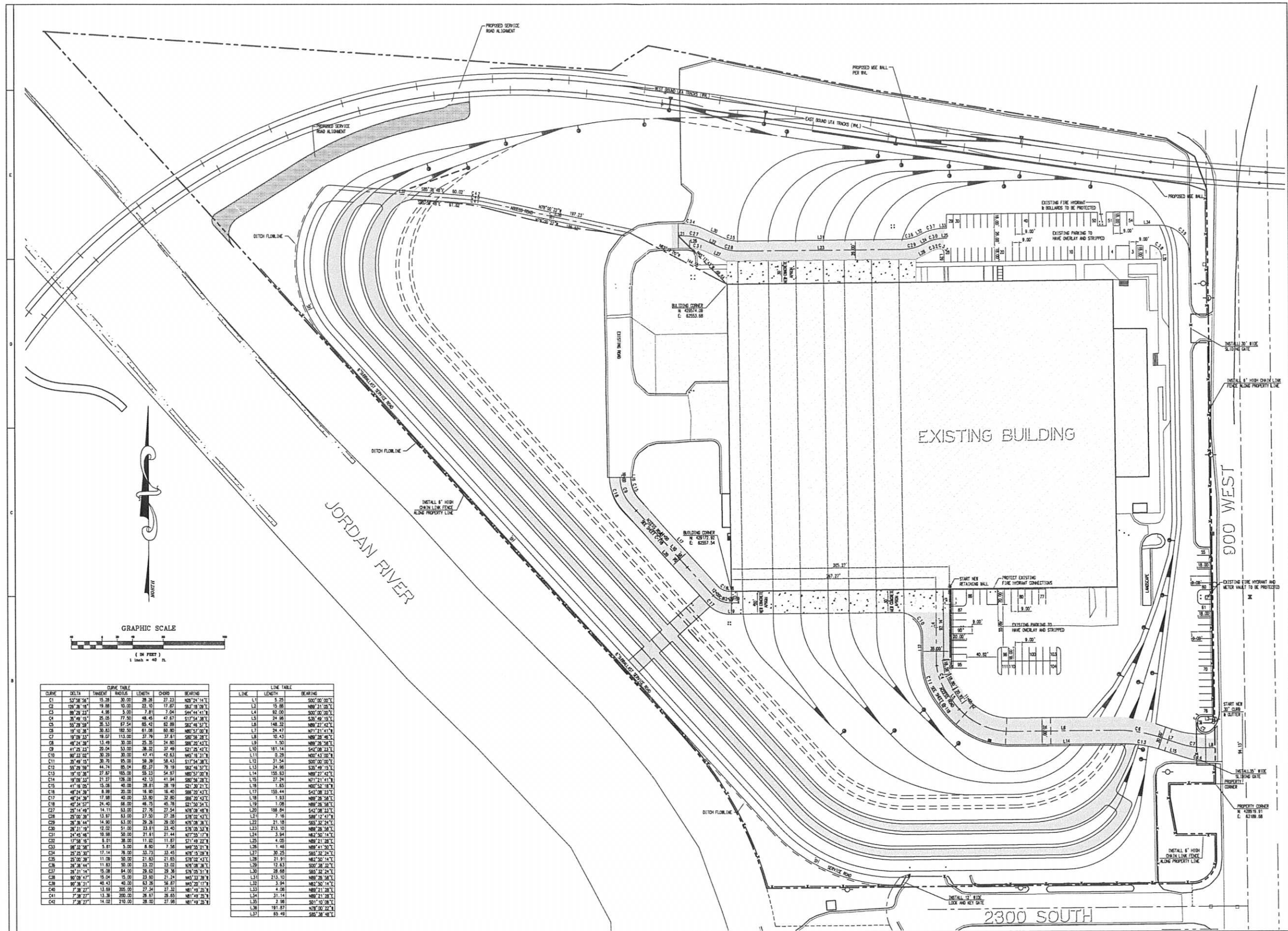
Sheet No.:

of

Google Maps Address



Figure 2 – Vicinity Map



CURVE	DELTA	TANGENT	RADIUS	LENGTH	CHORD	BEARING
C1	53°38'56"	15.28	30.00	28.28	27.23	N08°24'14"E
C2	126°36'58"	19.88	13.00	22.43	17.87	S03°38'28"E
C3	80°20'23"	4.98	5.00	7.81	7.04	S44°41'41"E
C4	35°49'15"	25.26	77.50	48.40	47.87	S17°54'38"E
C5	55°29'38"	28.53	87.54	65.40	62.89	S07°48'30"E
C6	19°10'54"	50.83	182.50	61.98	60.80	N02°17'00"E
C7	19°28'33"	19.07	113.00	27.78	27.81	S08°58'28"E
C8	48°24'28"	13.49	30.00	25.25	24.80	S08°20'43"E
C9	41°26'23"	23.04	53.00	28.20	27.49	S17°25'43"E
C10	80°13'58"	30.29	30.00	47.41	42.63	N05°18'21"E
C11	35°49'15"	25.70	85.00	39.39	38.43	S17°54'38"E
C12	55°29'38"	44.74	105.04	62.27	59.19	S07°48'30"E
C13	19°10'54"	27.87	105.00	55.33	54.97	N02°17'00"E
C14	19°28'33"	21.27	126.00	42.13	41.84	S08°58'28"E
C15	41°26'23"	15.08	40.00	28.81	28.19	S21°30'21"E
C16	48°24'28"	8.99	20.00	16.80	16.40	S08°20'43"E
C17	48°24'28"	17.98	40.00	33.60	32.80	S08°20'43"E
C18	48°24'28"	24.40	60.00	48.75	45.78	S08°20'43"E
C19	25°20'38"	14.10	63.00	27.26	27.54	S18°08'48"E
C20	25°20'38"	13.87	63.00	27.26	27.28	S18°08'48"E
C21	26°36'44"	14.80	63.00	29.28	29.00	N08°28'38"E
C22	26°36'44"	12.00	51.00	23.81	23.40	S18°26'34"E
C23	24°45'46"	19.88	58.00	27.81	27.44	N07°25'17"E
C24	17°58'51"	8.21	38.00	11.82	11.87	S17°49'22"E
C25	58°52'58"	5.87	5.00	8.80	7.58	N09°26'21"E
C26	25°20'38"	17.14	78.00	33.73	33.45	N09°15'28"E
C27	25°20'38"	11.88	58.00	21.43	21.45	S18°08'48"E
C28	26°36'44"	11.83	50.00	23.22	23.02	N08°28'38"E
C29	26°36'44"	15.08	64.00	29.82	29.36	S18°26'34"E
C30	30°50'47"	19.04	15.00	33.80	21.24	N02°31'28"E
C31	30°50'47"	40.43	40.00	63.26	56.87	N05°00'17"E
C40	7°38'27"	13.88	205.00	27.24	27.32	N01°49'26"E
C41	7°38'27"	13.20	200.00	26.57	26.65	N01°49'26"E
C42	7°38'27"	14.02	210.00	28.20	27.99	N01°49'26"E

LINE	LENGTH	BEARING
L1	5.25	S00°00'00"E
L2	19.88	N08°21'26"E
L3	82.00	S00°00'00"E
L4	24.98	S38°49'15"E
L5	148.32	N08°22'42"E
L6	24.47	N07°21'41"E
L7	10.43	N09°28'46"E
L8	1.50	N09°28'46"E
L9	89.14	S45°08'23"E
L10	2.29	N00°43'00"E
L11	21.54	S00°00'00"E
L12	24.98	S38°49'15"E
L13	158.83	N08°22'42"E
L14	27.24	N07°21'41"E
L15	1.85	N09°28'46"E
L16	159.44	S45°08'23"E
L17	1.93	N09°28'46"E
L18	1.08	N09°28'46"E
L19	188.84	S45°08'23"E
L20	7.16	S08°12'47"E
L21	21.18	S55°32'24"E
L22	213.10	N08°28'58"E
L23	3.84	N02°30'14"E
L24	4.00	N08°21'28"E
L25	1.48	N09°41'50"E
L26	30.25	S00°32'24"E
L27	21.51	N02°30'14"E
L28	12.83	S00°38'20"E
L29	28.88	S00°32'24"E
L30	213.10	N08°28'58"E
L31	3.24	N08°20'14"E
L32	4.06	N09°21'28"E
L33	31.14	S01°21'28"E
L34	2.18	S01°21'28"E
L35	191.87	N08°00'22"E
L36	85.49	S00°38'48"E

Figure 3 - Site Plan

STV Incorporated
 2200 South Main Street, Suite 101
 Salt Lake City, UT 84115
 (801) 471-0488
 (801) 471-0871

UTA
 UTAH TRANSIT AUTHORITY

Designed By: BLB
 Drafted By: BLB
 Checked By: SL
 Approved By:

UTAH TRANSIT AUTHORITY
 JORDAN RIVER SERVICE CENTER
 2284 SOUTH 900 WEST, SOUTH SALT LAKE, UT
 84115

Scale: 1"=40'
 CADD File Name:
 Quantity Date: FEBRUARY 05, 2009
 UTA Contract No.:
 Drawing No.: C-110
 Sheet No.:

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Appendix A

West Valley Transit Corridor Environmental Study Report:

Executive Summary

&

Summary of Public Comments Received

EXECUTIVE SUMMARY

The focus of this Final Environmental Study Report (Final ESR) is a proposed 5-mile Light Rail Transit (LRT) line from the existing UTA Salt Lake/Sandy TRAX line at 2100 South in South Salt Lake City and connecting west to West Valley City Center in West Valley City. The regional setting for the proposed project corridor is illustrated in **Figure ES.1-1**.

The Utah Transit Authority (UTA) has prepared this Final ESR with the assistance of the Wasatch Front Regional Council (WFRC) West Valley City and South Salt Lake City. UTA serves the Ogden, Davis, Salt Lake City, and Provo-Orem urbanized areas, with a service area encompassing 1,612 square miles and a population of just over 1.5 million people. This Final ESR follows a Draft Environmental Impact Statement (Draft EIS) that was issued in June 2006. UTA accepted public comments on the Draft EIS through August 9, 2006, and held several public meetings to inform the public and to encourage public comments.

The purpose of this Final ESR is to inform the public of UTA's findings about the potential environmental impacts from and mitigation measures for the Preferred Alternative (the proposed LRT project). A No Action alternative is also analyzed to help represent a baseline condition for identifying the impacts of the Preferred Alternative. The Final ESR documents UTA's efforts to develop alternatives; identify a preferred alternative; coordinate with federal, state, and local agencies; and involve the public. The Final ESR states the purpose and need for the project and describes the alternatives considered. It addresses in detail the anticipated transportation and environmental impacts of the project and identifies appropriate mitigation measures that may be required to minimize impacts.

Following the Final ESR publication, UTA will issue a Decision Document that marks the completion of preliminary engineering and environmental studies and states UTA's intent to proceed with final design and construction. Mitigation commitments, where necessary, will be identified, and responses to comments received during the Final ESR review period will be prepared.

This Executive Summary highlights key features of the project and the findings of the Final ESR, using an organization similar to that of the full Final ESR:

- Purpose of and Need for Action
- Alternatives Considered
- Affected Environment and Consequences
- Transportation Impacts
- Summary of Mitigation Measures

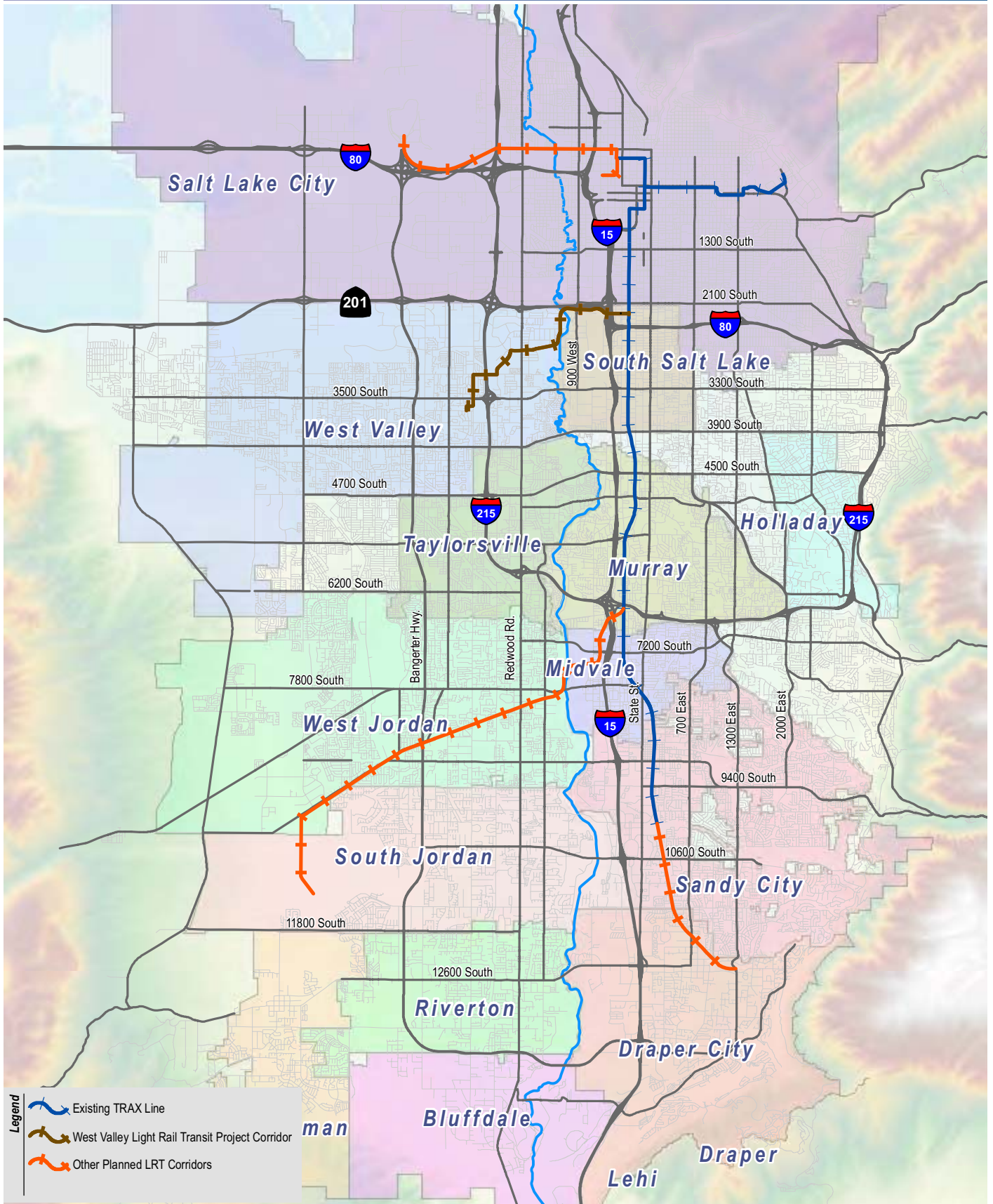
ES.1 Purpose and Need for Action

The West Valley LRT project corridor is shown in **Figure ES.1-1**. It extends from the existing Salt Lake/Sandy TRAX Line near the 2100 South Station in South Salt Lake City, west to 2700 West in West Valley City. The project corridor is in the cities of South Salt Lake and West Valley City, and related bus improvements would include nearby cities, including Taylorsville and Murray.

Several earlier studies have identified the west valley area as needing a significantly improved transportation system, and high-capacity transit (HCT) is a key part of the recommended strategy for the region. The previous studies that helped to identify the need for light rail to West Valley City include the 1996 *Long Range Transit Analysis*, the 2000 *West Valley City Transportation Corridor Major Investment Study*, and the WFRC *Urban Area 2030 Long Range Transportation Plan*. These studies recognize the importance of HCT as part of a shared solution for meeting regional transportation and land use goals. All of these studies noted high rates of future growth in population, jobs, and traffic, which create greater demands for an effective transportation system.

West Valley Light Rail Transit Project

Figure ES.1-1 Regional Setting



The purpose of the Proposed Action is to:

- Improve mobility and connectivity within the corridor and between the west side and downtown Salt Lake City, the University of Utah, and other areas of the region;
- Provide service to and between major trip generators within the study area, including Valley Fair Mall, E Center, and Decker Lake Business Park, with supporting bus service to areas such as Utah Department of Transportation (UDOT) headquarters and the Salt Lake Community College Redwood Road Campus;
- Improve the efficiency of the existing transit system, including better utilization of the bus system;
- Improve east-west mobility, particularly during peak commuter demand periods;
- Provide a transportation system that complements desired community development patterns and that complements the context of the project area;
- Provide a transportation system that encourages a change in travel behavior by providing convenient alternatives to the use of the automobile;
- Increase access to major employers in the corridor, and thereby enhance the corridor's economic potential; and
- Provide a convenient connection between west-side bus service to outlying areas and the existing TRAX LRT system.

ES.2 Alternatives Considered

The alternatives analyzed in the Final ESR are:

- No Action Alternative
- Preferred Alternative for Light Rail

No Action Alternative

The No Action alternative represents the future transportation system in 2030, but without the West Valley LRT project or any other major capital investments for transit in the West Valley area. The No Action alternative serves as a baseline for measuring the impacts and the effectiveness of the Preferred Alternative.

With No Action, other planned elements of the TRAX system would still be implemented, except for the West Valley LRT project. Consistent with the *2030 Wasatch Front Urban Area Long Range Transportation Plan (LRTP)*, the region would be expected to implement other transit service and programmed capital improvements, including service increases, transit facility improvements, street and highway improvements, and high-occupant vehicle (HOV) lane improvements. No Action also includes the growth in population and employment that the study area and the entire region expect by the year 2030.

Preferred Alternative

The Preferred Alternative for light rail to West Valley City has two main elements: (1) a 5-mile LRT line connecting the West Valley City Center and the Salt Lake/Sandy TRAX Line at 2100 South with four stations, and (2) supporting bus service and facility improvements designed to maximize the benefits of light rail. The four stations for the line would include a western terminus at West Valley City Center, a station near the E Center, a station at Research Way and Redwood Road, and a Chesterfield station located west of the Jordan River and near 2320 South. The proposed alignment and stations are shown in **Figure ES.2-1**.

To connect the West Valley City Center with the existing UTA LRT system, the line would traverse four significant barriers to east-west travel: Interstate Highway 15 (I-15), the Union Pacific Railroad's (UPRR) Roper Rail Yard, the Jordan River, and Interstate Highway 215 (I-215). The light rail line would serve many population and employment centers in West Valley City with direct service. Service to Taylorsville and other communities on the west side of the Salt Lake Valley would be provided by bus connections at the West Valley City Intermodal Center and at key stations along the alignment.

The proposed corridor uses existing public rights-of-way in many locations, but would also require new rights-of-way. The project would primarily operate at grade except over I-215, the Jordan River, and the UPRR Roper Yard.

Moving from west to east, the light rail line originates at West Valley City Center, west of Constitution Boulevard and north of West Valley City Hall. The western terminus station at West Valley City Center would provide connections to the West Valley Intermodal Center and a future bus rapid transit (BRT) line. From the station, the tracks turn north into the center of Constitution Boulevard and continue north past 3500 South to the intersection with 3100 South, where the route turns east to run on the south side of 3100 South. The line then crosses I-215 and turns north to the center of Decker Lake Drive, where a station would be located. The route continues north, turning east at the Decker Lake Drive/Research Way intersection, and continuing in the center of Research Way. A Decker Lake station would be located on Research Way, directly west of Redwood Road.

The Preferred Alternative then crosses Redwood Road to reach a 50-foot right-of-way owned by Salt Lake County. The Decker Lake Drainage Canal is underground in twin culverts, and the Crosstowne trail also uses the right-of-way. The light rail alignment is at-grade along the right-of-way. From Redwood Road to the Redwood Nature Area, the existing Crosstowne trail would be relocated to run to the south of the light rail line.

As the line approaches the Redwood Nature Area, it curves to the northeast and bridges over the Brighton Canal. Light rail is then along the north side of the Decker Lake Drainage Canal. After Chesterfield Street, the line curves northward, through a triangular portion of the Redwood Nature Area, heading north for a short section located west of the Jordan River trail, and Winton Street to 1070 West where the Chesterfield station would be located with the alignment street-running on 1070 West.

After leaving the Chesterfield station, the line heads north and then turns east to bridge the Jordan River Parkway Regional Trail and the Jordan River at approximately 2200 South (south of the SR-201 bridge). The Jordan River trail would cross under the new light rail bridge. East of the Jordan River, the line is on the south side of SR-201 and then crosses 900 West at grade, south of the SR-201/900 West interchange. East of 900 West, the line would transition to a retained fill structure to reach a new bridge crossing over the Union Pacific Roper Rail Yard. The route would then curve southeast to cross under I-15 and return to grade at Andy Avenue. The route would then use a former rail right-of-way (Sugarhouse Spur) to connect with the existing Salt Lake/Sandy TRAX Line.

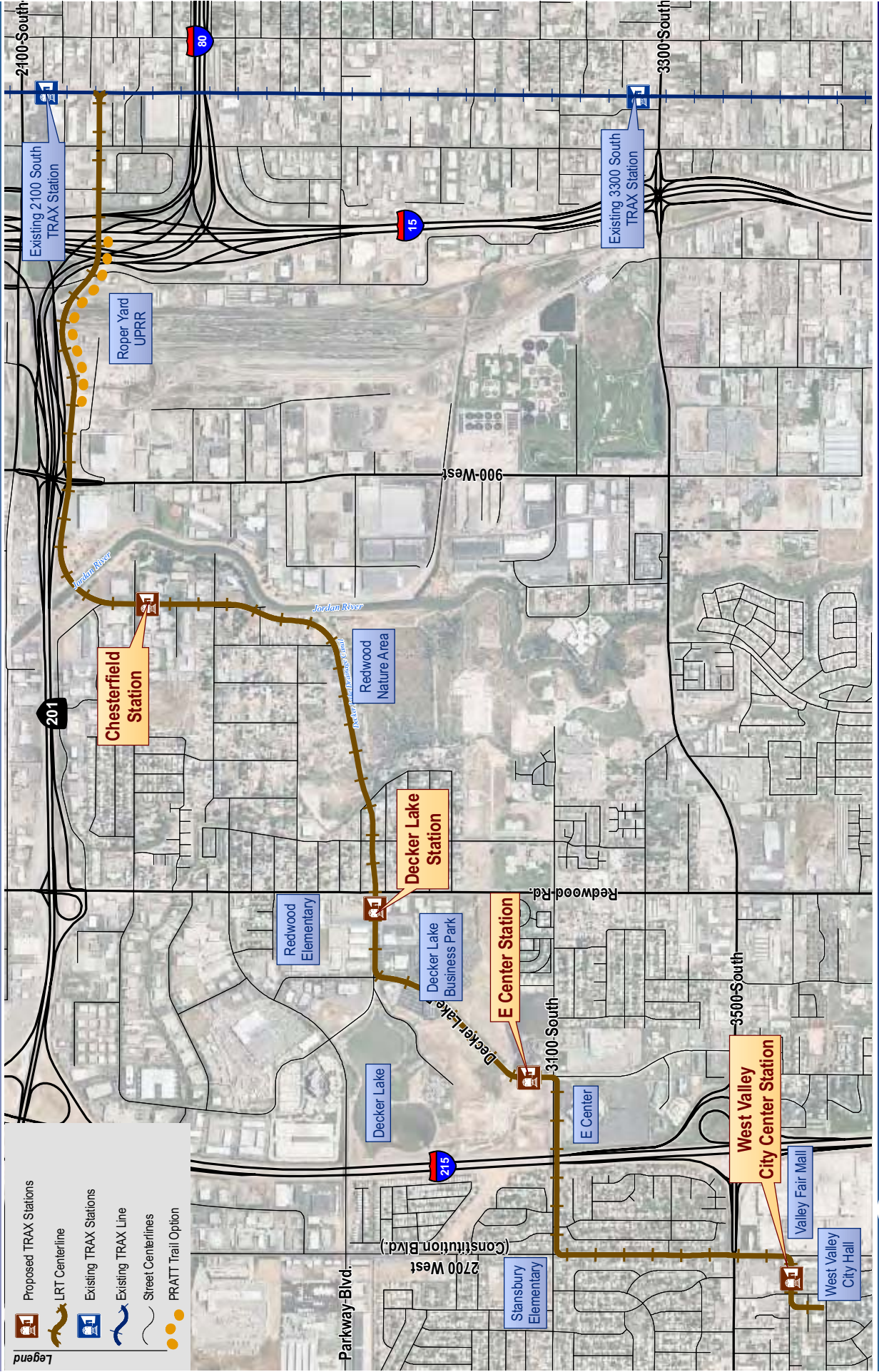
PRATT Trail Option. This design option for the Preferred Alternative would allow the proposed PRATT Trail to be built beside the light rail alignment over the UPRR Roper Yard. The PRATT trail, also known as the Parleys Creek Corridor Trail, is a separate project that would connect the Bonneville Shoreline Trail on the east with the Jordan River Parkway Trail on the West. The design option would affect only the portion of the West Valley LRT project approaching and over the UPRR yard, from approximately 800 West to Interstate 15.

ES.3 Affected Environment and Consequences

Chapter 3 identifies the existing natural and built environmental conditions in the project area. This information was used to identify impacts in each environmental category. The environmental topics that are addressed in the Final ESR are:

West Valley Light Rail Transit Project

Figure ES.2-1 Preferred Alternative Corridor



- Legend**
- Proposed TRAX Stations
 - LRT Centerline
 - Existing TRAX Stations
 - Existing TRAX Line
 - Street Centerlines
 - PRATT Trail Option



- Land Use
- Social and Economic Conditions
- Air Quality
- Noise
- Vibration
- Water Resources
- Biological Resources (including Wetlands)
- Hazardous Materials
- Historical, Archaeological, and Paleontological Resources
- Parklands, Open Space, and Recreation
- Visual Quality
- Public Safety and Security
- Construction Impacts

Chapter 3 also identifies the potential environmental consequences and measures to mitigate impacts. **Table ES.1** provides a summary of the potential impacts of the two alternatives and also notes possible mitigation measures where appropriate.

Table ES.1: Summary of Environmental Impacts by Alternative

Final ESR Section	Environmental Category	No Action Alternative	Preferred Alternative (West Valley LRT)
3.1	Land Use	No direct or indirect impacts.	Generally positive effect on land use. There is moderate transit-oriented development (TOD) potential at several stations.
3.2	Socioeconomic Impacts	No new job opportunities.	Generally positive effect on economic development. The operations would create new job opportunities related to the transit system construction and operations. Provides increased access to and from job centers throughout the region.
		No impacts to community cohesion.	No existing streets or trails are closed, which maintains connections between neighborhoods and maintains access to public services, schools, and community centers.
		No displacements to property owners.	158 parcels affected: 12 full acquisitions with 14 relocations (13 residential and 1 commercial), 146 partial acquisitions. 180 to 184 off-street commercial parking spaces will be affected (all through partial property impacts). UTA will mitigate property impacts through compensatory payment and assistance.
		No disproportionate impacts on low-income or minority populations.	No anticipated negative impacts to the environment would have disproportionate adverse effect on disadvantaged populations. The West Valley TRAX would improve transit travel time and expand opportunities to work, recreate, or shop in areas previously difficult to access for those who do not own or operate vehicles. All noise and vibration impacts are mitigated to moderate levels or better.
3.3	Air Quality	No conformity analysis has been performed on the No Action alternative, but conditions would be worse than with the Preferred Alternative.	Project is included in conforming long-range plans.

Final ESR Section	Environmental Category	No Action Alternative	Preferred Alternative (West Valley LRT)
		No localized exceedance of CO standards would occur.	No localized exceedance of CO standards would occur.
		Slight increase in PM ₁₀ emissions as a result of increased vehicle miles traveled as compared to the Preferred Alternative.	No impact on PM ₁₀ emissions would occur other than short-term fugitive dust emissions during construction activities. These would be mitigated by implementing appropriate dust control measures.
3.4	Noise	No noise impacts.	Before mitigation, the Preferred Alternative is expected to cause severe noise impacts at 3 residences and moderate noise impacts at 17 residences. Mitigation treatments include noise barrier walls and building sound insulation to eliminate all of the severe impacts and all but eight of the moderate impacts. Infrastructure for track lubricators will likely be installed at most 90-degree turns.
3.5	Vibration	No vibration impacts.	3 residences and Clear Channel Broadcasting impacted without mitigation. Track vibration isolation and crossover modifications are proposed to mitigate all of these impacts.
3.6	Water Resources	No impacts to surface water.	A new bridge will fully span the Jordan River (no in-water or shoreline construction). Increased stormwater runoff in some station areas, but the net change would be minor. Some existing stormwater facilities would be relocated. Water quality impacts would be generally beneficial through the use of current design standards.
		No impacts to floodplains.	Alignment crosses 100-year floodplain, requiring appropriate permits and design. Culverts will convey floodwaters through proposed elevated fill areas. The Decker Lake Drainage Canal culvert will be retrofitted to carry light rail above, but with no impact to existing flood capacity.
		No impacts to groundwater.	Possible impacts to groundwater resources could include inhibition of water rights during construction. Mitigation would include coordinating alternative access points. No impacts to groundwater aquifer quality is anticipated.
3.7	Biological Resources	No impacts to wetlands.	0.72 total acres of wetland impacted in six different wetland areas. All wetland area lost will be mitigated.
		No impacts to vegetation.	Permanent removal of 13.52 acres of mostly previously disturbed vegetation.
		No impacts to wildlife and fisheries.	15.28 acres of wildlife habitat permanently disturbed. Localized impact on wildlife movement, but project will not disrupt regional migration corridors.
		No impacts to threatened and endangered species.	Threatened, endangered, proposed, and candidate species are unlikely to be impacted by the project.

Final ESR Section	Environmental Category	No Action Alternative	Preferred Alternative (West Valley LRT)
3.8	Hazardous Materials and Hazardous Waste	No increase in hazardous materials usage or production.	No activities are anticipated to create substantial increases in hazardous waste generation. Increased number of LRT vehicles requiring maintenance at the TRAX Maintenance Facility. All hazardous materials would be handled in accordance with appropriate requirements.
		No increase in hazardous materials exposure.	Hazardous materials exposure from previous discharges could occur due to construction activities. All impacts can be mitigated via best practice, safety, and remediation plans developed during pre-construction.
3.9	Historical, Archaeological, and Paleontological Sites	No impacts.	No known effects on archaeological or paleontological sites. Two adverse effects on historic resources and no adverse effect for two historic railroads.
3.10	Parklands, Open Space, and Recreation	No impacts.	The Crosstowne trail will be realigned and will be able to use a signalized crossing at Redwood Road. Jordan River Parkway Regional Trail will be realigned to cross under the new light rail bridge approach. Impacts to the Redwood Nature Area would be minimal as the area affected has no park features on it. Most of the nature area is south of the Decker Lake Drainage Canal. The project will not preclude the development of a future PRATT trail near Roper Yard.
3.11	Visual Resources	No impacts.	Localized visual impacts would include overhead contact system including poles and wires, station platforms, park and rides, and crossings. Some areas would also have fences or noise walls between the corridor and adjacent properties.
3.12	Public Safety and Security	No impacts.	Light rail would cross existing streets, sidewalks, and trails. Standard traffic control design practices would be used to minimize risk of conflicts between light rail and other traffic, pedestrians, bicycles, and driveways. Access restrictions would prevent left turns at some side streets. New signalized intersections at mid-block and U-turns at existing intersections will mitigate access restrictions. There may be a slight increase in emergency response times in locations where access changes.
3.13	Construction Impacts	No impacts.	Construction impacts would be short-term and consist of impacts to air quality, noise levels, surface water, vegetation, utilities, and traffic. Respective mitigation measures that would be implemented include dust control, best practices for construction noise reduction, runoff control, revegetation, utility relocation or protection in place, and traffic control/access management.

ES.4 Transportation Impacts

The west side of the Salt Lake Valley is one of the fastest growing areas within an already rapidly expanding region. Demographic forecasts (see **Section 3.2**) indicate that Salt Lake County's population will increase by approximately 42 percent between 2005 and 2030, from 970,000 to 1.4 million. The greater Salt Lake Metropolitan area population is expected to grow at about the same rate, from about 1.4 million to 2.0 million. In the two study area cities, population will grow 32 percent. Planned highway expansion in this area will not keep pace with the increases in travel demand.

Transit service in the project area currently consists of freeway express routes providing service from points south of the corridor to downtown Salt Lake City, express routes providing limited stop service along major arterials in the corridor, and local service to destinations along the corridor. Some local routes would be modified to maximize the effectiveness of light rail. This could increase transfers for some patrons, but most riders would have lower travel times and more frequent service. West Valley LRT trains would interline with trains from 2100 South to downtown Salt Lake City and continue on to the University of Utah.

The No Action alternative would add no additional bus service beyond what is proposed under the WFRC Urban Area 2030 *Long-Range Transportation Plan*.

The Preferred Alternative includes increased bus service and modified bus routes to provide transit connections to new light rail stations within the West Valley LRT corridor. The Preferred Alternative would provide an effective means for addressing travel demand in the corridor and would result in significantly improved transit service and capacity. The West Valley LRT Project will provide rapid transit service independent of the roadway network and would operate effectively even when the roadway congestion limits the effectiveness of the bus transit system. Moreover, LRT would offer improved transit service levels and comfort, would be less impacted by adverse weather conditions, and would provide greater transportation capacity than other bus improvements. Daily boardings and alightings on the West Valley City TRAX would be approximately 10,500 for the Preferred Alternative.

Mid-day travel time forecasts for 2030 by both transit and auto from West Valley City Center to downtown Salt Lake City and the University of Utah Medical Center vary for the No Action and Preferred Alternative scenarios. For transit trips to downtown at Gallivan Plaza, the Preferred Alternative will have a travel time of 26 minutes. (LRT service to north downtown station includes transfer time at the courthouse station from the University-bound West Valley LRT trains.) This compares to 35 minutes for the No Action alternative. Auto travel time to Gallivan Plaza is estimated at 18 minutes. To the University of Utah Medical Center, which is the direct route for the LRT line from West Valley City Center, the LRT travel time is estimated at 38 minutes for the Preferred Alternative. Under the No Action scenario, this trip is estimated at 50 minutes and involves a transfer. Auto travel time from the West Valley City Center to the University of Utah Medical Center is estimated at 28 minutes.

The Preferred Alternative would produce a slight reduction in automobile vehicle miles traveled (VMT) regionally, compared to the No Action alternative.

Traffic impact analyses were performed to ensure that after mitigation, the West Valley TRAX line does not create any substantial traffic impacts on local arterial roadways or cross-streets affected by the LRT facility. Where the route is along existing streets, some driveways and sidestreets would be restricted to right-in and right-out movements only, but the project provides mid-block signalized intersections to minimize impacts, and U-turns would be allowed at most existing intersections. Some right-of-way requirements could remove parking spaces, but the losses are spread throughout the corridor and would be mitigated by replacement or compensation.

ES.5 Public Involvement

UTA and its project partners have provided similar opportunities for public involvement since the project began in 2001. The outreach and events included a scoping process with an agency meeting and two public scoping meetings at the start of the project. Public meetings and open houses were held at two other milestones during the project – near the end of conceptual alternatives development and evaluation (April 2002) and also after the detailed evaluation of the No Action, Enhanced Bus, and Build Alternatives (August 2002). After these public events, the City of West Valley City by resolution identified the Preferred Alternative route and stations on December 17, 2002, and the WFRC formally adopted the Preferred Alternative on October 27, 2005.

A major milestone for the public involvement efforts was the release of the Draft EIS on June 25, 2006. Public notices were published in local papers, on UTA's Website, through ads in Spanish publications, and in ads and articles in group newsletters and other specialized media. UTA distributed posters and fliers to libraries and other public spaces and placed notices throughout UTA's transit system, including on buses and at transit centers. UTA also sent out nearly 900 direct mailing pieces to stakeholders and others on the agency's mailing list, advertising the availability of the document.

Copies of the DRAFT EIS were made available at public facilities, including area city halls and libraries and on UTA's Website. In addition to sending the document to public libraries in the project area, UTA distributed nearly 75 other hard copies of the document to parties including local governments, state and federal agencies, tribal governments, elected officials, and public interest groups and organizations. The document on UTA's Website was provided in PDF format and assembled to allow easy review of the written material and accompanying graphics.

The 45-day public comment period for the DRAFT EIS began on June 25, 2006, and ended on August 9, 2006. As part of the public comment period, UTA advertised and held a public meeting to provide additional opportunities for people to review the project proposal and the DRAFT EIS, ask questions of agency staff, and to make formal comments. The meeting was held on July 19, 2006, from 6:00 to 9:00 p.m. at the West Valley City Hall, 3600 S. Constitution Boulevard, West Valley City, UT 84119. In addition to the advertised public meeting for the Draft EIS, UTA also held a community meeting in the Chesterfield neighborhood. UTA sent out invitations to Chesterfield area residents, including people who had already expressed interest in the project and others on UTA's project mailing list. The Chesterfield meeting was held on July 18, 2006, at the Redwood Recreation Center, West Valley City.

Appendix D of the Final ESR summarizes the comments received during the Draft EIS comment period and provides a response to comments.

UTA held an additional open house on February 15, 2007, to highlight project developments, including refinements in the project design. During the period from February 1, when the meeting was announced, to March 2, 2007, UTA provided additional opportunities for public comments on the project. The public comments received during this time period are also summarized in **Appendix D**.

Public Involvement for the Final ESR. This Final ESR will be available for a 30-day public review period. During this period the Final ESR will be available to interested parties, including private citizens, community groups, the business community, elected officials, and public agencies.

After circulation of the Final ESR and the close of the public review period, a Decision Document will be released. UTA's mitigation commitments will be listed in the Decision Document. (The mitigation measures UTA currently anticipates making for the project are identified in **Chapter 5** of the Final ESR.) The Decision Document will also formally state UTA's environmental findings for the project, based on the Final ESR, and it will discuss public involvement efforts, including comments received during the Final ESR public review period. After completion of the Final ESR and issuance of the Decision Document, the environmental process will conclude, and the project will advance to the final design and construction phases.

ES.6 Next Steps

The West Valley LRT project is one of the priority projects named for funding through the Salt Lake County Transportation Sales Tax approved by voters in November 2006. While the project's schedule is not yet final, UTA is preparing to enter final design before the summer of 2007, and construction could be underway by 2008. Prior to construction, UTA will secure all appropriate permits and approvals required under local, state, and federal law. UTA will also complete agreements with Salt Lake County, the Cities of West Valley City and South Salt Lake, UDOT, and Union Pacific Railroad, all of which either own or manage portions of the right-of-way the project will use. During this time, UTA will also undertake the processes to acquire private property needed for the project and to provide appropriate compensation and assistance to affected property owners and residences.

APPENDIX D, RESPONSES TO PUBLIC COMMENTS

This section provides UTA's responses to public comments received on the West Valley City/Taylorville Corridor Draft EIS. The WFRC and UTA released the DEIS for public review on June 25, 2006. Public notices were published in local papers, on UTA's Web site, through ads in Spanish publications, and in ads and articles in group newsletters and other specialized media. UTA distributed posters and fliers to libraries and other public spaces, and placed notices throughout UTA's transit system, including on buses and at transit centers. UTA also sent out nearly 900 direct mailing pieces to stakeholders and others on the agency's mailing list, advertising the availability of the document.

Copies of the DEIS were made available at public facilities including area city halls and libraries and on UTA's Web site. In addition to sending the document to public libraries in the project area, UTA distributed nearly 75 other hard copies of the document to parties including local governments, state and federal agencies, tribal governments, elected officials, and public interest groups and organizations. The document on UTA's Web site was provided in PDF format and assembled to allow easy review of the written material and accompanying graphics.

The 45-day public comment period for the DEIS began on June 25, 2006 and ended on August 9, 2006. As part of the public comment period, UTA advertised and held a public meeting to provide additional opportunities for people to review the project proposal and the DEIS, ask questions of agency staff, and to make formal comments. The meeting was held on July 19th, 2006 from 6:00 to 9:00 p.m. at West Valley City Hall, 3600 South Constitution Blvd. West Valley City, UT 84119.

In addition to the advertised public meeting, UTA held a community meeting in the Chesterfield neighborhood. UTA sent out invitations to Chesterfield area residents, including people who had already expressed interest in the project and others on UTA's project mailing list. The Chesterfield meeting was held on July 18th, 2006 from 6:30 to 8:30 p.m. at the Redwood Recreation Center, 3060 South Redwood Road.

Throughout the public comment period, UTA provided a number of ways for people to submit comments and provide input. At the meetings on July 18th and 19th, attendees could either write their comments or speak them to UTA staff, to be recorded and transcribed into the record. UTA also provided forms for recording preferences for the alternatives as well as to make more detailed comments.

In addition to accepting comments made at the public meetings, UTA provided the opportunity for people to make comments by email, through a project Web site, through UTA's regular Web site, by US Mail, or by phone. All comments received or postmarked by August 9th were accepted and have been incorporated within the Final ESR.

D.1 RESULTS OF PUBLIC COMMENTS

Nearly 90 parties commented, providing 107 separate comment records, with some parties commenting more than once. The comments raised more than 100 different points about the project, ranging from statements of support or opposition, to suggestions about routes and facilities, to questions and comments about environmental impacts and project development. Table 1 identifies the commenting parties by type.

Table 1
Comments Received

By Type:	Parties
Individual	69
Business	7
Local Government	2
County Government	1
State Government	4
Federal Government	1
Non-Governmental Org.	1
Media	1
Total	86

Comments Supporting or Opposing the Project

Most of the comments focused on statements of support or opposition for the project and then followed up with specific comments or issues, often about localized features or impacts for the project. More than one third of the parties commenting (35) supported the project. Roughly one quarter opposed the project (22), and the remainder did not express a clear preference. Table 2 shows the breakdown of comments by party and indicates the varying levels of support or opposition, as assigned in the bullets below:

- Support Fully (favors the Preferred Alternative)
- Support with Different Alignment (expressed support for project as a whole but prefers an alternative alignment)
- Support with Different Stations (expressed support for project as a whole but prefers alternative station sites.
- Oppose Fully
- Oppose with Proposed Alignment (expressed opposition for project as a whole but indicated that if built, it should run in a different alignment)
- Oppose with Proposed Stations (expressed opposition for project as a whole but indicated that if built, it should contain stations on alternative sites.

Table 2
Support and Opposition for Project

Support/Opposition	Individual Parties
Support Fully (Preferred Alt.)	31
Support With Different Alignment	3
Support With Different Stations	1
Subtotal "Support"	35
Oppose Fully	10
Oppose With Proposed Alignment	10
Oppose With Proposed Stations	2
Subtotal "Oppose"	22
Don't Know/Ambiguous/Undecided	29
Totals	86

Comments about Individual Topics or Issues

While no single issue emerged through comments, several key issues were frequently raised.

Many of the comments addressed the overall selection of the preferred alternative. Nearly 20 parties suggested other routes or design treatments that could allow the project to reduce localized impacts, avoid specific properties or neighborhoods, or serve other locations.

Comments about the preferred alternative ranged from statements that the preferred alternative should have followed a different alignment, to statements about particular station sites (including Valley Fair Mall/West Valley City Center as a Terminus, and the E-Center as a station). Comments included:

- Use PRT (personal rapid transit)
- Use 3100 South instead of running through the middle of Chesterfield
- Use 2100 South or SR-201 right of way and Redwood Road in place of running through Chesterfield
- Salt Lake Community College (SLCC) is not being served by new TRAX line
- Use 4700 South where there is more room and SLCC is a destination
- Taylorsville is not being served

Other parties wrote that they would prefer better service to Salt Lake Community College. Some commenters requested that the TRAX be extended towards Magna and didn't view the West Valley Intermodal Center as being easily reached or serving West Valley residents well.

Several parties provided lengthy statements regarding the project, light rail technology, and UTA's overall capital program and operations.

A number of residents of the Chesterfield neighborhood raised concerns about impacts to the neighborhood, individual properties, and to the adjacent Redwood Nature area. Their specific concerns included noise, visual impacts, traffic, safety, right-of-way impacts, barriers between residents, effects on the Crosstowne Trail, wetlands, effects on livestock, and effects on wildlife. These residents proposed instead that the corridor cross the Jordan River westward, follow the river south, and turn west along 3100 South past the Utah Cultural Celebration Center.

Traffic impacts and noise were also a frequent concern in other areas, primarily in the neighborhoods to the west of I-215. Commenters noted that adding LRT to 3100 South and 2700 West would increase congestion and make it difficult to exit from neighborhoods such as those along 3100 South and along Constitution Boulevard (2700 West), particularly if access changed from full-access to right-in-right-out access. For instance, the owner and operator of a strip mall property in the northeast quadrant of 3500 South and 2700 West commented about the effects of restricting the shopping center's driveway access (on 2700 West) from full-access to right-in-right-out. Some residents in the area wrote that the noise from the train and restrictions on access to the neighborhoods would be disruptive.

Several commenter's from outside the study area (Utah County, Davis County, and Evanston, Wyoming) made comments about other areas being in greater need of TRAX service than the West Valley corridor).

Safety for pedestrians, particularly schoolchildren, was raised by seven individuals, particularly in the Chesterfield neighborhood (where they would use the Crosstowne Trail and attend Redwood Elementary School) and from residents near 2700 West and 3100 South (near Stansbury Elementary).

Comments from Public Agencies and Organizations and Public Officials

There were relatively few comments from public agencies, although a number of state, federal and local agencies had previously provided correspondence about the project and its effects in earlier planning stages. The primary issues in government agency letters received on the Draft EIS included:

Federal Transit Administration. FTA provided a letter stating its understanding that the project was not seeking federal funding, and that the DEIS was not a National Environmental Policy Act document. FTA asked UTA to clarify in public advertisements and letters to DEIS recipients that the DEIS was not issued or approved by FTA, and that the FTA did not have approval or oversight authority for the project

Department of the Interior. The Department of the Interior provided a letter focused on the Redwood Nature area. The DOI consults with FTA over projects requiring USDOT's Section 4(f) approval for federally-funded projects affecting parks, recreational resources, historic and archaeological resources, or wildlife refuges. (The West Valley Project no longer requires such approval because it no longer anticipates federal funding) The DOI provided two comment letters. The first letter requested clarification about the Preferred Alternative prior to DOI making a statement about other potential alternatives. The second letter provided statements from the U.S. Fish and Wildlife Service and expressed support for the project's proposed route to the north of the Decker Lake Drainage Canal. The letter stated that the north route reduced impacts to natural resources compared to a possible route south of the canal. The letter further suggested mitigation and avoidance measures such as shifting the alignment 50 to 100 feet north of its current route, to avoid wetland impacts, providing funds for habitat restoration in the Redwood nature area, or providing replacement lands if the project requires part of an undeveloped public parcel adjacent to the nature area.

Utah Department of Transportation. The UDOT letter asked for more detail on traffic conditions and potential impacts on several state-managed facilities that would be affected by the project and questioned methodologies leading to forecasts of future traffic conditions.

Senator Karen Hale, Utah State Senate. On behalf of the Parley Rails, Trails and Tunnels Coalition, Sen. Hale wrote a letter asking UTA to look at the feasibility and benefits of developing a pedestrian/bicycle path as part of the proposed light rail bridge over the Roper Railroad.

Representative Larry B. Wiley, Utah State House of Representatives. Representative Wiley provided a written statement along with comments from several residents in his district, asking UTA to consider alternatives that avoided crossing through the Chesterfield neighborhood. Rep. Wiley suggested a route that followed more closely along the west side of the Jordan River until it reaches 3100 South, near the Cultural Center and the Redwood Recreation Center.

D.2 Additional Public Outreach and Comment Activities

On January 30th, UTA published public notices on its Website and in local papers, inviting the public to attend a February 15, 2007 open house for the West Valley Light Rail Project. The focus of the open house was to show how the project had advanced since the Draft EIS was released in Summer 2006.

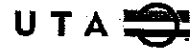
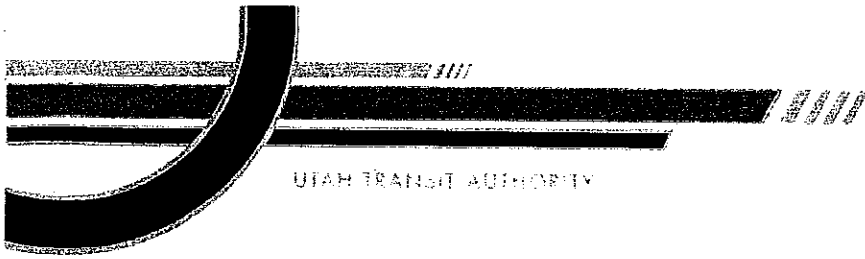
The open house and the project Website provided fact sheets and project mappings identifying areas where the project's design and environmental information had been updated. This included design and environmental updates for areas along 3100 S., where additional residential property acquisitions were needed, and near the West Valley City Center, where an additional residential acquisition had been identified. The locations of proposed noise walls and other noise and vibration mitigation measures along the project corridor were also presented. Representatives from UTA and the project team were on hand to provide information and answer questions. The information provided at that meeting has also been incorporated within the Final ESR.

The public meeting was held Thursday, February 15, from 5 p.m. to 7:30 p.m., at the West Valley City Hall at 3600 South Constitution Blvd, West Valley City. In addition to attending the public meeting and

having an opportunity to provide written comments on the project's development, the public was given additional opportunities to comment on project developments via UTA's Website or by mail. Comments were accepted through March 2, 2007.

Appendix B

Agency Correspondence



669 West 200 South

Salt Lake City, UT 84101

March 13, 2009

Sarah Lindsey
Information Manager
Utah Natural Heritage Program
State of Utah Department of Natural Resources
Division of Wildlife Resources
1594 West North Temple, Suite 2110
PO Box 146301
Salt Lake City, UT 84114-6301

Dear Ms. Lindsey:

The Utah Transit Authority is planning to construct a light rail vehicle storage yard and maintenance facility in an industrial area of Salt Lake County. The property is located at 2264 South 900 West, in South Salt Lake City, Utah. The building that will become the maintenance facility is a former furniture warehouse previously owned by ZCMI.

We are requesting that you check the Utah Division of Wildlife Resources' central database regarding the occurrence of any threatened, endangered, or sensitive species within the project area noted above or within a one-mile radius and respond in writing.

Please call me if you have any questions, at (801) 741-8808.

Sincerely,

Mary DeLofetto, P.E.
Environmental Studies Manager

Copy: Document Control





JON M. HUNTSMAN, JR.
Governor

GARY R. HERBERT
Lieutenant Governor

State of Utah

DEPARTMENT OF NATURAL RESOURCES

MICHAEL R. STYLER
Executive Director

Division of Wildlife Resources

JAMES F. KARPOWITZ
Division Director

March 16, 2009

Mary DeLoretto
UTA
669 West 200 South
Salt Lake City, UT 84101

Subject: Species of Concern Near the Light Rail Storage And Maintenance Facility, South Salt Lake

Dear Mary DeLoretto:

I am writing in response to your letter dated March 13, 2009 regarding information on species of special concern proximal to the proposed light rail vehicle storage yard and maintenance facility to be located at 2264 South 900 West, in South Salt Lake City, Utah.

The Utah Division of Wildlife Resources (UDWR) does not have records of occurrence for any threatened, endangered, or sensitive species within the project area noted above. However, in the vicinity there are recent records of occurrence for burrowing owl and short-eared owl, and historical records of occurrence for California floater. All of the aforementioned species are included on the *Utah Sensitive Species List*.

The information provided in this letter is based on data existing in the Utah Division of Wildlife Resources' central database at the time of the request. It should not be regarded as a final statement on the occurrence of any species on or near the designated site, nor should it be considered a substitute for on-the-ground biological surveys. Moreover, because the Utah Division of Wildlife Resources' central database is continually updated, and because data requests are evaluated for the specific type of proposed action, any given response is only appropriate for its respective request.

In addition to the information you requested, other significant wildlife values might also be present on the designated site. Please contact UDWR's habitat manager for the central region, Ashley Green, at (801) 491-5654 if you have any questions.

Please contact our office at (801) 538-4759 if you require further assistance.

Sincerely,

Sarah Lindsey
Information Manager
Utah Natural Heritage Program

cc: Ashley Green, CRO





669 West 200 South

Salt Lake City, UT 84101

March 13, 2009

Larry Gardner, Director
Economic Development Department
City of South Salt Lake
220 E. Morris Avenue, Suite 200
Salt Lake City, UT 84115

RE: UTA Light Rail Maintenance Facility – Jordan River Service Center

Dear Mr. Gardner:

The Utah Transit Authority is planning to construct a light rail vehicle storage yard and maintenance facility, known as the Jordan River Service Center (JRSC) in the City of South Salt Lake. The property is located at 2264 South 900 West. The building that will become the maintenance facility is a former furniture warehouse, previously owned by ZCMI. According to the City's web site, this facility is located entirely within an area zoned "Light Industrial".

The attached figure shows the proposed layout of the storage tracks on the property, as well as the facility access points, which would remain the same as they are today. Approximately 200 employees will work at the facility, over three 8-hour shifts, seven days a week. Light rail vehicles would enter the facility off of the light rail line that is being constructed for the West Valley transit corridor. The rail line crossing of 900 West would be grade-separated, so there would be no conflict with light rail vehicles entering the facility and traffic on 900 West.

UTA is evaluating the environmental impacts of the JRSC and is asking your concurrence that construction and operation of this facility would be consistent with the City's zoning and land use plans.

If you would like additional information regarding this matter, please contact me at (801) 741-8808.

Sincerely,

Mary DeLoretto, PE
Environmental Studies Manager

If you concur with the noted land use and zoning requirements, please sign below and return this letter.

Larry Gardner, Director of Economic Development

March 13, 2009
Date

CC: Document Control



669 West 200 South

Salt Lake City, UT 84101

March 13, 2009

Dennis Pay, Director
Public Works Department
City of South Salt Lake
195 West Oakland Avenue
South Salt Lake, UT 84115

RE: UTA Light Rail Maintenance Facility – Jordan River Service Center

Dear Mr. Pay:

The Utah Transit Authority is planning to construct a light rail vehicle storage yard and maintenance facility, known as the Jordan River Service Center (JRSC), in the City of South Salt Lake. The property is located at 2264 South 900 West. The building that will become the maintenance facility is a former furniture warehouse, previously owned by ZCMI. According to the City's web site, this facility is located entirely within an area zoned "Light Industrial".

The attached figure shows the proposed layout of the storage tracks on the property, as well as the facility access points, which would remain the same as they are today. Light rail vehicles would enter the facility off of the light rail line that is being constructed for the West Valley transit corridor. The rail line crossing of 900 West would be grade-separated, so there would be no conflict with light rail vehicles entering the facility and traffic on 900 West.

Approximately 200 employees will work at the facility, over three 8-hour shifts, seven days a week. The facility is currently being used as a project construction office for UTA, with approximately 100 employees accessing the building Monday through Friday, typically between 6 am and 6 pm. As this current use is not causing a negative traffic impact on 900 West or 2100 South, UTA concludes that the new facility use likewise would not cause a negative traffic impact.

UTA is evaluating the environmental impacts of the JRSC and is asking your concurrence that construction and operation of this facility would not cause any traffic impacts.

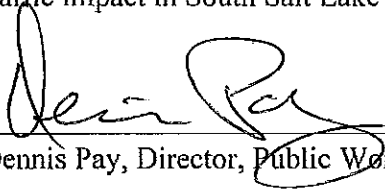
If you would like additional information regarding this matter, please contact me at 801-741-8808.

Sincerely,



Mary DeLoretto, PE
Environmental Studies Manager

If you concur that construction and operation of the JRSC would not cause a negative traffic impact in South Salt Lake City, please sign below and return this letter.

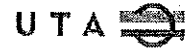
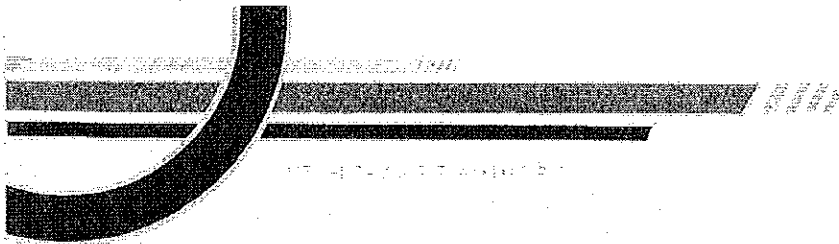


Dennis Pay, Director, Public Works Department

3/16/2009
Date

CC: Document Control

09-0427



669 West 200 South

Salt Lake City, UT 84101

March 16, 2009

Chris Hansen, Preservation Planner
Division of State History
300 S. Rio Grande Street
Salt Lake City, UT 84101

RE:UTA Light Rail Maintenance Facility – Jordan River Service Center

Dear Chris:

The Utah Transit Authority is planning to construct a light rail vehicle storage yard and maintenance facility, known as the Jordan River Service Center (JRSC) in the City of South Salt Lake. The property is located at 2264 South 900 West. The building that will become the maintenance facility is a former furniture warehouse, previously owned by ZCMI. This building was constructed in 1975. Attached is a site figure. The Area of Potential Effect (APE) would be the facility boundaries. Light rail vehicles would enter the facility off of the light rail line that is being constructed for the West Valley transit corridor.

Because of the age of the existing structure, it is not eligible for listing on the National Register of Historic Places. Therefore, UTA has determined that there would be No Historic Properties Affected by the proposed action. The ground has been previously disturbed from past construction activities; however, if any historic resources are discovered during project construction, work would stop and UTA would coordinate with the SHPO on the appropriate steps to be taken.

UTA is preparing an Environmental Assessment for this proposed action. In accordance with the National Historic Preservation Act and its implementing regulations at 36 CFR 800.5, UTA requests your concurrence with our findings. If you would like additional information regarding this matter, please contact me at (801) 741-8808.

Sincerely,

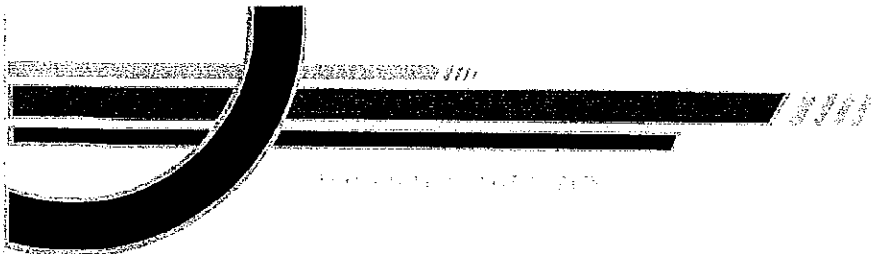
Mary DeLoretto, PE
Environmental Studies Manager

Cc: Document control

If you concur on the APE and on UTA's determination that there would be No Adverse Effect to historic properties from construction of the JRSC, please sign below and return a copy of the signed letter to UTA.

Chris Hansen, Preservation Planner

Date: 3/17/09



669 West 200 South
Salt Lake City, UT 84101

March 16, 2009

Betsy Hermann
U.S. Fish and Wildlife Service
Utah Field Office
2369 West Orton Circle, Suite 50
West Valley City, UT 84119

RE: UTA Light Rail Maintenance Facility – Jordan River Service Center

Dear Ms. Hermann:

The Utah Transit Authority (UTA) is preparing an Environment Assessment (EA) to evaluate the impacts of constructing and operating a light rail vehicle storage and maintenance facility, known as the Jordan River Service Center (JRSC) in Salt Lake County, Utah. As prescribed under the National Environmental Policy Act (NEPA), Federal, state, and local agencies with an interest in the environmental review of this project are being asked to review and comment on the project. UTA formally invites your agency to participate in the agency scoping process by reviewing the information provided herein and providing written comments.

Project Background

The building that will become the maintenance facility is a former furniture warehouse that was constructed in 1975. The existing building will be refurbished to become a vehicle service center, and rail tracks will be constructed within the yard to provide vehicle storage. The property is located at 2264 South 900 West in the City of South Salt Lake. According to the City's web site, this facility is located entirely within an area zoned Light Industrial. Attached is a site figure.

Approximately 200 employees would work at the facility, over three 8-hour shifts, seven days a week. Light rail vehicles would enter the facility off of the light rail line that is being constructed for the West Valley transit corridor. The rail line crossing of 900 West would be grade-separated, so there would be no conflict with light rail vehicles entering the facility and traffic on 900 West.

A wetlands reconnaissance survey of the site was performed in May 2008. Based on the US Army Corps of Engineers delineation method assessing vegetation, soils, and hydrology, no wetlands are present on the site. The Utah Division of Wildlife Resources (UDWR) does not have records of occurrence for any threatened, endangered, or sensitive species within one mile of the project site. However, in the vicinity (over one mile away) there are recent records of occurrence for burrowing owl and short-eared owl, and historical records of occurrence for California floater, all of which are included on the *Utah Sensitive Species List*.

The facility's west boundary is approximately 60 feet from the Jordan River, and there is a berm about five feet high along the length of the property boundary. Between the berm and the river, Salt Lake County has an approximately 15-foot wide service road to access the river for periodic

dredging and other maintenance activities. All construction activities for the storage yard maintenance facility will take place entirely on the facility property.

A UPDES stormwater construction permit will be obtained from the Utah Division of Water Quality prior to the start of construction activities, and a stormwater pollution prevention plan (SWPPP) will be prepared and best management practices will be implemented during construction activities to prevent any sediment runoff or erosion impacts to the Jordan River.

Comment Submittal

UTA would appreciate your assistance in forwarding copies of this information to the appropriate staff within your organization. We encourage your agency to submit written comments by **Monday, March 30, 2009**.

You may submit your comments by mail to:

Mary DeLoretto
Environmental Studies Manager
Utah Transit Authority
669 West 200 South
Salt Lake City, Utah 84109

Or by email to: mdeloretto@rideuta.com

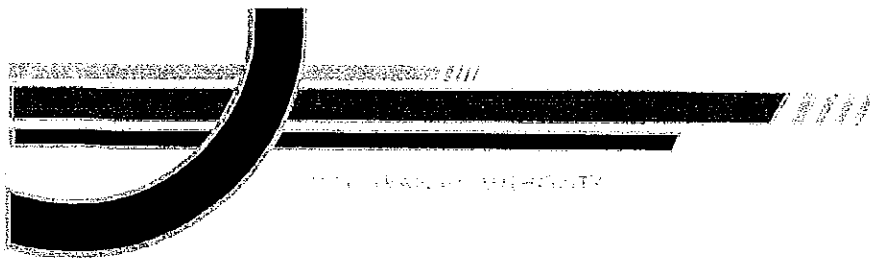
Please do not hesitate to contact me at 801-741-8808 or via email if you have questions regarding this project or our environmental process.

Sincerely,



Mary DeLoretto, PE
Environmental Studies Manager

CC: Document Control



669 West 200 South

Salt Lake City, UT 84101

March 16, 2009

John Whitehead, Branch Manager
Permits, Compliance and TMDL Branch
Utah Division of Water Quality
288 North 1460 West
Salt Lake City, Utah 84116

RE: UTA Light Rail Maintenance Facility -- Jordan River Service Center

Dear Mr. Whitehead:

The Utah Transit Authority (UTA) is preparing an Environment Assessment (EA) to evaluate the impacts of constructing and operating a light rail vehicle storage and maintenance facility, known as the Jordan River Service Center (JRSC) in Salt Lake County, Utah. As prescribed under the National Environmental Policy Act (NEPA), Federal, state, and local agencies with an interest in the environmental review of this project are being asked to review and comment on the project. UTA formally invites your agency to participate in the agency scoping process by reviewing the information provided herein and providing written comments.

Project Background

The building that will become the maintenance facility is a former furniture warehouse that was constructed in 1975. The existing building will be refurbished to become a vehicle service center, and rail tracks will be constructed within the yard to provide vehicle storage. The property is located at 2264 South 900 West in the City of South Salt Lake. According to the City's web site, this facility is located entirely within an area zoned Light Industrial. Attached is a site figure.

Approximately 200 employees would work at the facility, over three 8-hour shifts, seven days a week. Light rail vehicles would enter the facility off of the light rail line that is being constructed for the West Valley transit corridor. The rail line crossing of 900 West would be grade-separated, so there would be no conflict with light rail vehicles entering the facility and traffic on 900 West.

A wetlands reconnaissance survey of the site was performed in May 2008. Based on the US Army Corps of Engineers delineation method assessing vegetation, soils, and hydrology, no wetlands are present on the site. The Utah Division of Wildlife Resources (UDWR) does not have records of occurrence for any threatened, endangered, or sensitive species within one mile of the project site. However, in the vicinity (over one mile away) there are recent records of occurrence for burrowing owl and short-eared owl, and historical records of occurrence for California floater, all of which are included on the *Utah Sensitive Species List*.

The facility's west boundary is approximately 60 feet from the Jordan River, and there is a berm about five feet high along the length of the property boundary. Between the berm and the river, Salt Lake County has an approximately 15-foot wide service road to access the river for periodic

dredging and other maintenance activities. All construction activities for the storage yard maintenance facility will take place entirely on the facility property.

A UPDES stormwater construction permit will be obtained from the Utah Division of Water Quality prior to the start of construction activities, and a stormwater pollution prevention plan (SWPPP) will be prepared and best management practices will be implemented during construction activities to prevent any sediment runoff or erosion impacts to the Jordan River.

Comment Submittal

UTA would appreciate your assistance in forwarding copies of this information to the appropriate staff within your organization. We encourage your agency to submit written comments by **Monday, March 30, 2009**.

You may submit your comments by mail to:

Mary DeLoretto
Environmental Studies Manager
Utah Transit Authority
669 West 200 South
Salt Lake City, Utah 84109

Or by email to: mdeloretto@rideuta.com

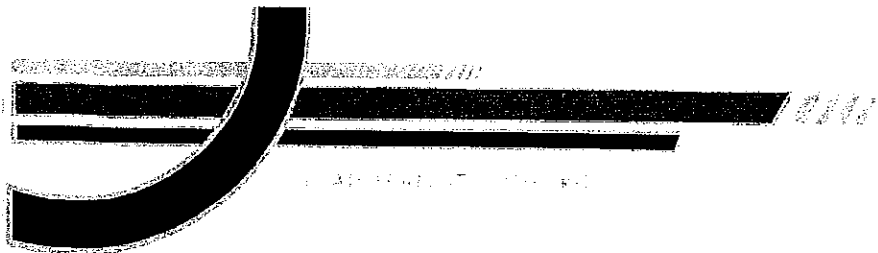
Please do not hesitate to contact me at 801-741-8808 or via email if you have questions regarding this project or our environmental process.

Sincerely,



Mary DeLoretto, PE
Environmental Studies Manager

CC: Document Control



669 West 200 South
Salt Lake City, UT 84101

March 16, 2009

Ms. Robin Coursen
EPA Region 8
1595 Wynkoop St.
Mail Code: 8EPR-N
Denver, CO 80202-1129

RE: UTA Light Rail Maintenance Facility – Jordan River Service Center

Dear Ms. Coursen:

The Utah Transit Authority (UTA) is preparing an Environment Assessment (EA) to evaluate the impacts of constructing and operating a light rail vehicle storage and maintenance facility, known as the Jordan River Service Center (JRSC) in Salt Lake County, Utah. As prescribed under the National Environmental Policy Act (NEPA), Federal, state, and local agencies with an interest in the environmental review of this project are being asked to review and comment on the project. UTA formally invites your agency to participate in the agency scoping process by reviewing the information provided herein and providing written comments.

Project Background

The building that will become the maintenance facility is a former furniture warehouse that was constructed in 1975. The existing building will be refurbished to become a vehicle service center, and rail tracks will be constructed within the yard to provide vehicle storage. The property is located at 2264 South 900 West in the City of South Salt Lake. According to the City's web site, this facility is located entirely within an area zoned Light Industrial. Attached is a site figure.

Approximately 200 employees would work at the facility, over three 8-hour shifts, seven days a week. Light rail vehicles would enter the facility off of the light rail line that is being constructed for the West Valley transit corridor. The rail line crossing of 900 West would be grade-separated, so there would be no conflict with light rail vehicles entering the facility and traffic on 900 West.

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The facility's west boundary is approximately 60 feet from the Jordan River, and there is a berm about five feet high along the length of the property boundary. Between the berm and the river, Salt Lake County has an approximately 15-foot wide service road to access the river for periodic

dredging and other maintenance activities. All construction activities for the storage yard maintenance facility will take place entirely on the facility property.

A UPDES stormwater construction permit will be obtained from the Utah Division of Water Quality prior to the start of construction activities, and a stormwater pollution prevention plan (SWPPP) will be prepared and best management practices will be implemented during construction activities to prevent any sediment runoff or erosion impacts to the Jordan River.

Comment Submittal

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You may submit your comments by mail to:

Mary DeLoretto
Environmental Studies Manager
Utah Transit Authority
669 West 200 South
Salt Lake City, Utah 84109

Or by email to: mdeloretto@rideuta.com

Please do not hesitate to contact me at 801-741-8808 or via email if you have questions regarding this project or our environmental process.

Sincerely,



Mary DeLoretto, PE
Environmental Studies Manager

CC: Document Control



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 8

1595 Wynkoop Street
DENVER, CO 80202-1129
Phone 800-227-8917
<http://www.epa.gov/region08>

7 01 2009

Ref: 8EPR-N

Mary DeLoretto
Environmental Studies Manager
Utah Transit Authority
669 West 200 South
Salt Lake City, Utah 84109

Re: UTA Light Rail Maintenance Facility-
Jordan River Service Center

Dear Ms. DeLoretto:

In accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, the Environmental Protection Agency (EPA) Region 8 office is providing scoping comments regarding the Environmental Assessment (EA) for Utah Transit Authority (UTA) Light Rail Maintenance Facility-Jordan River Service Center, Salt Lake County, Utah. This facility will be located in an existing furniture warehouse at 2264 South 900 West in the City of South Salt Lake, an area zoned for light industrial.

Based on the information we have received, we offer the following comments and recommendations:

- The storage of chemicals used at the facility or hazardous wastes generated at the facility must comply with applicable federal, state and regulations. The UTA should determine if the facility is subject to the requirements of the Spill Prevention Control and Countermeasure (SPCC) requirements (see Code of Federal Regulations, Title 40, Part 112). In general, the SPCC rule regulates non-transportation-related onshore and offshore facilities, with aboveground oil storage capacity of more than 1,320 gallons on site, and that could reasonably be expected to discharge oil into navigable waters of the United States or adjoining shorelines. Any question regarding applicability should be directed to EPA. You may contact Melissa Payan at 303-312-6511, or by email at payan.melissa@epa.gov.
- The floodplain for the Jordan should be delineated for 100 and 500 year floods. Flood mitigation should be addressed if necessary. Please note if there will be any hazardous water or other chemicals stored within the floodplain. We note that although there is a five foot berm along the Jordan River, the dredge and maintenance road intersects that berm, potentially allowing way for flood waters to inundate that property.
- Please address storm water runoff and Jordan River water quality.
- If existing vegetation will be disturbed, please note any potential impacts from

construction erosion and necessary mitigation to avoid further water quality impairments of the Jordan.

- Please address diesel emission (Mobile Source Air Toxic) impacts if cars will be diesel powered and idling at the facility.

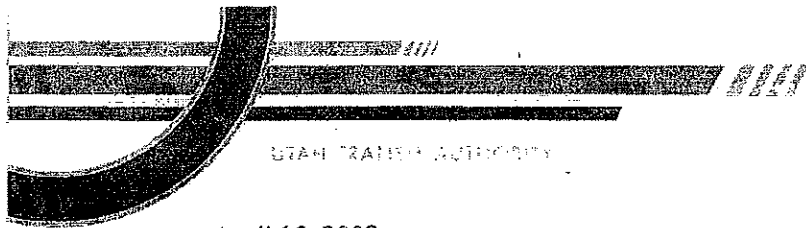
Thank you for the opportunity to comment during Scoping. We are highlighting just a few things that we believe are important. Our comments on the Environmental Assessment may not be limited to these issues. If you have any questions you may contact me at (303)312-6004 or Robin Coursen at (303) 312-6695.

Sincerely,



Larry Syoboda, Director
National Environmental Policy Act Program





669 West 200 South

Salt Lake City, UT 84101

April 15, 2009

Hollis Jencks
U.S. Army Corps of Engineers
Utah Regulatory Office
533 West 2600 South
Bountiful, Utah 84010

RE: UTA Light Rail Maintenance Facility – Jordan River Service Center

Dear Hollis:

The Utah Transit Authority is planning to construct a light rail vehicle storage yard and maintenance facility, known as the Jordan River Service Center (JRSC), in the City of South Salt Lake. The property is located at 2264 South 900 West. The building that will become the maintenance facility is a former furniture warehouse, previously owned by ZCMI. This facility is located entirely within an area zoned by South Salt Lake City as "Light Industrial". UTA is currently preparing an Environmental Assessment for the JRSC in accordance with the National Environmental Policy Act (NEPA) because we are seeking federal funds for the project. The Federal Transit Administration (FTA) is the lead federal agency for the project.

UTA retained SWCA Environmental Consultants to perform a wetlands reconnaissance survey of the site in May 2008. Brian Nicholson, Wetland Specialist for SWCA, performed the survey and concluded that no wetlands are present on the site, based on the USACE delineation method assessing vegetation, soils, and hydrology.

The facility's west boundary is approximately 60 feet from the Jordan River, and there is a berm about five feet high along the length of the property boundary. On top of the berm, Salt Lake County has an approximately 15-foot wide service road to access the river for periodic dredging and other maintenance activities. All construction activities for the storage yard maintenance facility will take place entirely on the facility property.

A UPDES stormwater construction permit will be obtained from the Utah Division of Water Quality prior to the start of construction activities, and a stormwater pollution plan prevention plan (SWPPP) will be prepared and best management practices will be implemented during construction activities to prevent any sediment runoff or erosion impacts to the Jordan River.

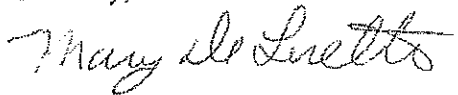
Because of the lack of wetlands, and the distance to the Jordan River, UTA has concluded that neither a Section 404 Wetland Permit nor a Stream Alteration Permit is



required for construction and operation of the JRSC. FTA has asked that we get the Army Corps of Engineers' concurrence on this conclusion.

If you would like additional information regarding this matter, please contact me at 801-741-8808.

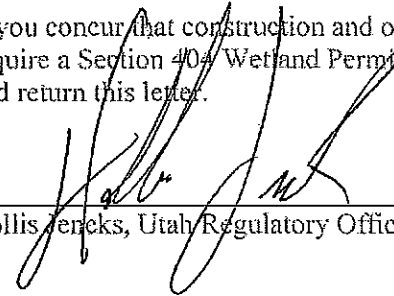
Sincerely,



Mary DeLoretto, PE
Environmental Studies Manager

cc: Document Control

If you concur that construction and operation of the JRSC, as described above, would not require a Section 404 Wetland Permit or a Stream Alteration Permit, please sign below and return this letter.



Hollis Jencks, Utah Regulatory Office

4/20/09
Date