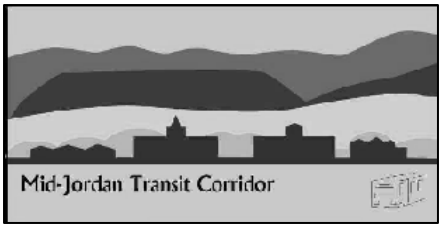
EXECUTIVE SUMMARY



EXECUTIVE SUMMARY

The focus of this Environmental Impact Statement (EIS) is to evaluate the impacts of a proposed 10.6-mile light rail transit (LRT) line extension from the existing Utah Transit Authority (UTA) Sandy/Salt Lake TRAX LRT line at 6400 South in Murray (Salt Lake County) to the Daybreak Development in South Jordan via the cities of Murray, Midvale and West Jordan. Through the local planning process the Build Alternative as presented below in Section ES.2 was selected as the locally preferred alternative (LPA). After additional analysis, it was decided that the LPA would be brought forward as the Preferred Alternative. The proposed project location is illustrated in **Figure 1-1**. (All figures appear at the end of each chapter.)

The National Environmental Policy Act (NEPA) of 1969 requires that federal agencies prepare an EIS for any federal action that may have a substantial impact on the environment. This document has been prepared in coordination with the Federal Transit Administration (FTA), the lead federal agency. It is anticipated that FTA will participate in funding a portion of the project's design and construction, which constitutes a federal action. UTA has prepared this EIS under its responsibility as the local lead agency to implement the proposed light rail transit project.

The purpose of the EIS is to inform the public of potential environmental, social, and economic impacts associated with the Build Alternative, the LRT project. The No Action Alternative represents the base condition for identifying impacts associated with the proposed project. The EIS serves as the primary document to facilitate review of alternatives by federal, state, and local agencies, as well as the general public. The EIS documents 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 are required to minimize such impacts.

The Draft EIS was circulated for a required 45-day public review and comment period from August 5 to September 19, 2005. During this comment period, the Draft EIS was available to interested parties including private citizens, community groups, the business community, elected officials, and public agencies. As required by NEPA, the Draft EIS evaluated all reasonable alternatives, documenting the alternative analysis process discussed in Section ES.2. UTA held a public hearing August 30, 2005 at West Jordan City Hall to formally receive comments. Public comments also were submitted in writing throughout the full comment period.

Following circulation of the Draft EIS in August 2005, UTA completed additional engineering and environmental studies focused on the selected Build Alternative. Mitigation commitments have been identified and comments received during the Draft EIS comment period addressed. This Final EIS incorporates all these elements and has been made available to the public. The Final EIS identifies the LRT alternative as the Preferred Alternative with adjustments that have occurred in response to public and agency review and comments. Completion of the EIS, followed by a signed Record of Decision (ROD) by the FTA, will permit UTA to advance the project to final design and construction phases.

This Executive Summary highlights the most important findings of the EIS relative to the document's major headings:

- Purpose of and Need for Action;
- Alternatives Considered;
- Affected Environment;
- Environmental Consequences and Mitigation;
- Transportation Impacts;
- Comparison of Alternatives;
- Local Financial Commitment;
- Section 4(f) and 6(f) Evaluation; and
- Public Involvement (Appendix B).

ES.1 Purpose of and Need for Action

The Mid-Jordan study area is located in the southwest quadrant of the Salt Lake Valley in Salt Lake County, Utah shown on **Figure 1-1**. The study area consists of part of the cities of Murray, Midvale, West Jordan, and South Jordan and includes the new major community of Daybreak. Several preceding studies have identified this area as having need for improved transportation, especially of the high capacity transit variety. These previous studies include the 1996 *Long Range Transit Analysis*, the 2000 *South Salt Lake County Transit Corridors Analysis*, and the WFRC *2030 Long Range Transportation Plan*. All of these studies recognize the importance of high capacity transit as part of a "shared solution" for meeting regional transportation and land use goals. High capacity transit is characterized by carrying larger volumes of passengers using larger vehicles and/or more frequent service than standard fixed-route bus systems. High capacity transit can operate in exclusive right-of-ways such as rail track or dedicated-busway. The main goal of high capacity transit is to provide faster, more reliable and more convenient service for larger numbers of passengers.

The purpose of the project is to accommodate a portion of existing and projected travel demand in the year 2030 along this northeast-to-southwest corridor. Specific project objectives include:

- Improve local UTA bus system by reallocating bus miles more efficiently within the corridor;
- 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;
- Increase overall travel capacity within the corridor by providing expanded multi-modal transportation choices for travel demand;
- Reduce traffic congestion on major east-west roads within the corridor;
- Increase access to planned development/redevelopment areas in the corridor;
- Increase access to major employers in the corridor and, thereby, enhance the corridor's economic potential;
- Improve transit service for non-work trips;
- Create opportunities for transit-oriented development (TOD);
- Provide a balanced transportation system; and
- Reduce auto emissions.

The need for transportation improvements in the study area is demonstrated in Chapter 1 - Purpose of and Need for Action. The proposed project is intended to address the following regional needs:

- A projected 60 percent growth in population in Salt Lake County by 2030 with even greater growth in the southwest quadrant and the study area;
- Similar growth projections for employment;
- Limited additional highway investment by 2030 for the travel markets analyzed in this EIS; and
- A need to improve the efficiency of the UTA transit system.

ES.2 Alternatives Considered in the Draft EIS

WFRC's *1996 Long Range Transit Plan* identified the Mid-Jordan corridor as one of several corridors ready for transit expansion. WFRC and UTA entered into an initial screening process to eliminate alternatives that did not meet the purpose and need or that had "fatal flaws," to arrive at a short list of alternatives for more detailed evaluation and public review. The alternatives included different technologies: LRT, diesel multiple unit (DMU), and bus rapid transit (BRT). In addition, the initial screening investigated four alignment options with variations.

During April 2002, all detailed alternatives were presented to the public for review and comment. Public comments were compiled and considered during the Final Screening process in May 2002. During Final

Screening, a steering committee considered the evaluation criteria and public comments to identify a more detailed set of technical data to select a single Build Alternative.

Following identification of LRT as the most promising alternative, the screening process focused on potential station locations; 25 sites were rated against 15 criteria. In addition, UTA discussed station locations with city staff and elected officials. This resulted in selection of the nine new stations presented in this Final EIS.

The Initial Screening effort was completed in three stages of evaluation, refinement, and elimination. The Final Detailed Evaluation of Alternatives presented in the Draft EIS included:

- **No Action Alternative**
- **Enhanced Bus**, which, following circulation of and comment on the Draft EIS, was dropped from further investigation and consideration in the Final EIS.
- **Build Alternative**

The Draft EIS documents the FTA alternatives analysis process that began with the initial screening of a broad range of alternatives and involved interaction with local officials and the public. The alternatives were refined and focused down to the more promising in terms of meeting corridor needs and minimizing impacts. After circulation of the Draft EIS, the public hearing in August 2005 and consideration of comments received, it was decided that the LPA would be brought forward as the Preferred Alternative. Chapter 2 summarizes the screening process, noting why alternatives were dropped from further consideration. This Final EIS focuses on two alternatives:

The **No Action Alternative** consists of existing and committed future roadway and transit improvements to the regional transportation system contained in the fiscally-constrained *Long Range Transportation Plan* (LRTP) for 2030 except that no high capacity transit improvement is included for the Mid-Jordan Study Corridor. The No Action Alternative serves as the basis of comparison for environmental impacts associated with Build Alternative.

The **Build Alternative** is the Preferred Alternative, a 10.6-mile LRT line from the existing UTA Sandy/Salt Lake TRAX LRT line at 6400 South along the UPRR Bingham Branch to approximately 5600 West where it turns south toward the Daybreak Development as shown in **Figure 1-1**. The project includes nine new LRT stations and construction of a new platform at the existing 6400 South/Fashion Place West TRAX station where the Mid-Jordan line will connect to the existing Sandy/Salt Lake TRAX line. These stations are listed below:

- New platform/parking at 6400 South/Fashion Place West
- Bingham Junction
- Gardner Village
- Redwood Road (West Jordan City Center)
- 2700 West
- Bangerter Highway
- 4800 West
- 5600 West
- Daybreak North
- Daybreak South

All of these station locations include park and ride capability and feeder bus service. These stations will include a total of 4,228 park-and-ride spaces. Furthermore, several of the stations are suitable for transit-oriented development opportunities and will develop into transit destinations, not just transit origins.

In 2002, UTA acquired 35 feet of ROW on the north side of the UPRR Bingham Branch alignment from 700 West to the Bagley Spur at approximately 9600 South and 5200 West and all of the ROW from that point west to Copperton. UTA currently is negotiating with UPRR to purchase the remaining ROW between 700 West to the Bagley Spur (5600 West).

ES.3 Affected Environment

Chapter 3 provides a description of the social, economic, and environmental conditions along the Mid-Jordan project corridor. This information has been gathered through field investigations, secondary data

sources, and coordination with local, state, and federal agency personnel. Additional details relating to the technical research performed in the preparation of this Environmental Impact Statement (EIS), which are not discussed in this document, are included in the technical reports prepared for this project and incorporated by reference into this study. These existing conditions were identified in accordance with standard practices in the respective areas of investigation. The information on existing conditions formed the basis for the impact assessment investigations for each environmental category. Detailed information regarding the affected environment in the study area is provided in Chapter 3 for the following impact assessment categories:

1) Land Use,
2) Social and Economic Conditions,
3) Transportation,
4) Air Quality,
5) Noise,
6) Vibration,
7) Water Resources,
8) Biological Resources,
9) Hazardous Waste,
10) Utilities,
11) Energy and Mineral Resources,
12) Historical, Archaeological, and Paleontological Sites,
13) Parklands and Open Space,
14) Visual Resources, and
15) Public Safety and Security.

ES.4 Environmental Consequences

Chapter 4 identifies the potential environmental consequences of the Build Alternative, comparing it to the No Action Alternative. The majority of the proposed LRT alignment will occur within the UPRR Bingham Branch ROW. Where the proposed LRT alignment or station areas are outside of the railroad ROW, property acquisitions will be required and the associated land use impacts are identified. Chapter 4 provides the details of these and all other associated environmental consequences.

Table ES-1 provides a summary of the potential impacts of the Build Alternative compared to the No Action Alternative and also notes mitigation measures proposed where appropriate.

The **No Action Alternative** would not provide any improvements to the existing transit system beyond currently planned bus service expansion policies. Peak period travel time forecasts from the Mid-Jordan study area (Daybreak South Station) to downtown Salt Lake City (Gallivan Plaza at Main/200 South) for Year 2030 show 47 minutes by private auto and 68 minutes by bus transit. Bus transit is not competitive with the private auto and not an attractive alternative. There would be no adverse impact to existing bicycle or pedestrian facilities.

The **Build Alternative**, with LRT along the UPRR Bingham Branch, will substantially improve existing transit trip times to many parts of the region and would be faster than private auto by one minute for the Mid-Jordan to downtown trip, or 46 minutes in 2030. The Build Alternative will provide an effective means for meeting travel demand in the corridor and will result in substantially improved transit service and capacity. LRT will provide rapid transit service independent of the roadway network and will operate effectively even when the roadway congestion, accidents or weather conditions limits the effectiveness of the bus transit system. Moreover, LRT will offer improved transit service levels and comfort, and will provide greater transportation capacity than other bus improvements. No major impacts are anticipated associated with the implementation of the stations. The at-grade crossing analysis performed for the 28 corridor railroad crossings show no major impact at crossings associated with the LRT Alternative. No adverse impact will occur to existing bicycle or pedestrian facilities; construction will require temporary detouring for the Jordan River Parkway. UTA will encourage walking or biking to LRT. Station design will include bike racks at stations and LRT vehicles will accommodate bicycles. LRT stations will be located at major cross points of regional bicycle routes and pedestrian trails, as well as proposed trails in the corridor.

Table ES-1: Summary of Environmental Impacts by Alternative

Environmental Category	No Action	Build (LRT)
4.1 Land Use	No impact on land use.	Generally positive effect on land use. At the stations, land use will be affected due to parking lots, bus stops, accesses, etc. There is TOD potential at several LRT stations.
4.2 Social and Economic Conditions	• No new job opportunities. • No impacts to neighborhood cohesion. • No displacements to property owners. • Would not have disproportionate adverse environmental impacts on low-income and minority population.	• Generally positive effect on economic development. LRT operations will create new job opportunities related to the transit system operations and TOD opportunities. • No additional barrier effect because communities developed around the existing railroad ROW. • Land is needed for part of the alignment and at station areas for parking, bus, and auto access. 6 residential and 7 business uses will be relocated (representing 17 acres). Approximately 50 acres of partial acquisitions also are required. • No anticipated negative impacts to the man-made environment that would have disproportionate adverse affects on low income and minority populations. The Mid-Jordan LRT system will expand opportunities to work, recreate, or shop in areas previously inaccessible by those who do not own or operate vehicles.
4.3 Pedestrian/Bike	Impact discussions on these resources have been moved to other sections. Pedestrian/Bike facilities as recreational resources are in section 4.13 Pedestrian/Bike facilities as transportation resources are in Chapter 5	
4.4 Air Quality	• No exceedence of CO standards would occur. • Slight increase in PM10 emissions as a result of increased vehicle miles traveled as compared to existing conditions.	• No exceedence of CO standards will occur • No impact on particulate emissions other than short-term fugitive dust emissions during construction activities. These will be mitigated by implementing appropriate dust control measures.
4.5 Noise	• No noise impacts.	• 216 residential properties moderately impacted and 94 residential properties and one neighborhood park severely impacted. Noise barrier mitigation will reduce these impacts to 64 moderate and 7 severe. Implementation of a “quiet zone” would reduce impacts from warning devices to 4 moderate and no severe.
4.6 Vibrations	• No vibration impacts.	• 71 properties impacted; use of special crossovers and track isolation mitigation will reduce these to 8. UTA will conduct site-specific testing to finalize mitigation treatments during final design.

Table ES-1: Summary of Environmental Impacts by Alternative

Environmental Category	No Action	Build (LRT)
4.7 Water Resources	• No impacts to surface water. • No impacts to floodplains. • No impacts to groundwater.	• Increased contaminants in storm water runoff, but this will be mitigated with detention basins and oil/water separators where appropriate. • Rail line crosses 100-year floodplain in 2 locations. Appropriate U.S. Army Corps of Engineers (COE) nationwide permits will be required during final design. • No impacts to groundwater. • UTA will obtain Stream Alteration Permits, as required.
4.8 Biological Resources	• No impacts to wetlands. • No impacts to vegetation. • No impacts to wildlife and fisheries. • No impacts to threatened and endangered species.	• Affects 0.32 acres of jurisdictional wetlands. No effect on other waters of the U.S. Appropriate COE nationwide permits will be required during final design. • Permanent removal of mostly previously disturbed vegetative community. • Very minor, localized impacts to wildlife. • No impacts to threatened and endangered species. • Impacts to other species of concern unlikely provided construction activities in habitat areas do not occur during the breeding season.
4.9 Hazardous Materials and Hazardous Waste	• No increase in hazardous materials usage or production. • No increase in hazardous materials exposure.	• Increased number of LRT vehicles requiring maintenance and slightly increases the use of potentially hazardous materials at the TRAX Maintenance Facility. • Potential to encounter hazardous materials at construction sites, but can be mitigated. Paving/capping as part of construction reduces potential exposure to hazardous materials.
4.10 Utilities	• No impacts.	• Requires relocation, modification, or protection of existing utility lines during LRT construction activities, including storm drains, sewers, water, communication, electric, and natural gas.
4.11 Energy and Mineral Resources	• Continued reliance on less energy-efficient transportation methods.	• Provides a more energy efficient transportation system. Decreases energy consumption in the study area by almost 500 million BTU/day due to reduced VMT.
4.12 Cultural Resources	• No impacts.	• No archaeological resources and one historical structure adversely affected. Mitigation measures have been developed with SHPO and a Memorandum of Agreement has been prepared and signed by FTA, UTA, and SHPO (Appendix C).

Table ES-1: Summary of Environmental Impacts by Alternative

Environmental Category	No Action	Build (LRT)
4.13 Parklands and Open Space	• No impacts.	• No direct takings. Increased noise levels at Green Meadow Park can be mitigated. Improved access to several park facilities in the corridor • No Section 6(f) facilities in the corridor; therefore, no impacts. • Temporary construction impacts to the Jordan River Parkway that will be mitigated.
4.14 Visual Resources	• No impacts.	• No major visual impacts; however, the LRT project introduces overhead contact system including poles and wires, noise barriers, station platforms, park-and-ride lots, and crosswalks. Sensitive final design will blend these elements into the existing urban setting as possible.
4.15 Public Safety and Security	• No impacts.	• Perceptions of added risk along ROW for pedestrians and at grade crossings for pedestrians and autos. UTA will use standard UTA crossing safety features and fencing along ROW.
4.16 Construction Impacts	• No impacts.	• Construction impacts will be short term and consist of impacts to air quality, noise levels, surface water, vegetation, utilities, and traffic. UTA will implement respective mitigation measures that include dust control, working during daylight hours, runoff control, revegetation, utility relocation or protection, and traffic control/access management.
4.17 Indirect & Cumulative Effects	• No indirect impacts. • No cumulative impacts.	• Indirect impacts may include sedimentation, noxious weed invasion, and hydrologic modifications due to increased runoff potential, ground disturbing activities, and floodplain impacts that each project can mitigate. Historic properties may be affected due to adjacency to the project. Other indirect effects include opportunities for economic growth. • The transportation improvements in the area will contribute to increased residential and commercial development throughout the study area. Pedestrian and bicycle facilities associated with many of the transportation improvement projects will provide trail linkages and increased use of these facilities. Cumulative adverse effects to surface waters and floodplains could occur if not mitigated by individual projects.

ES.5 Transportation Impacts

The southwest quadrant of the Salt Lake Valley is one of the fastest growing areas within an already rapidly expanding region. Demographic forecasts indicate that the Salt Lake County population will increase by approximately 60 percent by 2030 to over 1.4 million. Planned highway expansion in this subarea will not keep pace with the increases in travel demand. Chapter 5 presents the transportation impact results for the alternatives.

ES.6 Comparison of Alternatives

Chapter 6 provides a comparative assessment of the degree to which each transit alternative achieves the project objectives described in Chapter 1. The chapter also illustrates the effect of the alternative with respect to other mobility, financial, community, and environmental considerations. The purpose of the chapter is to highlight the similarities, differences, and tradeoffs between the alternatives with respect to these various criteria. This provides project stakeholders and decision makers with the clarity of consequences necessary for informed decision making. **Table ES-2** provides a comparative summary of the alternatives with respect to the project objectives. The Build Alternative clearly provides the greatest achievement of project objectives compared to No Action. In contrast, the No Action Alternative provides a very small, if any, level of achievement.

Table ES-2: Evaluation of Alternatives vs. Project Objectives

No.	Objective	No Action	Build (LRT)
1	Improve the local UTA bus system by reallocating bus miles more efficiently within the corridor.	Provides **no efficiencies** in to UTA bus system.	Provides opportunity for **substantial redeployment** of bus miles in the corridor or elsewhere.
2	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.	Provides **no additional** mobility improvements.	Provides **improvement** in mobility and connectivity.
3	Increase overall travel capacity within the corridor by providing expanded multimodal transportation choices for travel demand.	Provides **no improvement** in travel capacity.	Provides **improvement** in multimodal corridor capacity.
4	Reduce traffic congestion on major east-west roadways within the corridor.	Provides **no reduction** in traffic congestion.	**Small reduction** in traffic congestion.
5	Increase access to planned development/redevelopment areas within the corridor.	Provides **no increase** in access to development within the corridor.	Provides **substantial increase** in access to development within the corridor.
6	Increase access to major employers in the corridor thereby enhancing the corridor's economic potential.	Provides **no increase** in access to major employers.	Provides **substantial increase** in access to major employers within the corridor.
7	Improve transit service for non-commuter trips.	Provides **no improvement** in transit for non-commuters.	Provides **substantial increase** in transit service for commuter and non-commuter trips.
8	Create opportunities for transit oriented development (TOD)	Does **not create** any opportunities for TOD.	Provides TOD opportunities at several stations.
9	Provide a balanced transportation system	**Does not contribute** to a balanced transportation system.	Provides a **major contribution** to a balanced transportation system.
10	Reduce automobile emissions.	Results in **increase** of auto emissions.	**Small reduction** in auto emissions.

The Build Alternative also clearly provides the best quantitatively-measured mobility improvements (details in Chapter 5, Transportation Impacts and selected summary in Chapter 6, Comparison of Alternatives) in terms of travel time and transit ridership. It is deemed to be both affordable within UTA's resources and cost-effective as a mobility investment. Adverse transportation impacts of the Build Alternative include limited additional traffic delay at LRT grade crossings and at some station access points. Positive community impacts of the Build Alternative include development opportunities around stations (consistent with community plans and desires) and improved access. Adverse community and environmental impacts of the Build Alternative include noise and vibration adjacent to the trackway and relocations and displacements for station facilities. UTA has proposed mitigation treatments for the noise and vibration impacts. Relocations appear to be feasible with comparable properties within the corridor. A small but positive air quality benefit will be realized.

In summary, the Build Alternative provides major achievement of project objectives. It provides a high degree of mobility improvement in terms of travel time, ridership, connectivity, and access. It is affordable, cost-effective, provides positive impacts on station area land use and economic development, provides good service to disadvantaged and regular populations, and has strong support from the affected cities. Its adverse environmental impacts can be mitigated.

ES.7 Local Financial Commitment

Chapter 7 of this EIS discusses the ability of the UTA to construct and operate the LRT project. The chapter describes the agency's revenues and expenditures, capital investment, and operating cost estimates for the project.

The Transportation Equity Act for the 21st Century provides authorization for the FTA's Section 5309 New Starts Criteria program. Chapter 7 discusses financial issues relevant for the Mid-Jordan Project.

In addition, since circulation of the Draft EIS, UTA has revised and updated information under FTA's New Starts program. Following circulation of this Final EIS and filing of a record of decision (ROD) expected in 2007, UTA will apply for New Starts funding and authorization to enter into final design.

UTA estimates the Mid-Jordan LRT project to cost approximately $452 million. Financial resources for the project are proposed to be a 50 percent federal and 50 percent local funding ratio. UTA maintains a 30 year financial plan, which outlines the development of future transit projects as well as the on going transit system maintenance. On November 7, 2006, Proposition 3 in Salt Lake County, a measure designed to raise the local option sales tax for regionally-significant transportation projects, was passed by 64 percent of voters. Also passed at this time was Utah County's Opinion Question, which was designed to increase transit funding in that area, specifically for commuter rail. The Opinion Question was passed by 69 percent of Utah County voters. Specific major transit projects, which will be in part funded by the new tax include: Mid-Jordan LRT, West Valley LRT, Utah County Commuter Rail, Utah County BRT, Airport LRT and Draper LRT. The Mid- Jordan Line is the most developed of the transit projects included for funding. It is anticipated that the Mid-Jordan will be the first project in part funded with the new revenue source. The Mid-Jordan Line is planned to open in 2010.

ES.8 Section 4(f) and 6(f) Evaluation

Section 4(f) of the U.S. Department of Transportation Act of 1966 states that the Secretary of Transportation "may not approve the use of land from a significant publicly owned public park, recreation area, or wildlife and waterfowl refuge, or any significant historic site unless a determination is made that (i) there is no feasible and prudent alternative to the use of land from the property; and (ii) the action includes all possible planning to minimize harm to the property resulting from such use."

In response to the requirement to address the provisions of the Act, the EIS includes a Section 4(f) Evaluation to address these issues. The proposed light rail project will not impact any archaeological sites and will have an adverse effect on one historical residence. No Section 6(f) properties are impacted by the project. The Section 4(f) and 6(f) Evaluations are provided in Chapter 8 of the EIS.

ES.9 Public Involvement

As required by federal regulations, the FTA published the Notice of Intent to prepare an EIS in the Federal Register December 21, 2001. FTA, in cooperation with WFRC and UTA, developed a scoping process that included one agency meeting and two public scoping meetings. In addition to the general public scoping meetings, the project team conducted outreach to individuals located directly adjacent to the project corridor.

A series of public meeting/open houses were held near the end of conceptual alternatives development and evaluation (April 2002) and following the detailed evaluation of the No Action, Enhanced Bus, and Build Alternatives (August 2002); this second meeting included a formal Public Hearing. The public also had access to a project web site, and a project telephone hotline was also available to receive public comment and questions. Outreach was also conducted via notices/fliers in the neighborhoods adjacent to the UPRR Bingham Branch.

The Draft EIS was circulated for a 45-day public review and comment period beginning August 05 and ending September 19, 2005. During this comment period the Draft EIS was made available to interested parties, including private citizens, community groups, the business community, elected officials, and public agencies. A public hearing was held August 30, 2005 to formally receive comments during the 45-day public review and comment period. Public comments were submitted in writing throughout the full comment period. UTA has prepared responses to all comments and has addressed and resolved outstanding issues in the Final EIS. All comments, along with responses are presented in **Appendix B.** Since circulation of the Draft EIS, additional engineering and environmental studies have been completed and mitigation commitments, where necessary, are identified. Because of the change in noise impacts from the Draft EIS to the Final EIS, UTA held a public meeting in August 2006 to explain the additional impacts to nearby residents potentially affected by the nighttime freight movements. This Final EIS incorporates all of these elements and has been published and made available to the public. Completion of the Final EIS, followed by the signed ROD by the FTA, will permit UTA to advance the project to the final design and construction phases.

ES.10 Mid-Jordan LRT Project Process

Selection of the Preferred Alternative: The Draft EIS presented an analysis of alternatives and examined three in detail: the No Action, Enhanced Bus, and the Build Alternatives. WFRC has reconfirmed the LRT Build Alternative as the locally preferred alternative and after additional analysis, it was decided that the LPA would be brought forward as the Preferred Alternative., which is the focus of this Final EIS.

Mitigation Measures: The Draft EIS presented proposed mitigation measures, or in some cases a range of mitigation measures. UTA has committed to mitigation, specified in Chapter 4 following comments received during the Draft EIS comment period and public hearing in August 2005.

Next Steps: Following circulation of this Final EIS and filing of a record of decision (ROD) expected in 2007, UTA will apply for New Starts funding and enter into final design. Construction will take 2 to 3 years before LRT service opens in 2010.