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Agency and Tribal Coordination Letters

Joint Lead, Cooperating, and Participating Agencies

Invitations to become joint lead or cooperating/participating agencies were sent to the parties listed in the table below. A copy of the invitation to become a joint lead agency or a cooperating/participating agency follows, including copies of any responses received.

Type of Correspondence	Agency	Response Received
Invitation to become lead agency	FHWA Bryan Cawley, Acting Division Administrator FHWA, Utah Division 2520 West 4700 South, Suite 9A Salt Lake City, UT 84118	Letter dated May 18, 2009
Invitation to become lead agency	UDOT Brent Schvaneveldt 658 North 1500 West Orem, UT 84057	Email dated December 22, 2009
Invitation to become cooperating/participating agency	FHWA Anthony Sarhan, Area Engineer 2520 West 4700 South, Suite 9A Salt Lake City, UT 84118	Letter received April 16, 2008
Invitation to become cooperating/participating agency	UDOT Brent Schvaneveldt 658 North 1500 West Orem, UT 84057	Letter received January 7, 2008
Invitation to become cooperating/participating agency	City of Orem Mayor Jerry Washburn 1286 East 570 North Orem, UT 84097	Email from Paul Goodrich February 8, 2008
Invitation to become cooperating/participating agency	City of Provo Mayor Lewis Billings 351 West Center Street Provo, UT 84603	Email from Nick Jones February 15, 2008
Invitation to become cooperating/participating agency	USACE James McMillan, Project Manager 533 West 2600 South, Suite 150 Bountiful, UT 84010	Letter received March 20, 2008; Response to cooperating invitation dated January 24, 2011
Invitation to become cooperating/participating agency	FEMA Douglas Gore, Acting Regional Administrator Denver Federal Center, Building 710, PO Box 25267 Denver, CO 80255	Letter received February 12, 2008
Invitation to become cooperating/participating agency	EPA, Region 8 Robert Roberts, Regional Administrator 1595 Wynkoop Street Denver, CO 80202	Letter received February 25, 2008
Invitation to become cooperating/participating agency	USFWS Betsy Herman, Project Supervisor 2369 West Orton Circle, Suite 50 West Valley City, UT 84119	Letter received February 29, 2008

Type of Correspondence	Agency	Response Received
Invitation to become cooperating/participating agency	SHPO Wilson Martin 300 Rio Grand Salt Lake City, UT 84101	January 29, 2008
Invitation to become cooperating/participating agency	UDNR, Division of Water Rights Jerry Olds, State Engineer PO Box 146300 Salt Lake City, UT 84114	Email from David Marble February 4, 2008
Invitation to become cooperating/participating agency	UDNR, Division of Parks and Recreation Mary Tullius, Director PO Box 146001 Salt Lake City, UT 84114	
Invitation to become cooperating/participating agency	UDNR, Division of Wildlife Resources Jim Karpowitz, Director PO Box 146301 Salt Lake City, UT 84114	
Invitation to become cooperating agency	Chad Eccles Mountainland Association of Governments 586 East 800 North Orem, Utah 84097	Letter dated October 6, 2010

U S Department
of Transportation
**Federal Transit
Administration**

REGION VIII
Colorado, Montana,
North Dakota,
South Dakota,
Utah and Wyoming

12300 West Dakota Avenue
Suite 310
Lakewood, Colorado 80228
720-963-3300 (voice)
720-963-3333 (fax)

May 8, 2009

Mr. Bryan Cawley, Acting Division Administrator
Federal Highway Administration, Utah Division
2520 West 4700 South, Suite 9A
Salt Lake City, Utah 84118-1880

Re: Request to become a Joint Lead Agency for the Provo-Orem Rapid Transit Environmental Assessment in Utah County, Utah; UTA Project No. CDM073

Dear Mr. Cawley:

The Federal Transit Administration (FTA), in cooperation with Utah Transit Authority (UTA) and Mountainland Association of Governments (MAG) has initiated an Environmental Assessment (EA) for the Provo-Orem Rapid Transit Corridor project, Utah County, Utah. The project is a proposed Bus Rapid Transit project on mostly exclusive lanes for nine miles from the proposed Orem Intermodal Center to the proposed Provo Intermodal Center and Novell Campus. The project is located in two major municipalities, Provo City and Orem City, Utah. The traffic and transit demand for this area is expected to increase with the projected rise in population. As a result, there is a need to provide an efficient and reliable transit system to serve the major trip generators in this area. The proposed project will serve the FrontRunner commuter rail line proposed to extend to the Provo Intermodal Center from Salt Lake County. Additionally, the project will serve two major universities along the project corridor and a transit oriented development planned for downtown Provo. A project summary including map of the study area is enclosed.

We believe that the Federal Highway Administration (FHWA) will have an interest in the Provo-Orem Rapid Transit project because of the proposed new roadway component at 800 South and its effect on Interstate 15. The configuration of this facility, overpass or interchange, will be determined as part of this project. Additionally, the major portion of the proposed rapid transit project occurs on University Parkway, a facility owned and operated by the state of Utah. Because of your jurisdiction regarding these issues that affect the project, we are requesting that the Federal Highway Administration partner with us in being a co-leading agency on this Environmental Assessment.

Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, lead agencies, with respect to the environmental review process, shall have authority and responsibility:

1 to take such actions as are necessary and proper, within the authority of the lead agency, to facilitate the expeditious resolution of the environmental review process for the project; and

2. to prepare or ensure that any required environmental impact statement or other document required to be completed under the National Environmental Policy Act of 1969 is completed in accordance with this section and applicable Federal law.

Over the next several months, the project team will be working with UDOT to prepare an Access Justification Report for the 800 South half-interchange proposal as well as continuing to analyze environmental impacts. Also, additional public outreach activities will be conducted to alert the public and stakeholders of the change in scope of the project to include the overpass/interchange.

We look forward to your response to this request by May 30th, if possible, and to working with you as a co-lead agency. If you have any questions or would like to discuss the project or your agency's respective role and responsibilities during the preparation of this EA in more detail, please contact Kristin Kenyon, Community Planner, FTA Region VIII, (720) 963-3319

Sincerely,

Charmaine Knighton

Charmaine Knighton
FTA Deputy Regional Administrator

Enclosure: Project Summary

cc: Janelle Ericson, UTA Project Manager (w/o enclosures)
Chad Eccles, MAG Project Manager (w/o enclosures)
Shane Marshall, UDOT Region 3 Project Manager (w/o enclosures)

U.S. Department of Transportation
Federal Highway Administration

Utah Division

May 18, 2009

2520 West 4700 South Suite 9A
Salt Lake City, UT 84118
(801) 963-0182
(801) 963-0093 (fax)

http://www.fhwa.dot.gov/utdiv/utah.htm

In Reply Refer To:
HDA-UT

Ms. Charmaine Knighton
FTA Deputy Regional Administrator - Region VIII
12300 West Dakota Avenue, Suite 310
Lakewood, CO 80228

SUBJECT: Provo-Orem Rapid Transit Environmental Assessment in Utah County, Utah; UTA Project No. CDM073; Invitation to become a Joint Lead Agency

Dear Ms. Knighton:

We are responding to your invitation to become a joint lead agency pursuant to Section 6002 of the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The Federal Highway Administration (FHWA) accepts the invitation to become a joint lead agency based on our jurisdiction with respect to added access on the interstate system. The FHWA appreciates the opportunity to partner with the Federal Transit Administration (FTA) on this project.

If you have any project related questions, please feel free to contact our Region 3 Area Engineer, Mr. Bryan Dillon at: bryan.dillon@dot.gov, or by telephone at (801) 963-0078, Ext. 227.

Sincerely,

Bryan Cawley
Acting Division Administrator

cc:
Janelle Ericson – UTA Project Manager
Shane Marshall – UDOT Region 3 Program Manager
Chad Eccles – MAG Project Manager

RECOVERY.GOV

FILE:
File; K:\PROJECT FILE\REGION 3\5309 - Provo-Orem Rapid Transit
K:\ADMINISTRATIVE FILES\ENVIRONMENTAL (6640-6643)\OUTSIDE EIS's (6642.18)

Capson, Saffron

Subject: FW: UDOT Joint Lead letter update

From: Brent Schvaneveldt [mailto:bschvaneveldt@utah.gov]
Sent: Tuesday, December 22, 2009 3:08 PM
To: Kenyon, Kristin (FTA)
Subject: Re: UDOT Joint Lead letter update

Kristin,

I confirm that UDOT would like to be a Joint Lead Agency for the Environmental Assessment for the Utah County Bus Rapid Transit project with new potential I-15 overpass.

Thanks,
Brent

>>> <kristin.kenyon@dot.gov> 12/22/2009 3:04 PM >>>
Dear Brent and Shane
Attached is our formal invitation to UDOT to become a Joint Lead Agency for the Environmental Assessment for the Utah County Bus Rapid Transit project with new potential I-15 overpass. Please confirm your decision in writing (email would be fine). I hear UTA is getting close to completing the draft E.A., so we will be receiving copies soon to review.
Thank you in advance for your participation,
FTA and FHWA

Kristin Kenyon
Community Planner
Federal Transit Administration, Region 8
720-963-3319

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION VIII
Colorado, Montana,
North Dakota,
South Dakota,
Utah and Wyoming

12300 West Dakota Avenue
Suite 310
Lakewood, Colorado 80228
720-963-3300 (voice)
720-963-3333 (fax)

January 30, 2008

Robert Roberts
Regional Administrator
U.S. Environmental Protection Agency – Region 8
1595 Wynkoop Street
Denver, CO, 80202

Re: Invitation to Become a Participating Agency for the Provo-Orem Rapid Transit Alternatives Analysis/Environmental Impact Statement

Dear Mr. Roberts:

The purpose of this letter is to request your participation in the Provo-Orem Rapid Transit Alternatives Analysis/Environmental Impact Statement (AA/EIS) project. The AA/EIS will evaluate alternatives for high-capacity, fixed-guideway transit (including bus rapid transit and potentially light rail) and roadway infrastructure improvements in Utah County. The lead agencies for the project are the Federal Transit Administration (FTA), the Utah Transit Authority (UTA), and the Mountainland Association of Governments (MAG). The Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT) have been invited to be cooperating agencies.

Request to Become a Participating Agency
FTA is requesting that your agency be a participating agency in the environmental review process for this project pursuant to Section 6002 of the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) [Public Law 109-59, 8/10/2005]. We are requesting your agency participate because we believe that your agency will have an interest in this transportation project.

Project Information
The general location of the corridor is on or near University Parkway and University Avenue in Utah County, and the length of the project is approximately nine miles. The project termini are the planned Orem Intermodal Center near Utah Valley State College (UVSC) on the north and a location near the Provo Towne Center Mall and East Bay Business Complex (Novell Campus) on the south. An extension to the north to serve Vineyard is also being considered.

The Provo-Orem Rapid Transit Corridor Feasibility Study conducted in 2005 recommended bus rapid transit along University Parkway and University Avenue with a detour off University Avenue to serve Brigham Young University (BYU). *The Mountainland Association of Governments Long Range Transportation Plan (2007 –*

2030) identifies this bus rapid transit project along with widening University Parkway to six lanes, re-striping University Avenue to six lanes, and replacing the railroad bridge on University Avenue. The EIS will build on the results of the feasibility study and long range plan and evaluate other reasonable alternatives in accordance with appropriate National Environmental Policy Act (NEPA) statutes and regulations. A project information sheet and a map of the project study area can be found at www.provo-oremrapidtransit.info.

Preliminary Purpose and Need
The project's purposes are to:

- Serve transit markets along the corridor, including two universities (BYU and UVSC), existing and planned student housing, retail malls, several employment centers, historic downtown Provo, and two major regional intermodal centers;
- Provide circulation and distribution for future transit projects including commuter rail; and
- Accommodate future travel demand while maintaining efficient traffic flow.

Role of Participating Agencies
As a participating agency under Section 6002 of SAFETEA-LU, your role on the project will be to:

1. Provide meaningful and early input on the purpose and need, range of alternative to be considered, and the methodologies and level of detail required in alternatives analysis.
2. Participate in coordination meetings and joint field reviews as appropriate.
3. Provide timely review (generally 30 days) and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.
4. Provide a statement of your NEPA responsibilities and any other requirements regarding jurisdictional permits and/or other approvals needed from your agency.

Response Requested
We look forward to your response to our request for your agency to be a cooperating and participating agency on this transit project.

The favor of a reply is requested by February 28, 2008.

In your response, please indicate the name of the person from your agency who will be responsible for coordinating with us on this project.

If you elect not to become a participating or a cooperating agency, you must decline this invitation in writing. Pursuant to SAFETEA-LU Sec. 6002, your written declination must state that your agency:

1. Has no jurisdiction or authority with respect to the project;

2. Has no expertise or information relevant to the project; and
3. Does not intend to submit comments on the project.

Your agency will be treated as a participating agency unless your written response declining such designation is received by this deadline. If you have any questions or would like to discuss the project in more detail or our agencies' respective roles and responsibilities during the preparation of this AA/EIS, please contact Ryan Hammon, Community Planner, FTA Region VIII, Telephone: 720-963-3319 or Hal Johnson, Provo-Orem Rapid Transit Project Manager, UTA, Telephone: 801-237-1905.

Thank you for your participation and interest in this project.

Sincerely,

Charmaine Knighton

Terry J. Rosapep
Regional Administrator
FTA Region VIII

Hal Johnson
Provo-Orem Rapid Transit Project Manager
UTA

Cc: Chad Eccles, MAG
Brent Schvaneveldt, UDOT Region 3
Shane Marshall, UDOT Environment
Rich Crosland, UDOT Region 3

Capson, Saffron

From: Paul R. Goodrich [prgoodrich@orem.org]
Sent: Friday, February 08, 2008 11:03 AM
To: Capson, Saffron
Cc: CHAD ECCLES
Subject: BRT

Saffron,
Orem City wishes to be included as a participating agency.

Paul R. Goodrich, P.E.
Transportation Engineer
City Of Orem
229-7320

Nick and Paul,

This email is to confirm our meeting scheduled next Thursday, February 16th at 10 AM at MAG. We want to discuss with you the BRT project and get your input on some of our methodology.

Also, your Mayor received a letter inviting the city to be participating agencies. To make this official we need you to respond that you are interested in being a participating agency. This is as easy as sending an email to Saffron Capson at Lockner, her email is scapson@hwlockner.com your message could be as simple as stating that Orem City or Provo City wishes to be included as a participating agency.

Thanks for your involvement.

Sincerely,

Chad Eccles, AICP
Mountainland Association of Governments
586 East 800 North
Orem, Utah 84097-4146
(801) 229-3824
(801) 229-3801 FAX
www.Mountainland.org

From: CHAD ECCLES [mailto:CECCLES@mountainland.org]
Sent: Friday, February 15, 2008 12:14 PM
To: Jones, Laynee
Subject: Fwd: Re: BRT Meeting on Feb. 14th

I got this from Provo.

>>> On 2/15/2008 at 9:55 AM, in message <47B56185.6D9C.00C7.0@provo.utah.gov>, "Nick Jones" <NJones@provo.utah.gov> wrote:
Chad,
Provo City would be willing to be a participating agency for the BRT Project.

Nick Jones, P. E.
City Engineer
Provo City Corporation, Engineering Dept.
1377 South 350 East
Provo, Utah 84606
801-852-6741 phone
801-852-6730 fax
njones@provo.utah.gov

>>> "CHAD ECCLES" <CECCLES@mountainland.org> 2/7/2008 4:01 PM >>>
Nick and Paul,

This email is to confirm our meeting scheduled next Thursday, February 16th at 10 AM at MAG. We want to discuss with you the BRT project and get your input on some of our methodology.

Also, your Mayor received a letter inviting the city to be participating agencies. To make this official we need you to respond that you are interested in being a participating agency. This is as easy as sending an email to Saffron Capson at Lockner, her email is scapson@hwlockner.com your message could be as simple as stating that Orem City or Provo City wishes to be included as a participating agency.

Thanks for your involvement.

Sincerely,

Chad Eccles, AICP
Mountainland Association of Governments
586 East 800 North
Orem, Utah 84097-4146
(801) 229-3824
(801) 229-3801 FAX
www.Mountainland.org

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 8
1595 Wynkoop Street
DENVER, CO 80202-1129
Phone 800-227-8917
http://www.epa.gov/region08

FEB 25 2008

Ref: EPR-N

Mr. Hal Johnson
Provo Orem Rapid Transit Manager
12300 West Dakota Avenue
Suite 310
Lakewood, Colorado 80228

Re: Invitation to Become a Participating Agency for the Provo-Orem Transit Alternatives Analysis/ Environmental Impact Statement

Dear Mr. Johnson:

Thank you for your invitation to become a participating agency for the Provo-Orem Rapid Transit Alternatives Analysis/Environmental Impact Statement Project. The request for environmental review for this project is pursuant to Section 6002 of the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users. The Environmental Protection Agency has an interest in this project with respect to our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act and we accept the invitation for participating agency.

For future coordination on this project you may contact Robin Coursen of my staff at 303-312-6695, or you may contact me directly at 303-312-6004. Thank you for extending this invitation.

Sincerely,

Larry Svoboda
Director, NEPA Program
Office of Ecosystems Protection and Remediation

FTA RECEIVED

28 FEB '08 AM 11:25

U.S. Department of Homeland Security
Region VIII
Denver Federal Center, Building 710
P.O. Box 25267
Denver, CO. 80225-0267

FEMA

R8-MT

February 12, 2008

Mr. Terry J. Rosapep, Regional Administrator
U. S. Department of Transportation
12300 West Dakota Avenue, Suite 310
Lakewood, CO 80228

RE: Request For FEMA Region VIII to be a Participating Agency for Provo-Orem Rapid Transit Alternatives Analysis/Environmental Impact Statement (AA/EIS).

Dear Mr. Rosapep;

This letter is in response to your January 30, 2008 letter requesting that FEMA Region VIII serve as a Participating Agency for the preparation of an AA/EIS for the above captioned project. The extent to which our Agency may have a particular interest in such an undertaking would involve those communities that may be impacted by your project and are participating in FEMA's National Flood Insurance Program (NFIP).

Participation in the NFIP is contingent upon a community's adoption of a FEMA issued Flood Insurance Rate Map (FIRM) and the adoption and administration of a Flood Damage Prevention Ordinance. Since this program (and the construction requirements of this ordinance) is administered at the local government level, I feel that any contributions the FEMA Region VIII office may bring to the preparation of this AA/EIS would be minimal.

I would however ask that you identify those NFIP communities in your project area and the extent to which their flood hazard areas and flood maps may be impacted by the construction of your project. Once this identification is completed, coordination with those impacted communities will be essential in addressing the construction requirements of each individual community's Flood Damage Prevention Ordinance.

I appreciate the opportunity to provide you with this information and should you have any further questions, please feel free to contact either myself or the FEMA Region VIII NFIP Coordinator for Utah, Ms. Bonnie Heddin, at (303) 235-4739.

Sincerely,

Douglas A. Gore
Acting Regional Administrator

U.S. Department
Of Transportation
Federal Highway
Administration

Utah Division

2520 West 4700 South, Ste. 9A
Salt Lake City, UT 84118-1847

April 16, 2008

File: R-3 Provo-Orem Rapid Transit

Terry J. Rosapep
Regional Administrator FTA Region VIII
12300 West Dakota Avenue, Suite 310
Lakewood, CO 80228

SUBJECT: Provo-Orem Rapid Transit Alternatives Analysis/Environmental Impact Statement: Invitation to become a Cooperating and Participating Agency

Dear Mr. Rosapep:

We are responding to your invitation to become a participating and cooperating agency pursuant to Section 6002 of the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The Federal Highway Administration (FHWA) accepts the invitation to become a participating and cooperating agency based on our expertise in transportation and roadway Environmental Impact Statements and our jurisdiction with respect to NEPA and funding identified in the July 16, 2007, Memorandum of Agreement between the Utah Transit Authority (UTA), Mountainland Association of Governments (MAG), Utah Department of Transportation (UDOT), the City of Orem, the City of Provo, Utah Valley State College (UVSC) and Brigham Young University (BYU).

The FHWA appreciates the opportunity to participate in this project. Please direct all correspondence to Anthony Sarhan, who can be reached by telephone at (801) 963-0078, Ext. 238.

Sincerely yours,

Gregory S. Punske, P.E.
Project Delivery Team Leader

cc: Hal Johnson – UTA
Brent Schvaneveldt – UDOT Region 3
Shane Marshall – UDOT Environment
Chad Eccles – MAG
File: 6642.18

GSP:dm

MOVING THE AMERICAN ECONOMY

State of Utah

JON M. HUNTSMAN, JR.
Governor

GARY R. HERBERT
Lieutenant Governor

Department of Community and Culture

PALMER DePAULIS
Executive Director

State History

PHILIP F. NOTARIANNI
Division Director

January 29, 2008

HAL JOHNSON - UTAH TRANIST AUTHORITY
C/O SAFFRON CAPSON
H.W. LOCHNER
310 EAST SOUTH 4500 SOUTH, SUITE 600
SALT LAKE CITY UT 84107

RE: Section 106 Consultation and Invitation to Become a Participating Agency, Provo-Orem Rapid Transit Alternatives Analysis/Environmental Impact Statement

Dear Hal,

Thank you for the invitation to the Utah State Historic Preservation Office (USHPO) to become a participating agency for the environmental review process of the Provo-Orem Rapid Transit project. We will accept the invitation to be a participating agency, and look forward to working with you on this project.

Please let me know if you have any questions regarding USHPO's policies, or if I can be of any other assistance. You may contact me at *coryjensen@utah.gov*, or at 801/533-3559.

Sincerely,

Cory Jensen
Senior Preservation Program Specialist
Office of Historic Preservation

UTAH STATE HISTORY

UTAH STATE HISTORICAL SOCIETY
ANTIQUITIES
HISTORIC PRESERVATION
RESEARCH CENTER & COLLECTIONS

300 S. RIO GRANDE STREET, SALT LAKE CITY, UT 84101-1182 · TELEPHONE 801 533-3500 · FACSIMILE 801 533-3503 · HISTORY.UTAH.GOV

Capson, Saffron

From: Dave Marble [davemarble@utah.gov]
Sent: Monday, February 04, 2008 8:45 AM
To: Capson, Saffron
Subject: Re: FW: Provo-Orem Rapid Transit DEIS

Saffron,

Sorry to take a while to get back with you on this request, but I needed to have a chance to discuss it with Chuck Williamson first. We will be happy to participate with you. Chuck Williamson will be our division representative. Chuck's phone number is (801) 538-7404 and his email is chuckwilliamson@utah.gov.

Dave

David K. Marble, P.E.
Assistant Utah State Engineer / Dam Safety
(801) 538-7376
davemarble@utah.gov

>>> "Capson, Saffron" <scapson@hwlochner.com> 1/31/2008 4:14 PM >>>
Hi Dave, I just wanted to follow up regarding the email below. If possible, a letter (or email) indicating you wish to be a participating agency on the project would be greatly appreciated (short and sweet is fine).

Thanks

Saffron Capson
H.W. Lochner
801-262-8700

From: Capson, Saffron
Sent: Tuesday, January 22, 2008 4:51 PM
To: 'davemarble@utah.gov'
Cc: Jones, Laynee; 'prothacher@rideuta.com'; 'bnicholson@swca.com'; 'Ericson, Janelle (Engineering-Const Planner III)'
Subject: Provo-Orem Rapid Transit DEIS

Dave,

Attached is the letter that was sent to Jerry Olds regarding the Provo-Orem Rapid Transit project. I have also attached a map showing the project study area for the project. Per our conversation on the phone, you indicated that you will not be attending the meeting tomorrow but you are interested in being a participating agency. The current deadline for commenting on the project is Feb 28, 2008.

Also, for your information, Andrea Clayton with H.W. Lochner will be doing the Water Resources Analysis on the project. Pat Rothacher and Janelle Erickson are the NEPA contacts on the project with UTA.

Please let us know if you need any additional information from us.

Saffron Capson

LOCHNER

State of Utah

JON M. HUNTSMAN, JR.
Governor

GARY R. HERBERT
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
Executive Director

CARLOS M. BRACERAS, P.E.
Deputy Director

Jan. 7, 2008

Hal Johnson
Utah Transit Authority
310 East 4500 South, Suite 600
Salt Lake City, UT 84107

Dear Hal:

This letter is to accept your invitation for my agency to be a cooperating and participating agency on the Provo-Orem Rapid Transit Alternatives Analysis/Environmental Impact Statement. I look forward to working with you on this study.

Sincerely,

Brent Schvaneveldt
Region 3 Preconstruction Engineer

Region Three Headquarters, 658 North 1500 West, Orem, Utah 84057
telephone 801-227-8000 • facsimile 801-227-8061 • www.udot.utah.gov

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO CA 95814-2922

REPLY TO ATTENTION OF

March 20, 2008

Terry J. Rosapep
U.S. Dept. of Transportation
Federal Transit Authority, Reg. 8
12300 West Dakota Avenue, Suite 310
Lakewood, CO 80228

Subject: Invitation to Become a Participating Agency

Dear Mr. Rosapep:

We are responding to your January 30, 2008 request for the U.S. Army Corps of Engineers to become a Participating Agency on the Provo-Orem Rapid Transit Alternatives Analysis/ Environmental Impact Statement Project in Utah County. Upon reviewing the initial scope of the project it appears that there would only be minor impacts involving Section 404 of the Clean Water Act. We are willing to be a Participating Agency proportionate to impacts to waters of the U.S. Due to staff shortages and an increasing number of permits to process, we respectfully decline to participate in the majority of EIS meetings associated with this project. However, the Corps will be available to attend critical meetings, review and comment on the environmental document and to be responsive to regulatory permitting concerns regarding waters of the U.S should they arise.

If you have any questions, please contact Terry Johnson at our Utah Regulatory Office, 533 West 2600 South, Suite 150, Bountiful, Utah 84010, email *terry.l.johnson@usace.army.mil*, or telephone 801-295-8380 x 15.

Sincerely,

Terry Johnson
Project Manager/Utah Regulatory Branch

United States Department of the Interior

FISH AND WILDLIFE SERVICE

UTAH FIELD OFFICE
2369 WEST ORTON CIRCLE, SUITE 50
WEST VALLEY CITY, UTAH 84119

In Reply Refer To
FWS/R6
ES/UT
8-FA-0052
ER 08/13

February 29, 2008

Terry J. Rosapep
Regional Administrator
Federal Transit Administration
12300 West Dakota Avenue, Suite 310
Lakewood, CO 80228

RE: Provo-Orem Rapid Transit Environmental Impact Statement – Invitation to be a Participating Agency

Dear Mr. Rosapep:

The U.S. Fish and Wildlife Service received your letter of January 30, 2008, regarding the initiation of an environmental review of the Provo-Orem Rapid Transit project. The environmental study will evaluate alternatives for transit and roadway improvements in Utah County. Your letter conveys an invitation to be a participating agency in the preparation of the environmental impact statement. The invitation is issued pursuant to Section 6002 of SAFETEA-LU.

We accept the role of participating agency for the above referenced project. As a participating agency, we will respond to requests for technical assistance and respond to documents provided for our review in a timely manner to assist in identification and evaluation of potential impacts and preparation of the environmental documents. If additional information becomes available that indicates a more or less involved role would be beneficial for all parties, we will initiate discussions with you and reconsider our level of participation.

We appreciate the invitation and look forward to working with you on this project as a participating agency. Our lead biologist on this project will be Betsy Herrmann, Fish and Wildlife Biologist. She can be reached at the letterhead address or (801) 975-3330 ext. 139, or email: betsy_herrmann@fws.gov.

Sincerely,

Larry Crist
Utah Field Supervisor

cc: Hal Johnson, Utah Transit Authority, P.O. Box 30810, 3600 South 700 West, Salt Lake City, UT 84130
COE – Bountiful (Attn: Jason Gipson), e-mail
EPA – Denver (Attn: Robin Coursen), e-mail
DWR – Springville (Attn: Doug Sakaguchi), e-mail
FWS – RO (Attn: Dave Carlson), e-mail
FWS – BCPA (ERT) (Attn: Stephanie Nash), e-mail
OEPC – Denver (Attn: Bob Stewart), e-mail

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION VIII
Colorado, Montana,
North Dakota,
South Dakota,
Utah and Wyoming

12300 West Dakota Avenue
Suite 310
Lakewood, Colorado 80228
720-963-3300 (voice)
720-963-3333 (fax)

RECEIVED
JAN 28 2011
BY:

January 24, 2011

Mr. Jason Gipson
Chief, Nevada-Utah Regulatory Branch
U.S. Army Corps of Engineers
533 West 2600 South, Suite 150
Bountiful, UT 84010

Re: Request to become a Cooperating Agency for the Utah Transit Authority Provo-Orem Rapid Transit Project, Utah County, Utah

Dear Mr. Gipson:

The Federal Transit Administration (FTA) in cooperation with the Federal Highway Administration (FHWA), the Utah Transit Authority (UTA) and the Utah Department of Transportation (UDOT), is preparing an Environmental Assessment (EA) to evaluate alternatives for high-capacity, fixed-guideway transit and roadway infrastructure improvements through Provo and Orem, Utah. The project also includes consideration of a proposed new interchange at 800 South and I-15 in Orem.

The Provo-Orem Rapid Transit EA may consider alternatives that could impact Waters of the U.S., and may require a Section 404 permit. Pursuant to 33 CFR 325.8(c), "If another agency is the lead agency as set forth by the CEQ regulations (40 CFR 1501.5 and 1501.6(a) and 1508.16), the district engineer will coordinate with that agency as a cooperating agency under 40 CFR 1501.6(b) and 1508.5 to insure that the agency's resulting EIS may be adopted by the Corps for purposes of exercising its regulatory authority." With this letter, we extend the U.S. Army Corps of Engineers an invitation to become a cooperating agency with FTA, UTA, FHWA, and UDOT in the development of the Provo-Orem Rapid Transit project EA; so that the EA and all Section 106 of the National Historic Preservation Act (NHPA), and Section 7 of the Endangered Species Act (ESA) consultation initiated as part of the EA can be adopted by the Corps.

Cooperating agencies are, by definition, also participating agencies. In accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act, and pursuant to Section 6002 of SAFETEA-LU, participating agencies have the responsibility to identify as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Other typical roles of a participating agency include the following:

1. Providing input on the purpose and need, reviewing and providing input to the range of alternatives considered, and the methodologies and level of detail required in the alternatives analysis.

2. Participating in coordination meetings and joint field reviews as appropriate.

3. Timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

If your agency accepts the invitation to become a cooperating agency, please sign the concurrence line below. In accordance with Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU; Public Law 109-059), codified as Section 139 of amended Chapter 1 of Title 23, United States Code (23 USC 139), if your agency declines the invitation to become a cooperating agency, please respond in writing that the USACE (1) has no jurisdiction or authority with respect to the project, (2) has no expertise or information relevant to the project, and (3) does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EA, please contact Ms. Kristin Kenyon, Community Planner, FTA Region 8 at 720-963-3319 or at kristin.kenyon@dot.gov.

Sincerely,

Terry J Rosapep

Terry J. Rosapep
Regional Administrator

Attachments:
Project Location Map (2 copies)

cc: Brent Schvaneveldt, Shane Marshall, UDOT Region 3
Rich Crossland, and Kevin Kilpatrick, UDOT Complex
Mary DeLoretto, Hal Johnson, and Janelle Ericson, UTA
Bryan Dillon, FHWA

Pursuant to 40 CFR 1501.5 and 1501.6(a), 33 CFR 325.8(c), and Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the USACE accepts the invitation to be a cooperating agency under NEPA for the Utah County Rapid Transit EA, and designates FTA as the lead Federal agency for purposes of satisfying the requirements under Section 106 of NHPA and Section 7 of ESA.

By: _____ Date: 1/31/2011

Jason Gipson, USACE Branch Chief
Nevada-Utah Regulatory Branch

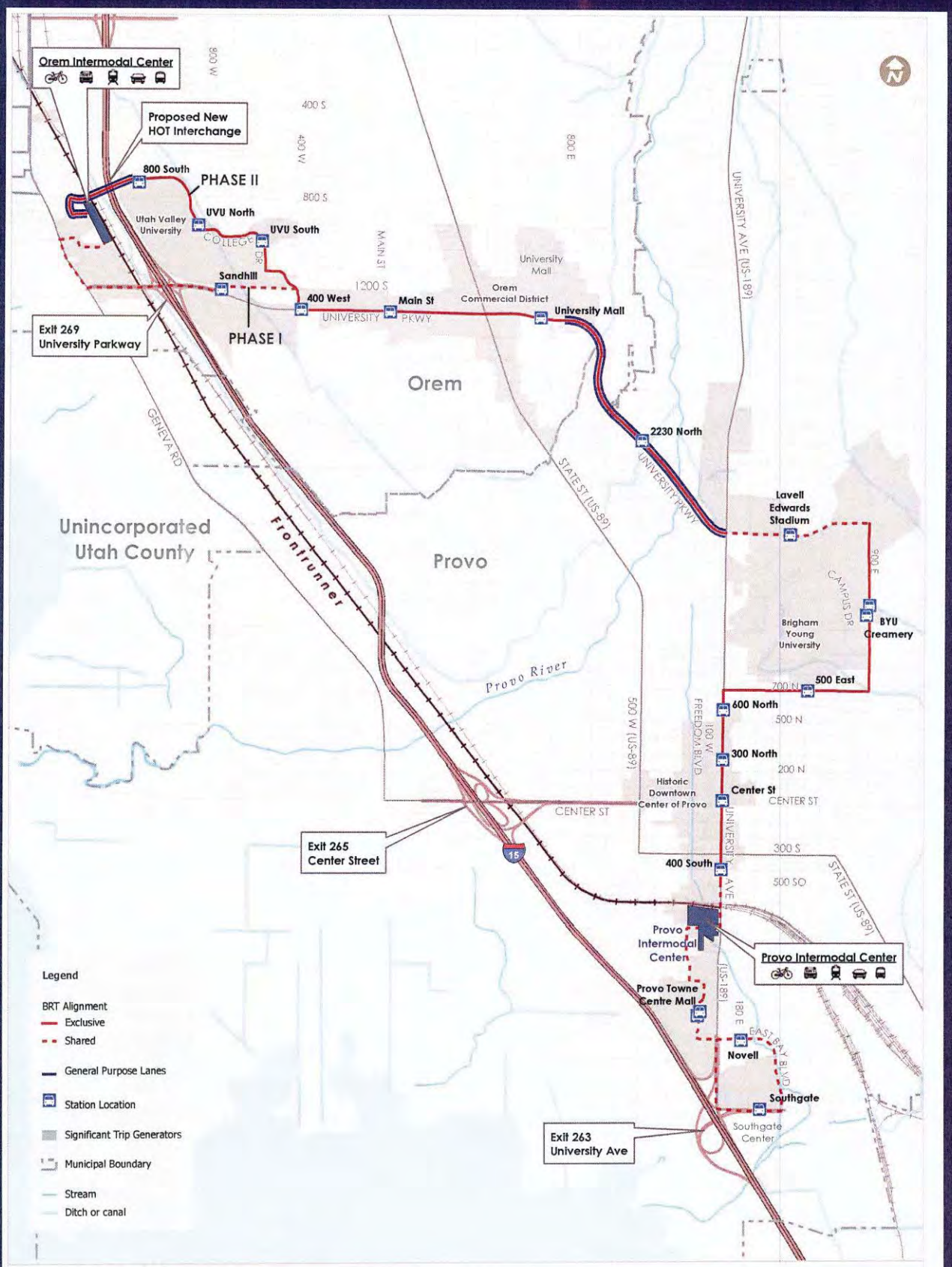


Figure ES-1
Preferred Alternative

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION VIII
Colorado, Montana,
North Dakota,
South Dakota,
Utah and Wyoming

12300 West Dakota Avenue
Suite 310
Lakewood, Colorado 80228
720-963-3300 (voice)
720-963-3333 (fax)

September 22, 2010

Mr. Chad Eccles
Mountainland Association of Governments
586 East 800 North
Orem, Utah 84097

Re: Invitation to become a Cooperating Agency for the Provo-Orem Rapid Transit Alternatives Analysis/Environmental Assessment

Dear Mr. Eccles:

The purpose of this letter is to formally invite Mountainland Association of Governments (MAG) to become a Cooperating Agency for the Provo-Orem Rapid Transit Project being evaluated by an Alternatives Analysis/Environmental Assessment. The Federal Transit Administration (FTA) and the Utah Transit Authority (UTA) initiated the project in December 2007 to evaluate alternatives for high-capacity, fixed-guideway transit and roadway infrastructure improvements through Provo and Orem, Utah. The Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT) became Joint Lead Agencies with FTA and UTA in 2009 after it was determined that the project would include consideration of a proposed new interchange at 800 South and I-15 in Orem. MAG has been operating in the role of Cooperating Agency since the project initiation, and therefore, the purpose of this letter is to formalize MAG's role in writing.

Project Information and Update

As currently proposed, the proposed Bus Rapid Transit System (BRT) is 10.5 miles long with more than 50 percent of the system on center-running, bus-only lanes. The BRT system extends from the plamed Orem Intermodal Center near Utah Valley University (UVU) on the north, to a location near the Provo Towne Centre Mall, and the East Bay Business Complex (Novell Campus) on the south.

Since project initiation, the documentation being prepared in adherence with NEPA has changed from an Environmental Impact Statement to an Environmental Assessment. FTA and FHWA felt this level was appropriate for the project and have alerted the public to the change via public meetings and the project website. The project team is preparing an Administrative Draft EA, which will be sent to you in the coming month or so for your review.

Role of Cooperating Agency

Because MAG has operated in the role of a Cooperating Agency since project initiation and scoping, your participation in the project will continue, as it has been, to provide the following activities:

1. Provide timely review and comment on the pre-draft or pre-final environmental documents, to reflect the views and concerns of your agency, on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.
2. Participate in coordination meetings, joint field reviews (as appropriate), and the project technical and the policy committees. The technical and policy committees have guided the overall project, reviewed technical deliverables, and reviewed conceptual level plans before they have been presented to the public.
3. Provide a statement of your NEPA responsibilities and any other requirements regarding jurisdictional permits and/or other approvals needed from your agency.

Please refer to the attached text from 40 C.F.R. § 1501.6.

Response Requested

We look forward to your response to our request for your agency to be a cooperating agency on this transit project.

The favor of a reply is requested by October 15, 2010, to Kristin Kenyon, Community Planner, FTA Region 8, at kristin.kenyon@dot.gov.

If you have any questions, or would like to discuss the project in more detail or your agency's respective role and responsibilities during the preparation of this AA/EA, please contact Kristin Kenyon at (720) 963-3319 or kristin.kenyon@dot.gov.

Thank you for your continued participation and interest in this project.

Sincerely,

Terry J. Rosapep
FTA Regional Administrator

cc: Brent Schvaneveldt, Shane Marshall, Rich Crosland,
and Kevin Kilpatrick, UDOT Region 3
Mary DeLoretto, Hal Johnson and Janelle Ericson, UTA
Bryan Dillon, FHWA

40 C.F.R. § 1501.6

Sec. 1501.6 Cooperating agencies.

The purpose of this section is to emphasize agency cooperation early in the NEPA process. Upon request of the lead agency, any other Federal agency which has jurisdiction by law shall be a cooperating agency. In addition any other Federal agency which has special expertise with respect to any environmental issue, which should be addressed in the statement may be a cooperating agency upon request of the lead agency. An agency may request the lead agency to designate it a cooperating agency.

(a) The lead agency shall:

1. Request the participation of each cooperating agency in the NEPA process at the earliest possible time.
2. Use the environmental analysis and proposals of cooperating agencies with jurisdiction by law or special expertise, to the maximum extent possible consistent with its responsibility as lead agency.
3. Meet with a cooperating agency at the latter's request.

(b) Each cooperating agency shall:

4. Participate in the NEPA process at the earliest possible time.
5. Participate in the scoping process (described below in Sec. 1501.7).
6. Assume on request of the lead agency responsibility for developing information and preparing environmental analyses including portions of the environmental impact statement concerning which the cooperating agency has special expertise.
7. Make available staff support at the lead agency's request to enhance the latter's interdisciplinary capability.
8. Normally use its own funds. The lead agency shall, to the extent available funds permit, fund those major activities or analyses it requests from cooperating agencies. Potential lead agencies shall include such funding requirements in their budget requests.

(c) A cooperating agency may in response to a lead agency's request for assistance in preparing the environmental impact statement (described in paragraph (b)(3), (4), or (5) of this section) reply that other program commitments preclude any involvement or the degree of involvement requested in the action that is the subject of the environmental impact statement. A copy of this reply shall be submitted to the Council.

MOUNTAINLAND
ASSOCIATION OF GOVERNMENTS
Serving Summit, Utah and Wasatch Cities & Counties

October 6, 2010

Ms. Kristin Kenyon
Federal Transit Administration
Region 8
12300 West Dakota Avenue, Suite 310
Lakewood, Colorado 80228-2583

Dear Ms. Kenyon,

I have recently received a letter under the signature of Mr. Terry J. Rosapep, FTA Regional Administrator, inviting Mountainland Association of Governments (MAG) to become a Cooperating Agency on the Provo-Orem Rapid Transit Project. In Mr. Rosapep's letter he requested that my reply be sent to you as the FTA Region 8 representative.

Mountainland Association of Governments as the designated Metropolitan Planning Organization for the Provo/Orem Urbanized Area is pleased to accept your invitation to become a Cooperating Agency on this important project. We will work to fulfill the role of a cooperating agency as outlined in 40 C.F.R. §1501.6.

Thank you for your support and participation in this project. As you know, this project was identified in our Long Range planning process and we believe will be a very important element in improving our regional mobility. The MPO and each of the cities within the project boundaries are very supportive of this project and look forward to the successful completion of the Environmental Assessment.

Sincerely,

Chad Eccles, AICP
Transit Program Manager

586 East 800 North, Stratford Park • Orem, Utah 84097-4146 • (801) 229-3800 • Fax (801) 229-3801
www.mountainland.org

Invitation to Comment/Attend Agency Scoping Meeting (2007)

Invitations to comment/attend an agency scoping meeting were sent to the parties listed in the table below. A copy of the letter follows, including copies of any responses received.

Agency	Response
President's Advisory Council on Historic Preservation John Fowler Old Post Office Building, 1100 Pennsylvania Avenue, NW, Suite 803 Washington, DC, 20004	
USDOT – Federal Railroad Administration Alvin Settje, Regional Administrator 801 I Street, Suite 466 Sacramento, CA 95814	
USDA – Natural Resource Conservation Service Sylvia Gillen Wallace F. Bennett Federal Building, 125 South State Street, Room 4402 Salt Lake City, UT 84138	February 19, 2008
UDEQ, Division of Water Quality Walter Baker, Director 288 North 1460 West Salt Lake City, UT 84116	Letter dated January 31, 2008
UDEQ, Division of Air Quality Cheryl Heying, Director 150 North 1950 West Salt Lake City, UT 84116	
UDEQ, Division of Solid and Hazardous Waste Dennis Downs, Director PO Box 144880 Salt Lake City, UT 84114	
UDEQ, DERR Brad Johnson, Director PO Box 144840 Salt Lake City, UT 84114	Email dated January 25, 2008
UDEQ, Division of Drinking Water Ken Bousfield, Director 1950 W. North Temple Salt Lake City, UT 84114	
UDNR, Policy Group Carolyn Wright 5110 State Office Building Salt Lake City, UT 84114	
UDNR, Division of Water Resources Dennis Strong, Director PO Box 146201 Salt Lake City, UT 84114	
Utah BLM	Email from Greg Thayn dated February 11, 2008
GOPB, Resource Development Coordinating Committee Jonathan Jemming, Director 5110 State Office Building Salt Lake City, UT 84114	
Utah Department of Public Safety Commissioner Scott Duncan 4501 South 2700 West Salt Lake City, UT 84119	

Provo-Orem Rapid Transit
Environmental Impact Statement

310 East 4500 South, Suite 600, Salt Lake City, Utah 84107 (801) 262.8700 Phone
http://www.provo-oremrapidtransit.info (801) 262-8885 Fax

December 28, 2007

Jonathan Jemming
Director
Utah Governor's Office of Planning and Budget – Resource Development Coordinating Committee
5110 State Office Building
Salt Lake City, UT, 84114

Re: Invitation to Comment and Attend Agency Scoping Meeting
Provo-Orem Rapid Transit Alternatives Analysis/Environmental Impact Statement

Dear Mr. Jemming,

The purpose of this letter is to request your comments on the Provo-Orem Rapid Transit Alternatives Analysis/Environmental Impact Statement (AA/EIS) project. The AA/EIS will evaluate alternatives for high-capacity, fixed-guideway transit (including bus rapid transit and potentially light rail), and roadway infrastructure improvements in Utah County. The lead agencies for the project are the Federal Transit Administration (FTA), the Utah Transit Authority (UTA), and the Mountainland Association of Governments (MAG). The Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT) have been invited to be cooperating agencies.

Project Information

The general location of the corridor is on or near University Parkway and University Avenue in Utah County, and the length of the project is approximately nine miles. The project termini are the planned Orem Intermodal Center near Utah Valley State College (UVSC) on the north and a location near the Provo Towne Center Mall and East Bay Business Complex (Novell Campus) on the south. An extension to the north to serve Vineyard is also being considered.

The Provo-Orem Rapid Transit Corridor Feasibility Study conducted in 2005 recommended bus rapid transit along University Parkway and University Avenue with a detour off University Avenue to serve Brigham Young University (BYU). *The Mountainland Association of Governments Long Range Transportation Plan (2007 – 2030)* identifies this bus rapid transit project along with widening University Parkway to six lanes, re-striping University Avenue to six lanes, and replacing the railroad bridge on University Avenue. The EIS will build on the results of the feasibility study and long range plan and evaluate other reasonable alternatives in accordance with appropriate National Environmental Policy Act (NEPA) statutes and regulations. A project information sheet and a map of the project study area are attached.

UTA

MOUNTAINLAND
Metropolitan Planning Organization

Preliminary Purpose and Need
The project's purposes are to:

- Serve transit markets along the corridor, including two universities (BYU and UVSC), existing and planned student housing, retail malls, several employment centers, historic downtown Provo, and two major regional intermodal centers;
- Provide circulation and distribution for future transit projects including commuter rail; and
- Accommodate future travel demand while maintaining efficient traffic flow.

Scoping Meetings
You are invited to participate in the agency scoping meeting:

When: Wednesday, January 23rd, 2007 from 9:15 a.m. – 12:00 p.m.
Where: Provo City Library (Bullock Room 309), 550 North University Ave, Provo, Utah
Details: Please arrive on time as a bus tour of the project study area will be departing at 9:30 a.m. Light refreshments will be served.
RSVP: If you plan to attend the meeting, please RSVP by Friday, January 11th, 2008 to scapson@hwlochner.com.

In addition to the above listed agency scoping meeting, a public scoping meeting will be held:

When: Thursday, January 24, 2008 from 5:00 pm to 7:00 pm
Where: Provo City Library (Young Events Room), 550 North University Avenue, Provo, Utah

If you are unable to attend the meetings, you may still provide written comments on the scope of the project to Hal Johnson by February 28, 2008.

If you have any questions or would like to discuss the project in more detail or our agencies' respective roles and responsibilities during the preparation of this AA/EIS, please contact Hal Johnson at (801) 287-2539 (hjohnson@rideuta.com) or Chad Eccles at (801) 229-3824 (ceccles@mountainland.org).

Thank you for your participation and interest in this project.

Sincerely,

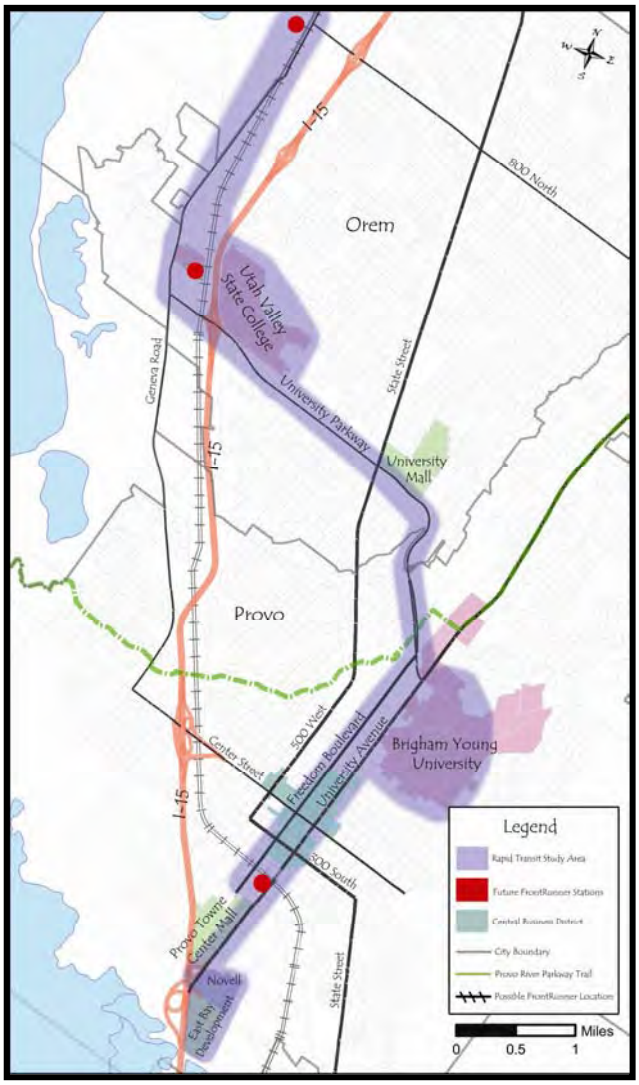
Hal Johnson
Provo-Orem Rapid Transit Project Manager
Utah Transit Authority

Chad Eccles
Provo-Orem Rapid Transit Project Manager
Mountainland Association of Governments

Cc: Charmaine Knighton, FTA Region VIII
Brent Schvaneveldt, UDOT Region 3
Shane Marshall, UDOT Environment
Rich Crosland, UDOT Region 3

Enclosures
Project Study Area Map
Project Information Sheet

Provo-Orem Rapid Transit
Alternatives Analysis/Environmental Impact Statement



Project Overview

The Federal Transit Administration (FTA), Utah Transit Authority (UTA), and Mountainland Association of Governments (MAG), in cooperation with the Federal Highway Administration (FHWA) and Utah Department of Transportation (UDOT), will prepare an Alternatives Analysis/Environmental Impact Statement (EIS) for transit and roadway improvements in Utah County, Utah. The potential improvements will serve transit markets that include Brigham Young University (BYU), Utah Valley State College (UVSC), existing and planned student housing, retail malls, several employment centers, historic downtown Provo, and two major regional intermodal centers. The current planned termini for this project are the planned Orem intermodal center near UVSC on the north and a location near the Provo Towne Center Mall and East Bay Business Complex (Novell Campus) on the south. An extension to the north to serve Vineyard is also being considered. The general location of the corridor is on or near University Avenue and University Parkway in Utah County.

The Provo/Orem Rapid Transit Corridor Feasibility Study, completed in 2005, in its final report, concluded with bus rapid transit (BRT; see below for more information) as the recommended solution for the increasing transportation demand in Utah County by supporting local, commuter, and student trips; linking key activity centers in the Provo-Orem area; and providing connections to a long-term regional commuter rail line linking Utah County to Salt Lake County and areas to the north. Because population and employment densities have changed in the study area since 2005, additional alternatives such as light rail will also be considered. According to preliminary estimates, the project is 9 miles long and is anticipated to serve 17,000 boardings per day.

BRT primarily runs on its own lanes along city streets. BRT stations are similar to light rail stations with canopies, platforms, and public art. For more information regarding Bus Rapid Transit, please visit the following websites: www.gobrt.org www.fta.dot.gov/brt www.nbrti.org

BRT runs primarily on its own lanes along city streets.

Modern vehicles with multiple doors and ticket fare machines at stations enhance the system.

Stops are similar to light rail stations with canopies, platforms, and public art.

Project History

In 2005, the Provo/Orem Rapid Transit Feasibility Study considered a range of transit alternatives to serve local, commuter, and student trips; link key activity centers in the Provo/Orem area; and provide connections to a long-term regional commuter rail line linking Utah County to Salt Lake County and areas to the north. MAG and UTA initiated the Feasibility Study because the prior Inter-Regional Corridor Alternatives Analysis (IRCAA) focused on inter-regional trips, and they wanted to obtain community input on technology, alignment, and operational options as well as conduct a more comprehensive assessment of potential impacts.

The Provo/Orem Rapid Transit Feasibility Study's process took place during an 8-month period. The public's involvement in the process was crucial from the onset in selecting the technology option, alignment, and service characteristics. Through one-on-one interviews, open houses, Policy and Technical Committees, and several forums open to public comment, the project took public concerns into consideration. Ultimately, the Provo/Orem Rapid Transit Alternatives Analysis recommended bus rapid transit (BRT) as the preferred transit option for this corridor. The full report is available for review and comment on the project website: www.provo-oremrapidtransit.info.

Stay Informed

Want to receive the latest information regarding the project? Sign-up for email updates by simply sending your email address to the project team at the following address:

provo-oremrapidtransit@hwlochner.com

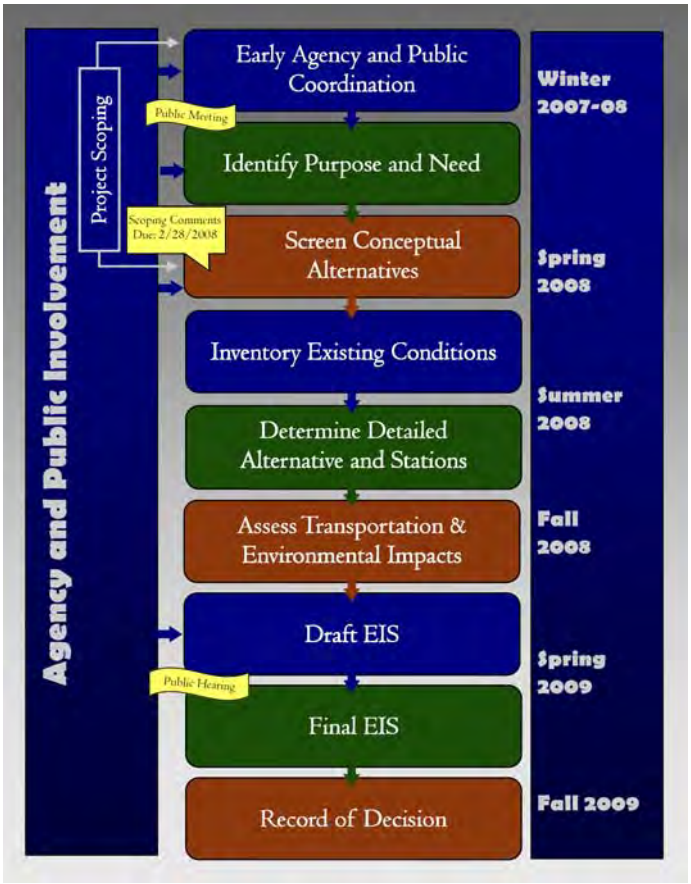
Thank you and we look forward
to working with you!

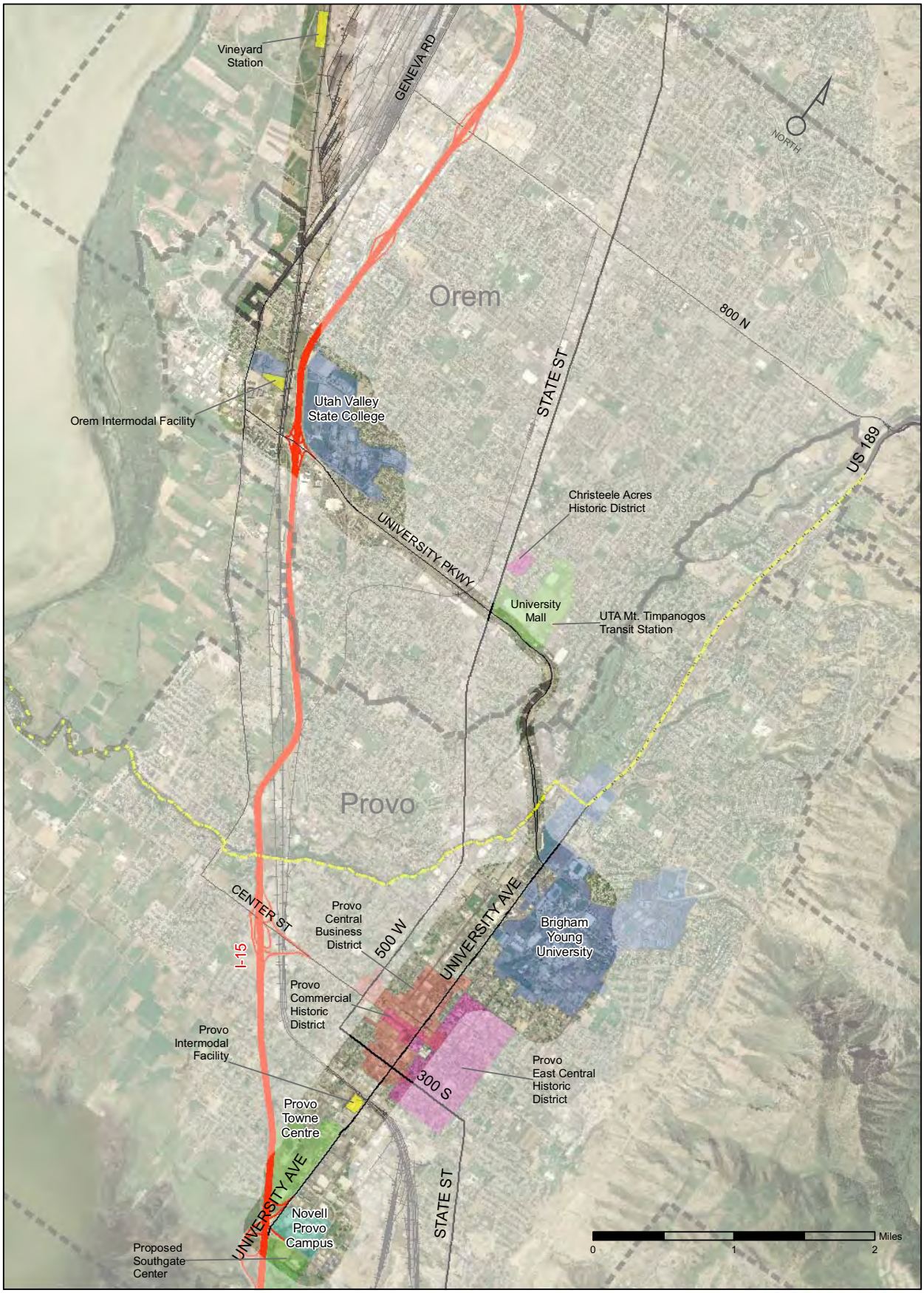
Contact Us

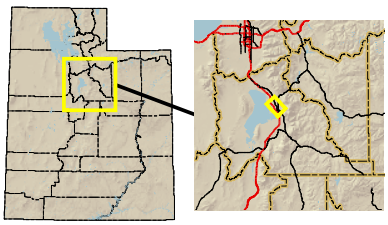
We encourage questions and comments regarding this project. Comments on the Scope, Purpose and Need, and
Alternatives Considered are due by February 28, 2007.
To reach the project team, please contact:
Ashley Mason (801) 262-8700 x771
Randi Shover (801) 262-8700 x611
provo-oremrapidtransit@hwlochner.com

Or visit our project website:
www.provo-oremrapidtransit.info

Project Schedule







Project Study Area

- Municipal boundary
- I-15
- Primary Road
- Secondary Road
- Provo River Parkway Trail
- Railroad
- Future FrontRunner Stations
- Existing Intermodal Facility
- Shopping Mall
- Office Complex
- University Campus
- Central Business District
- Registered Historic District

UTA

Provo-Orem Rapid Transit Environmental Impact Statement

Provo - Orem Rapid Transit AA/EIS

21 December 2007

Capson, Saffron

From: Mason, Ashley
Sent: Monday, February 11, 2008 2:39 PM
To: Capson, Saffron
Subject: FW: Provo-Orem Rapid Transit Project

Hey Saffron,
I don't know if you have the project email set up on your computer as well, but just in case you didn't get this:

-----Original Message-----
From: Greg_Thayn@blm.gov [mailto:Greg_Thayn@blm.gov]
Sent: Monday, February 11, 2008 2:07 PM
To: provo-oremrapidtransit
Cc: ethel_smith@ios.doi.gov; Shannon_Stewart@blm.gov; Pam_Schuller@blm.gov; Lauren_Mermejo@blm.gov; Kent_Hoffman@blm.gov
Subject: Provo-Orem Rapid Transit Project

The Utah BLM appreciates the opportunity to review and provide comment regarding the subject project. However, the BLM has no jurisdiction or authority with respect to the project, nor does the agency intend to submit comments regarding the project.

Capson, Saffron

From: Ericson, Janelle (Engineering-Const Planner II) [JEricson@rideuta.com]
Sent: Friday, January 25, 2008 10:06 AM
To: Capson, Saffron
Subject: State Agency Response

On January 25, 2008 at 9:20 AM I returned a phone call from Dave Bird who responded on behalf of Brad Johnson from the Utah Department of Environmental Quality – Division of Environmental Response and Remediation. They were invited to comment on the Provo Orem Rapid Transit AA/EIS Project. Mr. Bird indicated that while they may not participate they would like to receive notices of events for the project. Mr. Bird also indicated that they would comment on the DEIS when it is completed so to be sure they received a copy. We can continue to send information to Brad Johnson and he will forward it to Dave Bird. If we would like to contact Mr. Bird his phone number is 801-536-4219.

Janelle Ericson
Utah Transit Authority
Engineering and Construction Planner II

669 West 200 South
Salt Lake City, UT 84101
w.801-237-1951 c.801-512-3023
jericson@rideuta.com

State of Utah

Department of
Environmental Quality

Dianne R. Nielson, Ph.D.
Executive Director

DIVISION OF WATER QUALITY
Walter L. Baker, P.E.
Director

JON M. HUNTSMAN, JR.
Governor

GARY HERBERT
Lieutenant Governor

January 31, 2008

Hal Johnson
Provo-Orem Rapid Transit Project Manager
Utah Transit Authority

Dear Mr. Johnson:

The Utah Division of Water Quality staff has reviewed the referenced information and map. It is our opinion that applicable water quality standards may be violated unless appropriate Best Management Practices (BMPs) are incorporated to minimize the erosion-sediment load to adjacent surface water during project activities and operation of the facilities. We strongly recommend that appropriate water quality parameters be monitored for effectiveness of sediment control and other applicable BMPs.

Potential impacts from runoff during construction or during long-term operation of the facilities may include the degradation of water quality, increased quantities and intensities of peak flows, channel erosion, flooding, and geomorphologic deterioration that may directly or indirectly cause an inability of surface water to maintain its designated beneficial uses.

The Division of Water Quality requests the following conditions be included in the Environmental Impact Statement (EIS), as follows:

1. Whenever an applicant causes the water turbidity in an adjacent surface water to increase by 10 NTU's or when turbidity is visibly increased, the applicant shall notify the Division of Water Quality.

2. The applicant shall not use any fill material which may leach organic chemicals (e.g., discarded asphalt) or nutrients (e.g., phosphate rock) into the receiving water.

3. Applicant shall protect any potentially affected fish spawning areas.

4. The following permits from our Division are required during the construction phase of the project:

    a. Construction activities that grade one acre or more per common plan are required to obtain coverage under the Utah Pollutant Discharge Elimination System (UPDES) Storm Water General Permit for Construction Activities, Permit No.

UTR100000. The permit requires the development of a storm water pollution prevention plan to be implemented and updated from the commencement of any grading activities at the site until final stabilization of the project. A fact sheet describing the permit requirements and application procedures is located on our web site waterquality.utah.gov.

b. Dewatering activities, if necessary during the construction, may require coverage under the UPDES General Permit for Construction Dewatering, Permit No. UTG070000. The permit requires water quality monitoring every two weeks to ensure that the pumped water is meeting permit effluent limitations, unless the water is managed on the construction site.

5. In addition to these permitting requirements, the Division of Water Quality requires the submission of plan elements for permanent storm water runoff control and treatment.

Thank you for the opportunity to partner with UDOT on this project. If you have any questions, please contact me at (801) 538-6516.

Sincerely,

Shelly Andrews
Environmental Scientist

File: squick\wp\Provo-Orem Rapid Transit Alternatives Analysis
Squick\401 cert\scoping comments\misc.

United States Department of Agriculture

NRCS

Natural Resources Conservation Service
125 South State Street, Room 4402
Salt Lake City, UT 84138-1100
(801) 524-4550
FAX (801) 524-4403

FTA RECEIVED

27 FEB '08

February 19, 2008

Mr. Terry J. Rosapep
Regional Administrator
FTA Region VIII
12300 West Dakota Avenue, Suite 310
Lakewood Colorado 80228

Dear Mr. Rosapep:

Thank you for the letter regarding the Provo-Orem Rapid Transit Alternatives Analysis/ Environmental Impact Statement (AA/EIS) project.

Due to staffing limitations, NRCS can only comment on projects that will primarily impact private agricultural lands.

We encourage you to utilize existing soil survey information for your project planning. Soil survey information for Utah is available at http://www.ut.nrcs.usda.gov/technical/soils/index.htm.

If you have any questions, please contact Mike Domeier, State Soil Scientist, at (801) 524-4574.

Sincerely,

M. RON DAVIDSON
Assistant State Conservationist – Technology

Request for Comments on Proposed Project Changes (May and June 2010)

Requests for comments on proposed project changes were sent in May and June 2010 to the parties listed in the table below. Copies of the May and June 2010 letters follow, including copies of any responses received.

Date of Letter	Agency	Response
May 2010	Orem Transportation Advisory Commission 56 North State Street Orem, UT 84057	
May 2010	Utah Heritage Foundation Kirk Huffaker, Executive Director 485 North Canyon Road Salt Lake City, UT 84103	
May 2010	Utah Valley Chamber of Commerce Steve Densley, Chamber President 51 S. University Ave., Ste. 215 Provo, UT 84601	
June 2010	City of Orem Paul Goodrich, Transportation Engineer 1286 East 570 North Orem, UT 84097	
June 2010	City of Provo Dave Graves 1377 South 350 East Provo, UT 84606	Email dated June 15, 2010
June 2010	UDNR, Division of Water Rights Chuck Williamson PO Box 146300 Salt Lake City, UT 84114	
June 2010	USACE, Utah Regulatory Branch Terry Johnson 533 West 2600 South, Suite 150 Bountiful, UT 84010	
June 2010	U.S. EPA, Region 8 Robin Coursen 1595 Wynkoop Street Denver, CO 80202	
June 2010	USFWS, Utah Field Office Betsy Hermann 2369 West Orton Circle, Unit 50 West Valley City, UT 84119	
June 2010	Utah SHPO Chris Hansen and Cory Jensen 300 S. Rio Grande St. Salt Lake City, UT 84101	Email dated June 16, 2010

Provo-Orem Rapid Transit
Environmental Assessment

1245 East Brickyard Road, Suite 400, Salt Lake City, Utah 84106 | *Ph. (801-415-5800)*

May 6, 2010

Orem Transportation Advisory Commission
56 North State Street
Orem, UT 84057

Re: Request for comments on proposed changes to the Provo-Orem Bus Rapid Transit Alternatives Analysis/Environmental Assessment project

Dear Orem Transportation Advisory Commission:

The purpose of this letter is to request your comments on changes to the Provo-Orem Bus Rapid Transit (BRT) Alternatives Analysis/Environmental Assessment (AA/EA) project. Since project initiation in 2008, lead agencies including the Utah Transit Authority (UTA), Federal Transit Authority (FTA), Federal Highway Administration (FHWA), and the Utah Department of Transportation (UDOT) in conjunction with Mountainland Association of Governments (MAG) have evaluated alternatives for high-capacity, fixed-guideway transit and roadway infrastructure improvements through Provo and Orem, in Utah County.

Project Update

As currently designed, the proposed BRT system is 11 miles long with more than 70 percent of the system on center-running, bus-only lanes. The BRT system extends from the planned Orem Intermodal Center near Utah Valley University (UVU) on the north to a location near the Provo Towne Centre Mall and the East Bay Business Complex (Novell Campus) on the south.

The BRT system will serve transit markets that include Brigham Young University (BYU), UVU, existing and planned student housing, retail malls, several employment centers, and historic downtown Provo, as well as linking two future regional intermodal centers.

The new BRT system will save approximately 16 acres of parking at BYU and UVU and is expected to increase the corridor carrying capacity in Orem between 22 and 36 percent. Preliminary estimates indicate BRT ridership on opening day (2012) will be more than 14,000.

Project Changes

The preferred alignment was previously 100 West in downtown Provo (between 700 North and 500 South). In March 2010 Provo City approved a proposal by Nu Skin International to expand their downtown building over 100 West near Center Street. Therefore, the project team evaluated University Avenue and Freedom Boulevard as alternatives to 100 West. Provo City voted to support University Avenue as their preferred alignment for further evaluation on May 4, 2010.

In addition, during the alternatives analysis, it was determined that a general purpose half interchange should be constructed on I-15 at 800 South in Orem. Recently, UDOT and FHWA requested consideration of a high occupancy vehicle (HOV) interchange at 800 South in Orem. UDOT is primarily leading this portion of the project. The interchange would serve transit and HOV vehicles and provide access to both the planned Orem Intermodal Center and the UVU campus.

Next steps will include conceptual engineering and environmental surveying for the selected BRT alignment through Provo and the HOV interchange. A public hearing is planned for fall 2010.

Comments

The project team is requesting feedback from your organization regarding the University Avenue alignment through Provo, the proposed HOV interchange at 800 South in Orem, and the general scope of the project. Please provide any written comments by May 21, 2010.

If you have any further questions please contact Janelle Ericson at 801-237-1951 (jericson@rideuta.com). For additional project information visit our project Website (http://www.provo-oremrapidtransit.info/public.htm).

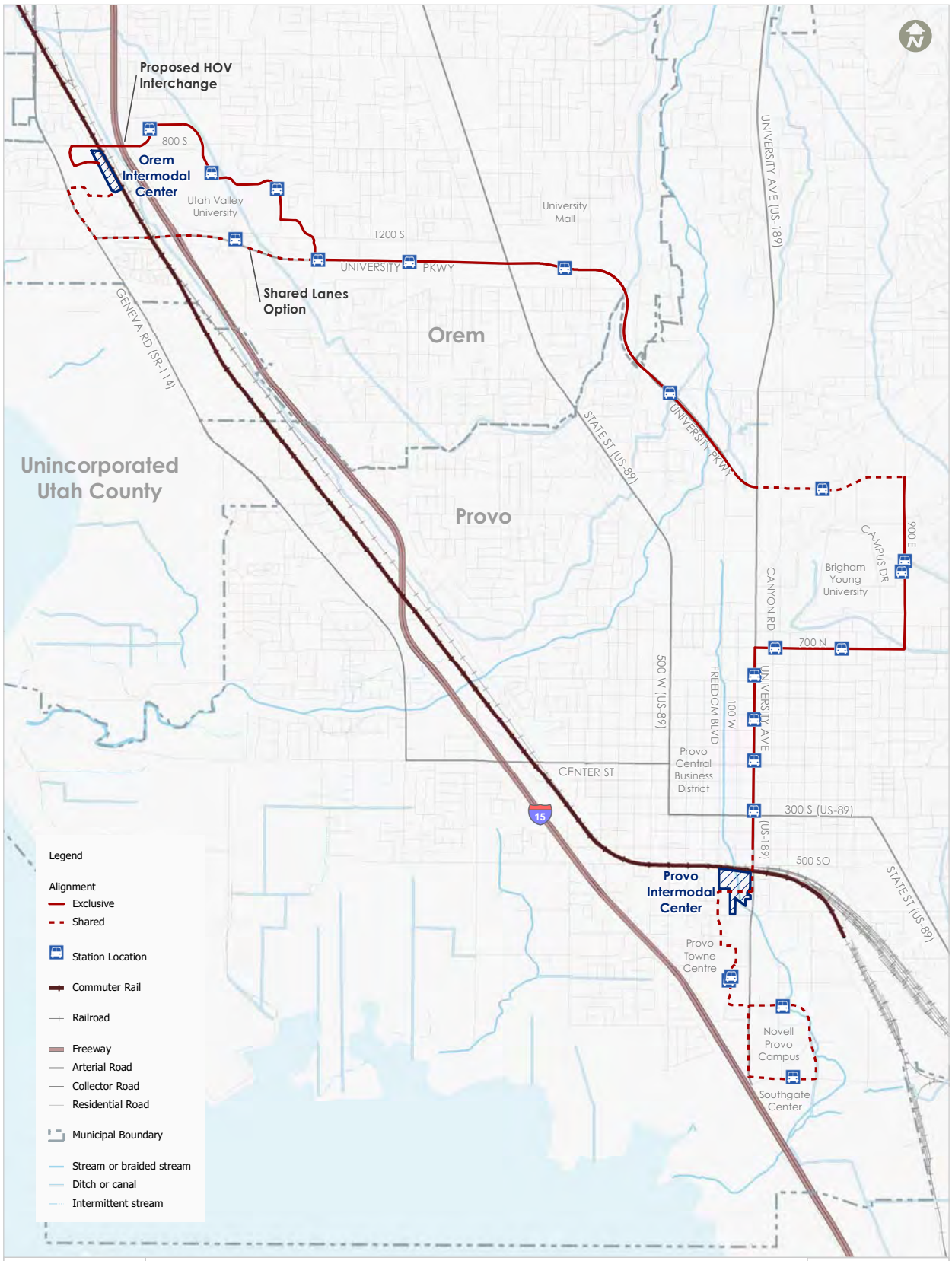
Thank you for your involvement and interest in the project.

Sincerely,

Hal Johnson
Provo-Orem Bus Rapid Transit Project Manager
Utah Transit Authority

Cc: Brent Schvaneveldt, UDOT Region 3
Chad Eccles, Mountainland Association of Governments
Mary DeLoretto, UTA
Janelle Ericson, UTA

Enclosures: Locally Preferred Alternative Map



Project Location

Map projection is UTM12N NAD83. Base data layers from the State of Utah Automated Geographic Reference Center (AGRC) and from municipal zoning plans..

0 0.5 1 Mile

0 0.5 1 Kilometers

Locally Preferred Alternative

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION VIII
Colorado, Montana,
North Dakota,
South Dakota,
Utah and Wyoming

12300 West Dakota Avenue
Suite 310
Lakewood, Colorado 80228
720-963-3300 (voice)
720-963-3333 (fax)

June 1, 2010

Paul Goodrich, Transportation Engineer
City of Orem
1286 East 570 North
Orem, Utah 84097

Re: Request for comments on proposed changes to the Provo-Orem Bus Rapid Transit Project

Dear Mr. Goodrich:

The purpose of this letter is to request your comments on changes being considered for the Provo-Orem Bus Rapid Transit (BRT) project being evaluated by an Environmental Assessment. Since project initiation in 2008, lead agencies including the Utah Transit Authority (UTA), Federal Transit Authority (FTA), Federal Highway Administration (FHWA), and the Utah Department of Transportation (UDOT) in conjunction with Mountainland Association of Governments (MAG) have evaluated alternatives for high-capacity, fixed-guideway transit and roadway infrastructure improvements through Provo and Orem, in Utah County. In early 2008, your agency accepted an invitation to become a Participating Agency on this project.

Project Update

As currently designed, the proposed BRT system is 11 miles long with more than 70 percent of the system on center-running, bus-only lanes. The BRT system extends from the planned Orem Intermodal Center near Utah Valley University (UVU) on the north to a location near the Provo Towne Centre Mall and the East Bay Business Complex (Novell Campus) on the south.

The BRT system will serve transit markets that include Brigham Young University (BYU), UVU, existing and planned student housing, retail malls, several employment centers, and historic downtown Provo, as well as linking two future regional intermodal centers. The new BRT system will save approximately 16 acres of parking at BYU and UVU and is expected to increase the University Parkway corridor carrying capacity in Orem between 22 and 36 percent. Preliminary estimates indicate BRT ridership on opening day (2012) will be more than 14,000.

Since you were invited to be a participating agency, the documentation being prepared in adherence with the National Environmental Policy Act has changed from an Environmental Impact Statement to an Environmental Assessment. The FTA and FHWA felt this level was appropriate for the project and have alerted the public to the change in public meetings and via the UTA website. We estimate that the Environmental Assessment will be released for public review later this summer with public meetings and outreach materials to be scheduled for the fall. There have been two notable changes in the scope of the project itself that are described in more detail below.

Project Changes

First, UDOT and FHWA have recently determined that a change in the design of the overpass at 800 South is warranted. Instead of the half-interchange that was originally contemplated, the preferred design is now a high occupancy vehicle (HOV) interchange over I-15 at 800 South in Orem. This new configuration would provide four directional accesses off of and onto the inside HOV lanes of I-15 at 800 South for HOVs and buses only, not general purpose traffic. UDOT is leading this portion of the project. The interchange would provide direct access for buses and HOV vehicles going to the future Orem Intermodal Center and the UVU campus.

The other project change relates to a shift in the preferred alignment in downtown Provo. Originally the alignment followed 100 West in downtown Provo between 700 North and 500 South. In March 2010, Provo City approved a proposal by Nu Skin International to expand their downtown building over 100 West near Center Street, thereby closing 100 West to through traffic. Therefore, the project team evaluated both University Avenue and Freedom Boulevard as alternatives to 100 West. Provo City voted to support University Avenue as their preferred alignment for further evaluation on May 4, 2010, and we accepted their recommendation.

The project team is working on refining the conceptual engineering and conducting the environmental surveying related to these proposed changes. This information will be included in the Environmental Assessment that was mentioned earlier. Enclosed are some additional materials and graphics which you may find helpful.

Comments

The project team is requesting feedback from your agency regarding the University Avenue alignment through Provo, the proposed HOV interchange at 800 South in Orem, and any other elements of the project overall. If you have any comments, please provide them to us via email to kristin.kenyon@dot.gov or bryan.dillon@dot.gov by June 30th. Additionally, if you have any questions or would like to set up a meeting to discuss the project in more detail, feel free to contact Janelle Ericson of UTA at 801-237-1951 or jericson@rideuta.com. For additional project information visit our project website (http://www.provo-oremrapidtransit.info/public.htm).

Thank you for your participation and interest in the project.

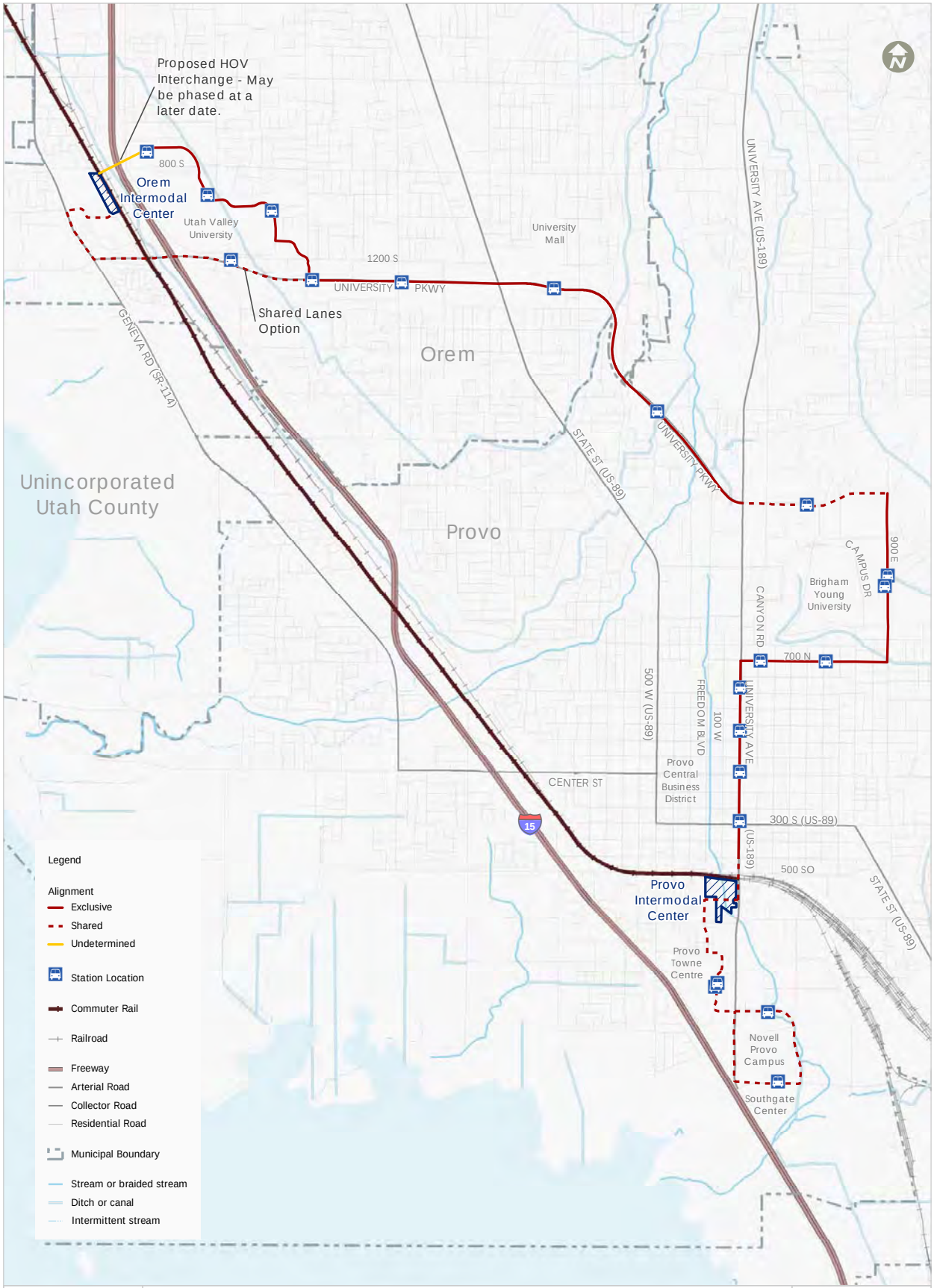
Sincerely,

Kristin Kenyon
Community Planner
Federal Transit Administration, Region 8

Bryan Dillon
Metropolitan Area Engineer
Federal Highway Administration, Utah Division

cc: Brent Schvaneveldt, Shane Marshall, and Rich Crosland, UDOT Region 3
Chad Eccles, Mountainland Association of Governments
Mary DeLoretto and Janelle Ericson, UTA

Enclosures: Locally Preferred Alternative Map and Project Summary



Project Location

Map projection is UTM12N NAD83. Base data layers from the State of Utah Automated Geographic Reference Center (AGRC) and from municipal zoning plans..

0 0.5 1 Mile

0 0.5 1 Kilometers

Locally Preferred Alternative

Project At A Glance

May 31, 2010

Project Details

Length	11 miles
Stations	22 (2 commuter rail)
Exclusive Lanes	71%
Parking Saved at UVU and BYU	6 acres
Corridor Person Capacity	22-36% increase

Project Statistics

	Current Bus Route 830	Current BRT Projections
2012 Ridership	3,600 / day	14,600 / day
2030 Ridership		16,900 / day
Frequency	15 mins	5 mins
Travel Time	46 mins	37-38 mins (42 mins by car)
Car Trips Converted to Transit		5,000

Cost

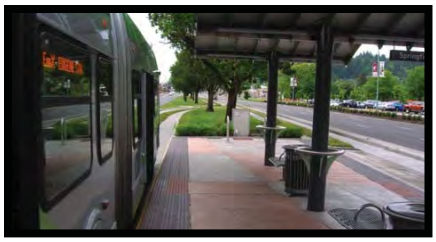
Transit Improvements	$130 - $200 million
Roadway Improvements	$20 - $80 million
Total	**$150 - $280 million**

What is the proposed project?

The Utah Transit Authority (UTA) and the Utah Department of Transportation (UDOT) propose to build a bus rapid transit (BRT) system through the cities of Provo and Orem in Utah County, Utah. The Provo-Orem BRT is a multi-modal project that addresses transit as well as roadway infrastructure needs. The Preferred Alternative, as shown on the Project Description Map, includes:

- BRT service from the Orem Intermodal Center on the north to the Provo Intermodal Center and the Novell Campus on the south
- Exclusive lanes for approximately 71% of the route

- Visually pleasing station designs built for shelter and comfort



Transit Signal Priority (TSP)

Signal priority allows buses to arrive and travel through intersections with little or no delay. Detectors identify and distinguish buses from other vehicles. The detectors then give priority to the buses by manipulating the traffic lights to give the buses a green light.

Cougar Stadium, University Parkway, Provo, Utah

- Enhanced, real-time transit information at stations

- Off-board fare collection (using ticket vending machines) for faster boarding
- A new half-interchange at I-15 and 800 South in Orem
- Additional general purpose travel lanes from State Street to University Avenue

Recent alignment changes…

Initially, the study indicated that the BRT route would be along 100 West in downtown Provo between 700 North and 500 South. However, the City of Provo recently approved a partial closure of 100 West at Center Street to accommodate expansion by Nu Skin International. The project team evaluated both University Avenue and Freedom Boulevard as alternatives to 100 West. Provo City voted to support University Avenue on May 4, 2010.

During the alternatives analysis a half-interchange was considered on I-15 at 800 South in Orem. Recently, UDOT and FHWA requested consideration of a high occupancy vehicle (HOV) interchange. This portion of the project is being led primarily by UDOT. The interchange would serve transit and HOV vehicles and would serve both the planned Orem Intermodal Center and the UVU campus.

What type of stations will be built?

Stations are planned mainly as single-center stations, but there are a few side stations where there are no exclusive lanes. The center-station design has only one platform that will serve both directions of travel. The platform is located in the center of the roadway between the exclusive BRT lanes. There are several advantages of the single-center station, including:

- Less confusion for passengers as to which platform to use
- Less cost compared to two split far-side platforms
- Stations located on either side of the intersection

Who is leading this project?

The project is being led by the Federal Transit Administration (FTA), the Utah Transit Authority (UTA), the Utah Department of Transportation (UDOT), and the Federal Highway Administration (FHWA) in conjunction with Mountainland Association of Governments (MAG).

Why is this new interchange needed?

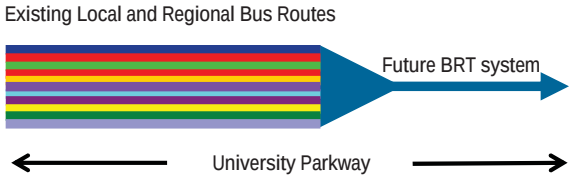
The new interchange will decrease congestion at the University Parkway interchange. It provides a much needed connection over I-15, between UVU and the Orem Intermodel Center, for cars, pedestrians, cyclists, and BRT.

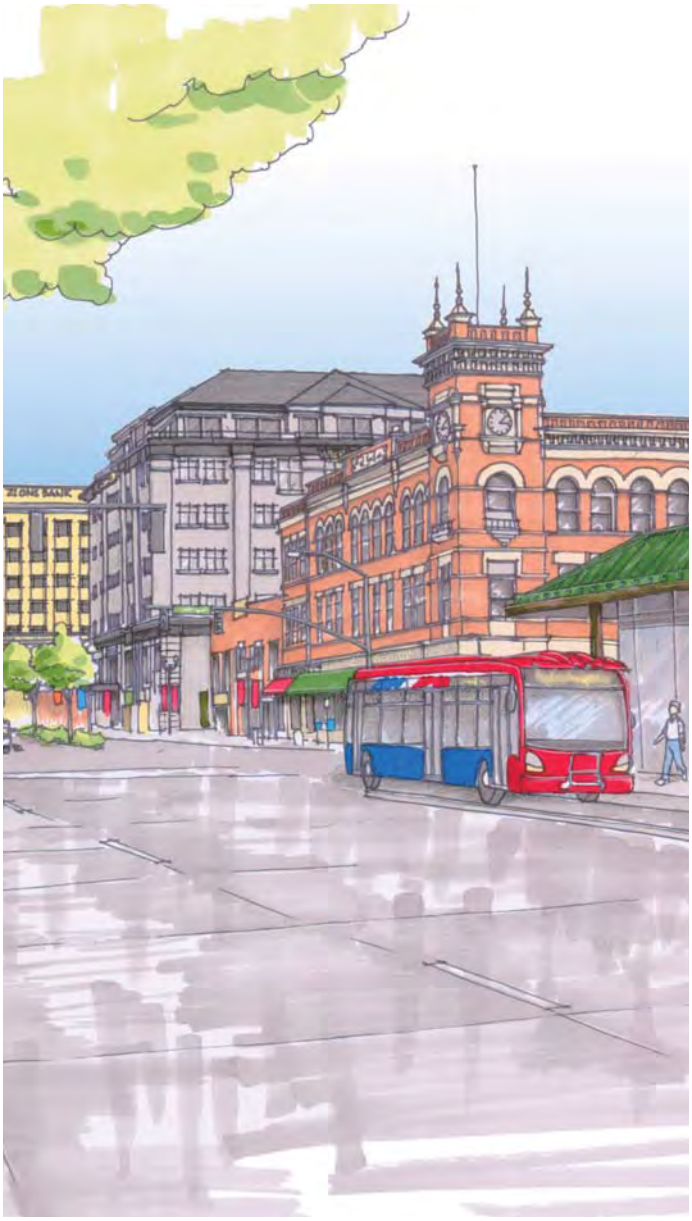
Take transit to the airport…

UTA's Frontlines 2015 program includes a new commuter rail line between SLC and Provo and a new light rail line to the Salt Lake International Airport. By linking the BRT project with commuter rail, the riders can take high quality transit service from Provo / Orem to the Salt Lake International Airport.

No more checking schedules…

On University Parkway alone, 11 existing bus routes will be replaced by the BRT system. BRT will arrive every five minutes and commuter rail every 30 minutes (during peak periods) so riders will no longer need to look at multiple schedules to plan a trip.





For more information…

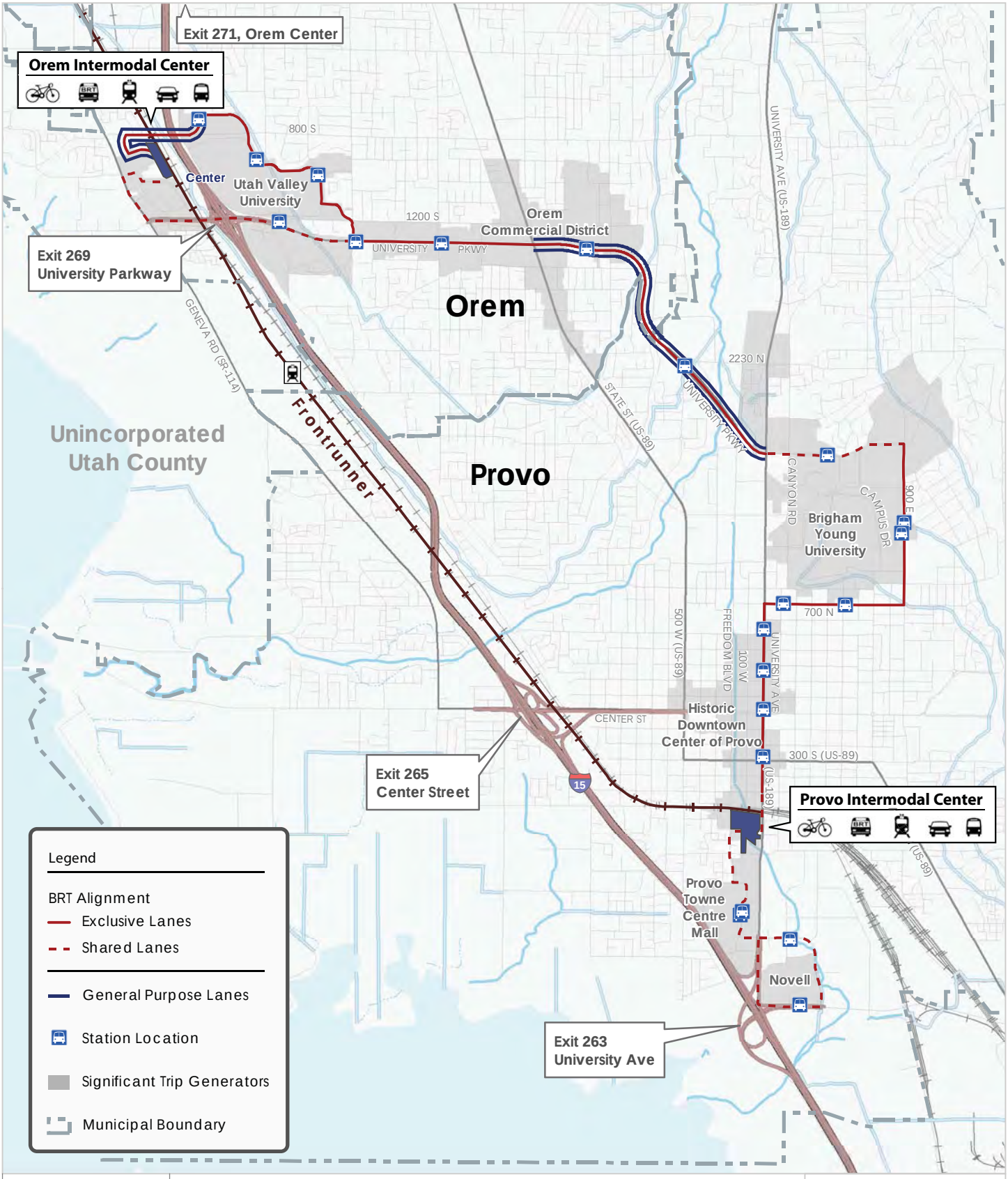
Visit us at our websites:

www.provo-oremrapidtransit.info

www.rideuta.com

Please send your questions and comments to:

provooremrapidtransit@hwlochner.com



Preferred Alternative

Map projection is UTM12NNAD83. Base data layers fromthe State of Utah AutomatedGeographic Reference Center(AGRC) and from municipalzoning plans..

Capson, Saffron

From: Jones, Laynee
Sent: Monday, June 28, 2010 8:38 AM
To: bryan.dillon@dot.gov; Capson, Saffron
Subject: RE: Comments on Provo-Orem Bus Rapid Transit Project

Bryan,

Yes we saw these and the ones from SHPO. FYI we were aware of the issues from Provo City. They were designated as a participating agency at the onset of the so we sent them one of the agency update letters, he was responding to that letter.

Laynee Jones, P.E.
LOCHNER
1245 East Brickyard Road, Suite 400
Salt Lake City, Utah 84106
801-415-5800
801-415-5831 direct

ü Please consider the environment before printing this email.

-----Original Message-----
From: bryan.dillon@dot.gov [mailto:bryan.dillon@dot.gov]
Sent: Monday, June 28, 2010 8:03 AM
To: Jones, Laynee; Capson, Saffron
Subject: FW: Comments on Provo-Orem Bus Rapid Transit Project

Laynee,

Not sure you've seen the comments below from David Graves of Provo City.

Bryan Dillon
Metro Area Engineer
FHWA - Utah Division
2520 West 4700 South, Ste 9A
Salt Lake City, UT 84118
801.963.0078x227

-----Original Message-----
From: David Graves [mailto:DGraves@provo.utah.gov]
Sent: Tuesday, June 15, 2010 5:49 PM
To: Dillon, Bryan (FHWA); Kenyon, Kristin (FTA)
Subject: Comments on Provo-Orem Bus Rapid Transit Project

Bryan & Kristin:

In general, I am supportive and excited about the proposed project.
There are a couple of minor issues which I have discussed with the project team and have been told that we would work out the details as we move forward with the evaluation process for the project.

The first item is on the map showing the locally preferred alternative, the map shows 900 East with an "Exclusive" BRT lane. While this may be preferable, we are concerned that there may not be adequate right of way to accommodate this lane configuration. This road is our only arterial street in the City east of University Avenue and will require the current number of lanes to meet our traffic needs in the future. We are supportive of moving forward with the current proposal, but need to be cautious that this section of the proposed alignment may need to be adjusted to a shared lane facility.

The second item which has also been discussed with the project team is in regards to the location of the proposed stations. We are supportive of the number of stations, but want to have the flexibility to work with the project team to determine the best location based on project needs, vehicle traffic and pedestrian access.

The third item, in the letter requesting comments it indicates that approximately 16 acres of parking will be saved at BYU & UVU while the "Project at a Glance" sheet shows 6 acres. This just needs to be corrected to be consistent.

We appreciate the work of the project team and look forward to continued success in having this project move forward. Please let me know if you have any questions about my comments.

Thanks,

David J. Graves, P.E.
Deputy Public Works Director
City Engineer
Provo City Engineering Division
1377 South 350 East
Provo, Utah 84606

Phone: 801 852-6745
Fax: 801 852-6730
email: dgraves@provo.utah.gov

Capson, Saffron

From: Ericson, Janelle (Engineering-Const Planner II) [JEricson@rideuta.com]
Sent: Wednesday, June 16, 2010 11:12 AM
To: Capson, Saffron
Subject: FW: Provo-Orem Bus Rapid Transit Project

For the record.

Janelle Ericson
Utah Transit Authority
801-512-3023

From: Christopher Hansen [mailto:CLHANSEN@utah.gov]
Sent: Wednesday, June 16, 2010 10:58 AM
To: bryan.dillon@dot.gov; kristin.kenyon@dot.gov
Cc: Ericson, Janelle (Engineering-Const Planner II); DeLoretto, Mary (Environmental Studies Manager); Cory Jensen
Subject: RE: Provo-Orem Bus Rapid Transit Project

Dear Ms. Kenyon and Mr. Dillon:

Thank you for the new information and request for comment regarding the above-referenced project. Based on the materials submitted it appears that the updated project proposal does have the potential to affect historic properties. For instance, what will be required to use University Avenue as the alignment - could the work be completed within the current right-of-way or would additional property need to be taken and affected? More detail on the overpass is needed to provide formal feedback, as well. As this was a request for comment under NEPA/EA, we'll wait for additional information under the purview of Section 106 before providing further comment.

Regards,

Chris

Chris L. Hansen
Preservation Planner
Utah State Historic Preservation Office
300 Rio Grande
Salt Lake City, UT 84101
Phone: 801/533-3561
Fax: 801/533-3503
clhansen@utah.gov

Additional Agency Correspondence

Additional correspondence was conducted with the parties listed in the table below. Copies of the correspondence follow.

Date	From	To	Subject
January 29, 2008	Bonnie G. Heddin, FEMA	Hal Johnson, UTA	Provo and Orem participation in NFIP
August 28, 2008	Sarah Lindsey, UDNR, DWR	Susan Martin, SWCA	Species of concern near University Pkwy and 100 West in Provo
November 3, 2009	Martha Hayden, UDNR, UGS	Sheri Murray Ellis, SWCA	Paleontological resources

U.S. Department of Homeland Security
Region VIII
Denver Federal Center, Building 710
P.O. Box 25267
Denver, CO 80225-0267

FEMA

R8-MT

January 29, 2008

Mr. Hal Johnson
310 East 4500 South
Suite 600
Salt Lake City, Utah 84107

Dear Mr. Johnson:

Thank you for your recent letter requesting comment on the Provo-Orem Rapid Transit Alternatives Analysis/Environmental Impact Statement. Provo and Orem, Utah participate in the National Flood Insurance Program (NFIP) and FEMA has published a Flood Insurance Rate Map (FIRM), for both communities, which delineates the Special Flood Hazard Area (SFHA) for select areas of the community and county.

Should the proposed property be located in a SFHA, then the project would need to conform to the Flood Damage Prevention Ordinance adopted by the Cities of Orem and Prove to be compliant with the NFIP. Please be advised that implementation of the NFIP construction requirement resides at the local government through enforcement of the local Flood Damage Prevention Ordinance. The proposed project will need to be coordinated with these local governments.

Following are the points of contact for the cities of Orem and Provo:

Mr. Ed Gifford
City Engineer, Orem
Engineering Division
56 N. State
Orem, UT 84057
(801) 229-7333

Mr. Nathan Murray
City of Provo
351 W. Center
P. O. Box 1849
Provo, UT 84603
(801) 852-6408

If you have further questions, please feel free to contact me at 303-235-4739 or by Email at bonnie.heddin@dhs.gov.

Sincerely,

Bonnie G. Heddin

Bonnie G. Heddin, CFM
Natural Hazards Program Manager

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

August 28, 2008

Susan Martin
SWCA Environmental Consultants
257 East 200 South, Suite 200
Salt Lake City, Utah 84111

Subject: Species of Concern Near University Parkway, and 100 West in Provo, Utah

Dear Susan Martin:

I am writing in response to your email dated August 15, 2008 regarding information on species of special concern proximal to the project area located at approximately University Parkway, and 100 West in Provo, Utah.

Within a ½-mile radius of the project area, the Utah Division of Wildlife Resources (UDWR) has recent records of occurrence for bobolink, Lewis's woodpecker, long-billed curlew, northern goshawk and yellow-billed cuckoo, and historical records of occurrence for Columbia spotted frog, smooth greensnake, spotted bat and western toad. In addition, in the vicinity there are recent records of occurrence for American white pelican, bald eagle, June sucker and Townsend's big-eared bat, and historical records of occurrence for bluehead sucker, California floater, ferruginous hawk, kit fox and least chub. All of the aforementioned species are included on the *Utah Sensitive Species List*.

In addition, in the vicinity there are recent records of occurrence for Ute Ladies' tresses, a federally listed plant.

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

Sarah Lindsey
Information Manager
Utah Natural Heritage Program

cc: Ashley Green, CRO

1594 W. North Temple, Suite 2110, PO Box 146301, Salt Lake City, UT 84114-6301
telephone (801) 538-4700 • facsimile (801) 538-4709 • TTY (801) 538-7458 • *www.wildlife.utah.gov*

GARY R. HERBERT
Governor

GREGORY S. BELL
Lieutenant Governor

State of Utah

DEPARTMENT OF NATURAL RESOURCES

MICHAEL R. STYLER
Executive Director

Utah Geological Survey

RICHARD C. ALLIS
State Geologist/Division Director

November 3, 2009

Sheri Murray Ellis
SWCA Environmental Consultants, Inc.
257 East 200 South, Suite 200
Salt Lake City UT 84111

RE: Paleontological File Search and Recommendations for the Utah Transit Authority's Proposed Bus Rapid Transit Corridor Project, Provo and Orem, Utah County, Utah U.C.A. 79-3-508 compliance; literature search for paleontological specimens or sites

Dear Sheri:

I have conducted a paleontological file search for the Utah Transit Authority's Proposed Bus Rapid Transit Corridor Project in Provo and Orem in response to your letter of November 2, 2009. This project qualifies for treatment under the UDOT/UGS executed Memorandum of Understanding.

There is one vertebrate fossil locality recorded in our files for this project area. The locality consisted of a partial skeleton of a giant ground sloth, *Megalonyx jeffersoni*, from Lake Bonneville (Provo Phase) deltaic deposits. It is located in the SW,NW,NE of Section 27, T6S, R2E, but all fossil material has been collected and the site has been developed. Quaternary and Recent alluvial deposits that are exposed along most of this project right-of-way have a low potential for yielding significant fossil localities. However, additional Lake Bonneville shoreline sand and gravel deposits may also be exposed over portions of this project area that have the potential for the discovery of significant vertebrate fossil localities. So please be aware of possible impacts to paleontological resources if these deposits are disturbed as a result of construction activities. Unless fossils are discovered as a result of construction activities, this project should have no impact on paleontological resources.

If you have any questions, please call me at (801) 537-3311.

Sincerely,

//signed//

Martha Hayden
Paleontological Assistant

1594 West North Temple, Suite 3110, PO Box 146100, Salt Lake City, UT 84114-6100
telephone (801) 537-3300 • facsimile (801) 537-3400 • TTY (801) 538-7458 • *geology.utah.gov*

Tribal and Section 106 Coordination

Tribal and Section 106 coordination letters were sent in 2008 and 2009 (due to project changes). Recipients are listed in the table below. Copies of both the 2008 and 2009 letters follow, including the responses received from Provo City and Orem City to become consulting parties.

Date of Correspondence	Original Sent to:
2008, 2009	Rupert Steele, Chairman Confederated Tribes of the Goshute Reservation Tribal Headquarters P.O. Box 6104 Ibapah, UT 84034
2008, 2009	Laura E. Tom, Chairperson Paiute Indian Tribe of Utah 440 North Paiute Drive Cedar City, UT 84720 cc: Dorena Martineau, Cultural Resources Paiute Indian Tribe of Utah 440 North Paitue Drive Cedar City, Utah 84720
2008, 2009	Leon Bear, Chairman Skull Valley Band of Goshute Indians 3359 South Main Street, #808 Salt Lake City, UT 84115
2008	Carolyn Boyer-Smith Cultural Resources Coordinator Shoshone-Bannock Tribes 306 Pima Drive Fort Hall, ID 83202
2008	Betsy Chapoose, Director of Cultural Rights & Protection Ute Indian Tribe (Uintah & Ouray Ute Indian Reservation) P.O. Box 190 Fort Duchesne, UT 84026
2008	Patti Madsen Cultural Resource Director Northwestern Band of Shoshone Nation 707 North Main Street Brigham City, UT 84302
2009	Alonzo A. Coby Chairman Shoshone-Bannock Tribes 306 Pima Drive Fort Hall, ID 83202
2009	Curtis Chapoose Chairman Ute Indian Tribe P.O. Box 190 Fort Duchesne, UT 84026

Date of Correspondence	Original Sent to:
2009	Ivan Wongan Chairman Northwestern Band of Shoshone Nation 427 North Main Street Pocatello, ID 83204
2009	Jason Bench Orem Certified Local Government Program/ Orem Historic Preservation Advisory Commission 56 N. State Street, Suite 109 Orem, UT 84057
2009	Matthew Taylor, Planner Provo City Landmarks Commission 351 West Center Street, PO Box 1849 Provo, UT 84601
2009	Randy Christiansen Provo City Certified Local Government 55 North 500 East Provo, UT 84606
2009	Asa Nielson Orem Historic Preservation Advisory Commission 858 South 300 West Orem, UT 84058
2009	Kirk Huffaker, Executive Director Utah Heritage Foundation PO Box 28 Salt Lake City, UT 84110
2009	Betsy Skinner, Vice President Utah Professional Archaeological Council c/o Utah Department of Transportation 4501 South 2700 West, PO Box 148450 Salt Lake City, UT 84114
2009	Steve White, Commissioner Utah County Commission 100 E. Center Street, Suite 2300 Provo, UT 84606

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION VIII
Colorado, Montana,
North Dakota,
South Dakota,
Utah and Wyoming

12300 West Dakota Avenue
Suite 310
Lakewood, Colorado 80228
720-963-3300 (voice)
720-963-3333 (fax)

January 30, 2008

Rupert Steele
Chairman
Confederated Tribes of the Goshute Reservation
Tribal Headquarters, P.O. Box 6104
Ibapah, UT, 84034

Re: Section 106 Consultation and Invitation to Comment
Provo-Orem Rapid Transit Alternatives Analysis/Environmental Impact Statement

Dear Mr. Steele:

The Federal Transit Administration (FTA), the Utah Transit Authority (UTA), and the Mountainland Association of Governments (MAG), pursuant to the implementing regulations of the National Historic Preservation Act at 36 CFR §800.2(c)(2)(ii)(A) and 36 CFR §800.3(f)(2), wish to initiate consultation with the Confederated Tribes of the Goshute Reservation for the Provo-Orem Rapid Transit Alternatives Analysis/ Environmental Impact Statement (AA/EIS) project and invite you to become a consulting party for the project should you so desire. We also invite you to provide any comments or concerns you may have about the project.

The AA/EIS will evaluate alternatives for high-capacity, fixed-guideway transit (including bus rapid transit and potentially light rail), and roadway infrastructure improvements in Utah County. The lead agencies for the project are FTA, UTA, and MAG. The Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT) have been invited to be cooperating agencies.

Project Information

The general location of the corridor is on or near University Parkway and University Avenue in Utah County, and the length of the project is approximately nine miles. The project termini are the planned Orem Intermodal Center near Utah Valley State College (UVSC) on the north and a location near the Provo Towne Center Mall and East Bay Business Complex (Novell Campus) on the south. An extension to the north to serve Vineyard is also being considered.

The Provo-Orem Rapid Transit Corridor Feasibility Study conducted in 2005 recommended bus rapid transit along University Parkway and University Avenue with a detour off University Avenue to serve Brigham Young University (BYU). *The*

Mountainland Association of Governments Long Range Transportation Plan (2007 – 2030) identifies this bus rapid transit project along with widening University Parkway to six lanes, re-striping University Avenue to six lanes, and replacing the railroad bridge on University Avenue. The EIS will build on the results of the feasibility study and long range plan and evaluate other reasonable alternatives in accordance with appropriate National Environmental Policy Act (NEPA) statutes and regulations. A project information sheet and a map of the project study area can be found at www.provo-oremrapidtransit.info.

Preliminary Purpose and Need

The project's purposes are to:

- Serve transit markets along the corridor, including two universities (BYU and UVSC), existing and planned student housing, retail malls, several employment centers, historic downtown Provo, and two major regional intermodal centers;
- Provide circulation and distribution for future transit projects including commuter rail; and
- Accommodate future travel demand while maintaining efficient traffic flow.

You may provide written comments on the scope of the project before February 28, 2008.

If you have any questions or would like to discuss the project in more detail or our agencies' respective roles and responsibilities during the preparation of this AA/EIS, please contact Ryan Hammon, Community Planner, FTA, Telephone: 720-963-3319, or Hal Johnson, Provo-Orem Rapid Transit Project Manager, UTA, Telephone: 801-237-1905.

Thank you for your participation and interest in this project.

Sincerely,

Charmaine Knighton

Terry J. Rosapep
Regional Administrator
FTA Region VIII

Hal Johnson
Provo-Orem Rapid Transit Project Manager
UTA

Cc: Chad Eccles, MAG
Brent Schvaneveldt, UDOT Region 3
Shane Marshall, UDOT Environment
Rich Crosland, UDOT Region 3

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION VIII
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North Dakota,
South Dakota,
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July 17, 2009

Mr. Alonzo A. Coby, Chairman
Shoshone-Bannock Tribes
P.O. Box 306 Pima Drive
Fort Hall, ID 83203

Subject: **Provo-Orem Rapid Transit Project, Utah County, Utah**
Notification of Project Changes and Invitation to be a Section 106 Consulting Party

Dear Chairman Coby:

This letter is to inform you of recent changes with the Provo-Orem Rapid Transit Project located in Utah County, Utah. The Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), Utah Transit Authority (UTA) and Mountainland Association of Governments (MAG), in cooperation with the Utah Department of Transportation (UDOT), are preparing an Alternatives Analysis (AA)/Environmental Assessment (EA) for transit and roadway improvements in Utah County, Utah. Initially it was determined that an Environmental Impact Statement (EIS) was the appropriate level of documentation for the project; however, based on preliminary findings it has been determined that an EA will be adequate. The project is evaluating Bus Rapid Transit (BRT) on mostly exclusive lanes from the planned Orem Intermodal Center near Utah Valley University in Orem, Utah to the planned Provo Intermodal Center and the Novell business complex located in Provo, Utah. This project would use federal funds and is therefore considered an undertaking subject to review under Section 106 of the National Historic Preservation Act. The purpose of this letter is to notify you of the change from an EIS to an EA and again invite you to be a consulting party as specified under the National Historic Preservation Act. If you would like to be a consulting party for the Provo-Orem Rapid Transit Project Section 106 process, please notify us at your earliest convenience. We would appreciate receiving a response by August 20, 2009

Definition and Responsibilities of a Consulting Party

A consulting party is typically an agency, group, or organization with special knowledge of, concern for, or mandated regulatory role that pertains to cultural resources in a project area. These cultural resources can include archaeological sites, historic buildings, and historic structures or landscapes. Consulting parties have a formal and defined role in the Section 106 process. They help FTA consider the impacts of proposed federal undertakings on cultural resources. This includes helping to identify resources located in or near the project

undertaking, assessing the historic significance of those resources relative to the criteria of the National Register of Historic Places (NRHP) and identifying potential measures that could be implemented to minimize or mitigate adverse effects to those resources that are determined eligible for listing on the NRHP.

Being a consulting party would involve your time providing input on the issues identified above. This input could take the form of written correspondence, verbal conversations, or in-person meetings. We do not anticipate the amount of time required to be burdensome or extensive.

Study Area and Alternatives for the EA

The study area consists of a corridor traversing two municipalities in Utah County: Orem and Provo, for a total of eleven miles, as shown on the enclosed Figure 1-1 Study Area Map. Its northern terminus is at the planned Orem Intermodal Center and its southern terminus is the planned Provo Intermodal Center and nearby Novell business complex in Provo.

Several alternatives, including the No-Action Alternative, have been considered as part of this project. The two action alternatives, the Baseline Alternative and the Locally Preferred Alternative, are described below:

- **Baseline Alternative:** This alternative includes implementation of Transportation Systems Management (TSM) strategies such as implementing transit signal priority at intersections, optimizing existing bus service, improving facilities at existing bus stops and expanding park and ride capacity.
- **Locally Preferred Alternative:** This alternative includes the construction of new lanes dedicated to Bus Rapid Transit along approximately 71% of the project corridor. The remaining 29% of the corridor will be served by Bus Rapid Transit sharing the existing general purpose lanes. The Locally Preferred Alternative will provide new traffic lanes along University Parkway in both Orem and Provo. This alternative also includes transit signal priority, off-board fare collection, level-boarding and center running stations, and modern, high-capacity vehicles with doors operating on both sides. Additionally, a new grade-separated crossing at approximately 800 South in Orem over I-15 is being considered with this alternative.

Area of Potential Effects for Cultural Resources

UTA, in consultation with the Utah State Historic Preservation Office (SHPO), established the Area of Potential Effects (APE) to encompass the areas that could be directly and indirectly affected by the proposed action and alternatives. Direct effects are physical impacts or disturbances to historic, archaeological, or paleontological resources that are within the area of construction. It also includes areas that could contain historic, archaeological, or paleontological resources; these resources may be indirectly affected through changes in their setting, feeling, association, or other integral elements of their character or importance as a result of physical disturbance adjacent to them. Given these considerations, the APE was defined as ten feet beyond the outer-most edge of disturbance caused by potential

construction activity or right-of-way acquisitions. The APE is depicted on the enclosed Historic Structures maps; Figure 3-Xa and Figure 3-Xc.

If you have any questions or concerns about the APE as defined above, please notify the contact persons identified at the end of this letter.

Methods for Identifying Cultural Resources

The methods used to identify potential cultural and paleontological resources within the APE were determined by UTA in consultation with the SHPO. Efforts to identify the historic, archaeological, and paleontological resources that could be affected by the proposed project's development include a visual inspection of the APE, consultation with various entities, a review of past studies in the area, and an evaluation of records from the Utah Division of State History's Antiquities and Preservation. The archaeological survey consisted of both a reconnaissance and intensive-level inventory and the architectural inventory consisted of a reconnaissance level survey along the entire project corridor.

Resources Identified

The majority of the project corridor has been surveyed for cultural and paleontological resources. A summary of these resources is provided below. There are several segments of the project that have not yet been surveyed for cultural resources including the Utah Valley University segment which runs from the planned Orem Intermodal Center to University Parkway in Orem and the Brigham Young University segment which runs along 900 East in Provo. Both of these areas will be surveyed for cultural and paleontological resources this summer. Five archaeological resources have been identified and are provided in Table 1 below:

Table 1: Known eligible archaeological sites within the APE

Site Number	Site Name (If Applicable)	Site Type	NRHP Eligibility
42UT684	Provo Trolley*	Historic Trolley	Eligible
42UT1568	West Union Canal	Historic Canal	Eligible
42UT1029	Utah Southern/Union Pacific Railroad	Historic Railroad	Eligible
42UT1031/42UT1125	Denver & Rio Grande Western Railroad	Historic Railroad	Eligible
42UT1032	Lake Bottom Canal	Historic Canal	Eligible

* *This site was discovered below the modern pavement during a different road construction project. The tracks and ties were removed as part of the project. It is possible, however, that remains (i.e., tracks) of the trolley's other sections may be present within the Provo-Orem BRT project corridor along University Avenue.*

Additionally, 183 architectural properties have been identified. Over half of these are potentially eligible for the NRHP. Please see the enclosed historic structures maps depicting these resources.

Many of the historic buildings are located within downtown Provo's historic commercial district. A second historic district, the Provo East Central Historic District, is located near but outside of the APE. In addition, two properties within the APE are individually listed on the

NRHP and one additional building is listed as a site of interest for Provo City. Table 2 identifies the NRHP-listed resources and the city's site of interest resources within the APE.

Table 2: Known eligible architectural resources or sites of interest within the APE

Address	Approximate Date Built	Description	NRHP, City Register, Site of Interest
Various	1875 to 1924	Provo Downtown Historic District (Contains 43 Buildings)*	NRHP
91 W. 200 S.	1891	William D. Alexander House	NRHP
59 W. 500 N.	1899	John E. Booth House	NRHP
50 W. 200 N.	1907	St. Mary's Episcopal Church	Site of Interest for Provo City

* *The historic district contains many buildings that are considered to contribute to the overall eligibility of the district, but these buildings are not individually listed on the NRHP.*

Providing Information to UTA

We are interested in any information regarding cultural resources that you have pertaining to this project. UTA and FTA remain open to receiving information regarding the locations of resources, the methods used to conduct investigations, any resources that might have been omitted, and any aspects of significance that would assist in the preliminary determinations and findings of resources for the project.

UTA and FTA project staff members are available to meet with you to discuss the project. Please contact Kristin Kenyon, Community Planner, FTA Region VIII, at 720-963-3319 or Mary DeLoretto, Environmental Studies Manager, UTA, 801-741-8808 if you have any questions or need any additional information. If you would like to become a formal consulting party for the Provo-Orem Rapid Transit Project Section 106 process, please contact us by August 20, 2009.

Thank you for your attention to this invitation and for any comments you might have

Sincerely,

Terry J. Rosapep
Regional Administrator

Enclosures:
Study Area Map
Historic Structures Maps: Figure 3-Xa-Figure 3-Xc

cc: Kristin Kenyon, FTA
Mary DeLoretto, UTA

Capson, Saffron

From: Ericson, Janelle (Engineering-Const Planner II) [JEricson@rideuta.com]
Sent: Thursday, August 06, 2009 11:28 AM
To: Capson, Saffron
Subject: FW: Provo-Orem Rapid Transit Project Section 106 Process

Janelle Ericson
Utah Transit Authority
801-512-3023

-----Original Message-----
From: kristin.kenyon@dot.gov [mailto:kristin.kenyon@dot.gov]
Sent: Thursday, August 06, 2009 9:45 AM
To: MTaylor@provo.utah.gov
Cc: DeLoretto, Mary (Environmental Studies Manager); Ericson, Janelle (Engineering-Const Planner II)
Subject: RE: Provo-Orem Rapid Transit Project Section 106 Process

Great, Matt - thanks for letting us know!
We will keep you posted as we go through the process.
Thanks for your interest!
Kristin

-----Original Message-----
From: Matthew Taylor [mailto:MTaylor@provo.utah.gov]
Sent: Thursday, August 06, 2009 9:41 AM
To: Kenyon, Kristin (FTA)
Subject: Provo-Orem Rapid Transit Project Section 106 Process

Kristin,

Provo City would like to be a consulting party for the Provo-Orem Rapid Transit Project. As of today, we do not have any input on the sites within the project area but would like to be a consulting party should questions or new issues arise. Please let us know if you have any questions.

Sincerely,

Matthew J. Taylor, AICP
Planner II
Provo City Community Development
Phone: (801) 852-6429
Fax: (801)852-6417
Email: mtaylor@provo.utah.gov

From: Jason W. Bench [mailto:jwbench@orem.org]
Sent: Wednesday, March 16, 2011 1:18 PM
To: Kenyon, Kristin (FTA)
Subject: Re: consulting party invitation

Kristin:

Yes, we would like to be a consulting party for the Provo-Orem BRT project. Let me know if you need additional information.

Thanks,

Jason

Jason W. Bench, AICP
Planner– City of Orem
Development Services

Determination of Eligibility and Finding of Effect and Concurrence Letters for Historic Properties

U.S. Department
of Transportation
**Federal Transit
Administration**

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720-963-3333 (fax)

October 15, 2010

Chris Hansen, Preservation Planner
Division of State History
300 Rio Grande Street
Salt Lake City, UT 84101-1182

Re: Utah Transit Authority Provo-Orem Bus Rapid Transit Project, Utah County, Utah
Amended Determinations of Eligibility, Findings of Effect, and Notification of Section 4(f) De Minimis Impact Findings

Dear Mr. Hansen:

The Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), the Utah Transit Authority (UTA) and the Utah Department of Transportation (UDOT) —referred to as Joint Lead agencies—are preparing an Environmental Assessment (EA) for a bus rapid transit (BRT) system in Provo and Orem, Utah. As part of this undertaking, the Joint Lead agencies have made an effort to identify historic properties that could be affected by the proposed action or its alternatives and to fully assess those effects. In January 2010, we provided you with our determinations of eligibility (DOE), findings of effect (FOE), and notification of Section 4(f) de minimis impact findings for this project, in accordance with U.C.A. 9-8-404, the implementing regulations of the National Historic Preservation Act at 36 CFR Part 800, and Section 4(f) of the Department of Transportation Act of 1966, 23 U.S.C. § 138 (as amended) and 49 U.S.C. § 303 (as amended).

At the time of the January 2010 DOE/FOE and notification of Section 4(f) de minimis impact findings, the proposed Provo-Orem Bus Rapid Transit Project (BRT Project) corridor extended from approximately 800 South and Geneva Road in Orem to the Novell campus at approximately 1860 South/Bay Boulevard in Provo. Generally speaking, the proposed corridor followed 800 South across Interstate 15 (I-15) to the north side of the Utah Valley University campus and then followed existing roadways around the east side of the campus to University Parkway. From there, it followed University Parkway east and south to the campus of Brigham Young University, where it headed south on 900 East to 700 North and west on 700 North to 100 West. From there, the proposed corridor extended south along 100 West to 500 South, where it turned east to University Parkway before heading south again terminating at the Novell campus.

Since the issuance of the DOE/FOE in January 2010, portions of the proposed alignment have changed. Specifically, the configuration of the overpass at I-15 and 800 South and Orem has been modified, and the proposed alignment along 100 West in Provo has been dropped in favor of an alignment running along University Avenue. This latter modification was necessitated by a road closure of a portion of 100 West was approved by Provo City after the original DOE/FOE was issued. See enclosed Figure 1 for an overview of the proposed project alignment. As shown on Figure 1, there is an apparent gap in the project corridor between 600 South and the Novel campus in Provo, and the corridor does not appear to be continuous. This is due to the fact that between 600 South and the Novel campus, the proposed BRT system would run on existing lanes with no physical changes to the roadway except at the proposed station locations shown on Figure 1.

The following alternatives were considered for this project: the No-Action Alternative and the Preferred Alternative (PA):

No-Action Alternative: Under the No-Action Alternative, historic and archaeological resources along the project corridor would continue to experience existing levels of positive and negative effects. These effects would be caused by changes in the setting and feeling due to the development of the surrounding areas and by property owners' physical alterations. Property boundaries for historic resources would remain as is unless modified by the property owners or acquired for other public projects (such as roadway improvements) undertaken by the city, county, or state. It is anticipated that the No-Action Alternative would not impact any historic or archaeological resources.

Preferred Alternative (PA): The PA consists of the following improvements:

- BRT to operate in exclusive lanes (71% of the corridor length). Additional right-of-way will be required at various locations throughout the corridor to accommodate new center-running exclusive lanes and center stations (in addition to existing vehicle travel lanes, shoulders, etc.).
- BRT to operate in shared traffic lanes (29% of the corridor length). Additional right-of-way will only be needed at station locations.
- New general purpose travel lanes. Two additional general purpose lanes (one in each direction) will be constructed along University Parkway between State Street in Orem and University Avenue in Provo. Additional right-of-way will be required to accommodate this improvement.
- Phased construction. As shown on the attached figure, the project is proposed to be constructed in two phases. Phase I will include operation in shared lanes on University Parkway from 400 West, across I-15, to the Orem intermodal center. Phase II would include a new interchange at 800 South and I-15 and exclusive BRT lanes.

The change in the proposed project alignment compelled additional efforts to identify historic properties within the new Area of Potential Effects (APE), while the elimination of the 100 West portion of the project corridor removed previously identified historic properties from the APE. To

identify historic properties that could be affected by the proposed changes in the BRT Project APE, UTA—through its environmental consultants—conducted a selective reconnaissance-level architectural survey and a combination intensive-level and reconnaissance-level archaeological survey within the previously unsurveyed portions of the APE. No new archaeological sites were identified, but 72 properties containing historic buildings were documented. An additional four properties were previously

documented during the original surveys for this project are also present in the new/modified APE and were re-evaluated during this more recent effort. Therefore, a total of 76 properties containing historic buildings are located within the new/modified APE boundaries. No known traditional cultural properties or paleontological resources are located in the study area. The previously identified Provo Downtown Historic District is located within the current APE; however, the proposed project alignment now passes through a different section of the district.

The APE for the modified alignment, the methods used, and the results of the inventories are detailed in the enclosed technical reports prepared by SWCA Environmental Consultants. Based upon the information in the technical reports, FTA has made determinations of eligibility for each of the newly documented architectural properties. These determinations are summarized in Tables 1 and 2 (attached). FTA has also made findings of effect for each of the newly identified historic properties (see Table 2, attached).

In the DOE/FOE issued in January 2010, the FTA determined five archaeological sites and 121 historic buildings are eligible for the NRHP. The current project APE still encompasses all five archaeological sites, and the previous determinations of eligibility for these sites remain unchanged. Of the 121 eligible historic buildings, 64 are located within the current/unmodified portion of the APE (see Table 3). The FTA retained the determinations of eligibility made for these 64 properties in the January 2010 DOE/FOE.

Based upon the current design of the Preferred Alternative, the FTA has made **27 findings of *No Adverse Effect*** under Section 106 for historic properties present within the modified and unmodified portions of the APE. These properties include 1 historic district, 4 archaeological sites, and 22 historic buildings. The properties affected, a description of the effects, and FTA's findings of effect for historic properties are provided in Tables 2 and 3, attached. Based on these Section 106 findings, FTA also made 27 corresponding findings of Section 4(f) *de minimis* use for these properties. There would be ***No Effect*** on the remaining properties eligible for the NRHP. We would like to draw special attention to Site 42UT684 (the Provo Trolley), which was identified and documented below modern pavement during road reconstruction activities south of 700 North along University Avenue in Provo during the late 1980s. Based on the documentation available from the Utah Division of State History project and site files, it is our understanding that the physical remains of the trolley line that were discovered during road improvements were removed at that time. As such, the BRT Preferred Alternative would have ***No Effect*** on this property. Should evidence of the trolley line or other cultural resources be inadvertently discovered during construction, UTA will follow standard discovery protocol, including notification to your office.

We request you review this document with the enclosed materials. Providing you agree with the determinations of eligibility and findings of effect contained herein, please provide your written concurrence and questions to Kristin Kenyon at kristin.kenyon@dot.gov or (720) 963-3319.

Sincerely,

Terry J Rosapep

Terry J. Rosapep
Regional Administrator

Enclosures

cc: Mary DeLoretto, UTA
Richard Crosland, UDOT Region 3
Elizabeth Giraud, UDOT Central Environmental

Table 1. Newly Identified and Re-documented Properties Determined Ineligible for the National Register of Historic Places (Provo-Orem Bus Rapid Transit Project)

•Address/ •Name	•Description	•UDSH •Rating*	•NRHP Criterion	•Nature of Impact	•Section 106 Effect Determination	•Section 4(f) Use Finding
•Archaeological Sites						
•None						
•Historical Buildings						
709 N. University Avenue	Ca . 1900 foursquare residence exhibiting Arts & Crafts and Other styles	•C	•Not Eligible	N/A	•No Historic Properties Affected	•N/A
613-615 N. University Avenue	Ca. 1925; Bungalow residence exhibiting Minimal Traditional and Early Ranch styles; multiple additions	•C	•Not Eligible	N/A	•No Historic Properties Affected	•N/A
440 N. University Avenue	Ca. 1900; Central-block-with-projecting-bays residence exhibiting Post-WWII Other style; major façade addition	•C	•Not Eligible	N/A	•No Historic Properties Affected	•N/A
398 N. University Avenue	Ca. 1900; 1-Part Block commercial building exhibiting 20th Century Commercial Other and Late 20th Century Other styles; cladding altered	•C	•Not Eligible	N/A	•No Historic Properties Affected	•N/A
283 N. University Avenue	Ca. 1940; 1-Part Block commercial building exhibiting Modern Other style; façade altered	•C	•Not Eligible	N/A	•No Historic Properties Affected	•N/A
•275 N. University Avenue	•Ca. 1940; 1-Part Block commercial building exhibiting vernacular style; altered cladding & façade	•C	•Not Eligible	N/A	•No Historic Properties Affected	•N/A
245 N. University Avenue	Ca. 1960; Other Commercial building exhibiting Late 20th Century Other style; façade & cladding altered	•C	•Not Eligible	N/A	•No Historic Properties Affected	•N/A

•Address/ •Name	•Description	•UDSH •Rating*	•NRHP Criterion	•Nature of Impact	•Section 106 Effect Determination	•Section 4(f) Use Finding
227-235 N. University Avenue	Ca. 1900/1960; Other/Indeterminate type apartment building with a ca. 1960 Other Commercial Block addition exhibiting Post-WWII Other style	•C	•Not Eligible	N/A	•No Historic Properties Affected	•N/A
238 N. University Avenue	Ca. 1960; 2-Part Block commercial building exhibiting Late 20th Century Other style; façade altered	•C	•Not Eligible	N/A	•No Historic Properties Affected	•N/A
214-230 N. University Avenue	Ca. 1890; Cross-wing residence with 1-Part Block commercial addition exhibiting Late 20th Century Other style; major addition & façade altered	•C	•Not Eligible	N/A	•No Historic Properties Affected	•N/A
163-169 N. University Avenue	Ca. 1920; 1-Part Block commercial building exhibiting 20th Century Other and Late 20th Century Other styles; cladding altered	•C	•Not Eligible	N/A	•No Historic Properties Affected	•N/A
155 N. University Avenue	Ca. 1900; 2-Part Block commercial building exhibiting 20th Century Commercial Other, Victorian Eclectic, and Late 20th Century Other styles; façade altered	•C	•Not Eligible	N/A	•No Historic Properties Affected	•N/A
145 N. University Avenue	Ca. 1900; 1-Part Block commercial building exhibiting 20th Century Commercial Other and Late 20th Century Other styles; cladding altered	•C	•Not Eligible	N/A	•No Historic Properties Affected	•N/A

•Address/ •Name	•Description	•UDSH •Rating*	•NRHP Criterion	•Nature of Impact	•Section 106 Effect Determination	•Section 4(f) Use Finding
135 N. University Avenue	Ca. 1900; 1-Part Block commercial building exhibiting Other style; fenestration & cladding altered	•C	•Not Eligible	N/A	•No Historic Properties Affected	•N/A
117 N. University Avenue	Ca. 1900; Enframed Window Wall commercial building exhibiting Late 20th Century Other style; fenestration & cladding altered	•C	•Not Eligible	N/A	•No Historic Properties Affected	•N/A
113 N. University Avenue	Ca. 1915; 1-Part Block commercial building exhibiting Late 20th Century Other style; fenestration & cladding altered	•C	•Not Eligible	N/A	•No Historic Properties Affected	•N/A
83 N. University Avenue	Ca. 1923; 1-Part Block commercial building exhibiting Late 20th Century Other style; fenestration & cladding altered	•C	•Not Eligible	N/A	•No Historic Properties Affected	•N/A
77 N. University Avenue	Ca. 1906; 1-Part Block commercial building exhibiting Other style; cladding altered	•C	•Not Eligible	N/A	•No Historic Properties Affected	•N/A
75 N. University Avenue	Ca. 1902/1985; 2-Part Block commercial building exhibiting Neo-Classical Revival style; façade altered	•C	•Not Eligible	N/A	•No Historic Properties Affected	•N/A
19 N. University Avenue	Ca. 1902; 2-Part commercial building exhibiting Neo-Classical Revival styles; major façade alterations	•C	•Not Eligible	N/A	•No Historic Properties Affected	•N/A

•Address/ •Name	•Description	•UDSH •Rating*	•NRHP Criterion	•Nature of Impact	•Section 106 Effect Determination	•Section 4(f) Use Finding
218 S. University Avenue	Ca. 1935; Service Bay Business Commercial building exhibiting 20th Century Commercial style	•C	•Not Eligible	N/A	•No Historic Properties Affected	•N/A
235 S. University Avenue	Ca. 1900; 1-Part Block commercial building exhibiting Other style; major façade & cladding alterations	•C	•Not Eligible	N/A	•No Historic Properties Affected	•N/A
275 S. University Avenue	Ca. 1925; 1-Part Block commercial building exhibiting Other style; fenestration altered	•C	•Not Eligible	N/A	•No Historic Properties Affected	•N/A
362 S. University Avenue	Ca. 1925; Other Commercial Block building exhibiting Late 20th Century Other style; façade & cladding altered	•C	•Not Eligible	N/A	•No Historic Properties Affected	•N/A
456 S. University Avenue	Ca. 1930; Service Bay/Business building exhibiting Other style; fenestration & cladding altered	•C	•Not Eligible	N/A	•No Historic Properties Affected	•N/A

•* Utah Division of State History (UDSH) ratings: A = Unmodified/Eligible; B = Modified/Eligible; C = Modified/Ineligible

Table 2. Newly Identified and Re-documented Properties Determined Eligible for the National Register of Historic Places and Findings of Effect for the Preferred Alternative (Provo-Orem Bus Rapid Transit Project)

•Address/Name	•Description	•UDSH Rating*	•NRHP Criterion	•Nature of Impact	•Section 106 Effect Determination	•Section 4(f) Use Finding
800 N. University Ave. •(Amanda Knight Hall)	Ca. 1930 apartment exhibiting English Tudor Revival style	•A	•C	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
795 N. University Ave.	Ca. 1910 central passage residence exhibiting Victorian Eclectic style	•A	•C	Avoided	•No Historic Properties Affected	No Section 4(f) Use
779 N. University Ave.	Ca. 1920 period cottage residence exhibiting English Tudor Revival style	•B	•A	Avoided	•No Historic Properties Affected	No Section 4(f) Use
761 N. University Ave.	Ca. 1920 bungalow residence exhibiting Bungalow style	•B	•A	Avoided	•No Historic Properties Affected	No Section 4(f) Use
745 N. University Ave.	Ca. 1920 bungalow residence exhibiting Arts & Crafts style	•B	•A	Avoided	•No Historic Properties Affected	No Section 4(f) Use
•733 N. University Ave	Ca. 1920 bungalow residence exhibiting Bungalow style	•B	•A	Avoided	•No Historic Properties Affected	No Section 4(f) Use
•719 N. University Ave.	Ca. 1920 bungalow residence exhibiting Clipped Gable Cottage and Bungalow styles	•B	•A	Avoided	•No Historic Properties Affected	No Section 4(f) Use

•Address/Name	•Description	•UDSH Rating*	•NRHP Criterion	•Nature of Impact	•Section 106 Effect Determination	•Section 4(f) Use Finding
39 E. 700 N.	•ca. 1890 central-block-with-projecting-bays residence exhibiting Victorian Eclectic style	•A	•C	Strip take of 87 sq. ft. out of 5,909 sq. ft. (1.5% taken)	•No Adverse Effect	•De Minimis
•706 N. University Ave.	ca. 1930 walk-up apartment residential complex exhibiting the Spanish Revival style	•B	•A	Strip take of 107 sq. ft. out of 4,969 sq. ft. (2.2% taken)	•No Adverse Effect	•De Minimis
689-691 N. University Ave.	•ca. 1925 bungalow residence exhibiting Bungalow, English Tudor, and Art and Crafts style	•B	•A	Strip take of 35 sq. ft. out of 7,615 sq. ft. (0.5% taken)	•No Historic Properties Affected	•No Section 4(f) Use
675-677 N. University Ave.	Ca. 1920 clipped gable cottage residence exhibiting Clipped Gable Cottage style	•A	•C	Avoided	No Historic Properties Affected	No Section 4(f) Use
663 N. University Ave.	Ca. 1925 bungalow residence exhibiting Bungalow style	•B	•A	Avoided	No Historic Properties Affected	No Section 4(f) Use
625 N. University Ave.	Ca. 1920 bungalow residence exhibiting Bungalow style	•A	•C	Avoided	No Historic Properties Affected	No Section 4(f) Use
620 N. University Ave.	Ca. 1955 early ranch residence exhibiting Early Ranch style	•B	•A	Avoided	No Historic Properties Affected	No Section 4(f) Use

•Address/Name	•Description	•UDSH Rating*	•NRHP Criterion	•Nature of Impact	•Section 106 Effect Determination	•Section 4(f) Use Finding
520 N. University Ave. (Brigham Young Academy)	Ca. 1891 school building exhibiting Second Renaissance Revival and Queen Anne styles	•A	•C; NRHP-listed	Avoided	No Historic Properties Affected	No Section 4(f) Use
519 N. University Ave. (Brigham Young Academy Gymnasium)	Ca. 1912 gymnasium building exhibiting Neoclassical style	•A	•C; NRHP-listed	Avoided	No Historic Properties Affected	No Section 4(f) Use
429 N. University Ave.	Ca. 1920 bungalow residence exhibiting Bungalow style	•A	•C	Avoided	No Historic Properties Affected	No Section 4(f) Use
409 N. University Ave.	Ca. 1900 central- block-with-projecting-bays residence exhibiting Victorian Eclectic style	•B	•A	Avoided	No Historic Properties Affected	No Section 4(f) Use
389 N. University Ave.	Ca. 1935 period cottage exhibiting English Tudor Revival style	•A	•C	Avoided	No Historic Properties Affected	No Section 4(f) Use
333 N. University Ave.	Ca. 1935 period cottage residence exhibiting transitional Period Revival and Minimal Traditional styles	•A	•C	Avoided	No Historic Properties Affected	No Section 4(f) Use
315-321 N. University Ave.	Ca. 1885 cross-wing residence exhibiting Victorian Eclectic style	•B	•A	Avoided	No Historic Properties Affected	No Section 4(f) Use

•Address/Name	•Description	•UDSH Rating*	•NRHP Criterion	•Nature of Impact	•Section 106 Effect Determination	•Section 4(f) Use Finding
282-294 N. University Ave.	Ca. 1955 commercial block exhibiting Post-WWII Other style	•B	•A	Avoided	No Historic Properties Affected	No Section 4(f) Use
255-261 N. University Ave.	Ca. 1960 commercial block exhibiting Post-WWII Other style	•A	•C	Avoided	No Historic Properties Affected	No Section 4(f) Use
175 N. University Ave.	Ca. 1925 church building exhibiting Spanish Colonial Revival style	•B	•A	Avoided	No Historic Properties Affected	No Section 4(f) Use
149 N. University Ave.	Ca. 1900 1-part block commercial building exhibiting 20th Century Commercial style	•B	•A	Avoided	No Historic Properties Affected	No Section 4(f) Use
120 N. University Ave.	Ca. 1905 1-part block commercial building exhibiting vernacular style	•B	•A	Avoided	No Historic Properties Affected	No Section 4(f) Use
100 N. University Ave.	Ca. 1895 1-part block commercial building exhibiting Victorian Eclectic style	•B	•A	Avoided	No Historic Properties Affected	No Section 4(f) Use
95 N. University Ave.	Ca. 1965 window wall commercial building exhibiting Contemporary style	•A	•C	Avoided	No Historic Properties Affected	No Section 4(f) Use

•Address/Name	•Description	•UDSH Rating*	•NRHP Criterion	•Nature of Impact	•Section 106 Effect Determination	•Section 4(f) Use Finding
86 N. University Ave.	Ca. 1945 3-part block commercial building exhibiting Federal Revival style	•B	•A	Avoided	No Historic Properties Affected	No Section 4(f) Use
65 N. University Ave.	Ca. 1955 2-part block commercial building exhibiting Post-WWII Other style	•A	•C	Avoided	No Historic Properties Affected	No Section 4(f) Use
55 N. University Ave.	Ca. 1902 2-part block commercial building exhibiting Victorian Eclectic style	•B	•A	Avoided	No Historic Properties Affected	No Section 4(f) Use
43 N. University Ave.	Ca. 1902 2-part block commercial building exhibiting Second Renaissance Revival style	•B	•A	Avoided	No Historic Properties Affected	No Section 4(f) Use
33 N. University Ave.	Ca. 1935 2-part block commercial building exhibiting Art Deco style	•B	•A	Avoided	No Historic Properties Affected	No Section 4(f) Use
1 E. Center St.	Ca. 1880 2-part block commercial building exhibiting Victorian Romanesque Revival style	•B	•A	Avoided	No Historic Properties Affected	No Section 4(f) Use

•Address/Name	•Description	•UDSH Rating*	•NRHP Criterion	•Nature of Impact	•Section 106 Effect Determination	•Section 4(f) Use Finding
2 W. Center St.	Ca. 1895 2-part block commercial building exhibiting Victorian Romanesque Revival and Victorian Eclectic styles	•B	•A	Avoided	No Historic Properties Affected	No Section 4(f) Use
51 S. University Ave.	Ca. 1920 courthouse exhibiting Neoclassical style	•A	•C	Avoided	No Historic Properties Affected	No Section 4(f) Use
100 S. University Ave.	Ca., 1893 church building exhibiting gothic Revival style	•A	•C; NRHP-listed	Strip take of 13 sq. ft. out of 56,662 sq. ft. (0.02% taken)	No Adverse Effect	*De Minimis*
110 S. University Ave.	Ca. 1960 motel court exhibiting Late 20th Century Other style	•A	•C	Avoided	No Historic Properties Affected	No Section 4(f) Use
231 S. University Ave.	Ca. 1900 2-part block commercial building exhibiting 20th Century Commercial style	•B	•A	Avoided	No Historic Properties Affected	No Section 4(f) Use
250 S. University Ave.	Ca. 1960 motel court exhibiting Late 20th Century style	•B	•A	Avoided	No Historic Properties Affected	No Section 4(f) Use
?295 S. University Ave.	Ca. 1965 service bay/business building exhibiting Late 20th Century Other style	•B	•A	Avoided	No Historic Properties Affected	No Section 4(f) Use

•Address/Name	•Description	•UDSH Rating*	•NRHP Criterion	•Nature of Impact	•Section 106 Effect Determination	•Section 4(f) Use Finding
305 S. University Ave.	Ca. 1960 commercial block building exhibiting Late 20th Century Other style	•B	•A	Strip take of 6 sq. ft. out of 12,261 sq. ft. (0.05% taken)	No Adverse Effect	*De Minimis*
370 S. University Ave.	Ca. 1945 motel court exhibiting Other/Unclear style	•B	•A	Avoided	No Historic Properties Affected	No Section 4(f) Use
373 S. University Ave.	Ca. 1925 period cottage residence exhibiting English Tudor Revival style	•B	•A	Avoided	No Historic Properties Affected	No Section 4(f) Use
383 S. University Ave.	Ca. 1925 clipped gable cottage exhibiting Clipped Gable Cottage style	•B	•A	Avoided	No Historic Properties Affected	No Section 4(f) Use
391 S. University Ave.	Ca. 1925 period cottage residence exhibiting English Tudor Revival and Bungalow style	•B	•A	Avoided	No Historic Properties Affected	No Section 4(f) Use
?410 S. University Ave.	Ca. 1955 commercial block building exhibiting Late 20th Century Other style	•B	•A	Avoided	No Historic Properties Affected	No Section 4(f) Use
415 S. University Ave. (William H. Ray House)	Ca. 1898 central-block-with-projecting-bays residence exhibiting Victorian Romanesque Revival and Victorian Eclectic styles	•B	•A; NRHP-listed	Avoided	No Historic Properties Affected	No Section 4(f) Use

•Address/Name	•Description	•UDSH Rating*	•NRHP Criterion	•Nature of Impact	•Section 106 Effect Determination	•Section 4(f) Use Finding
470 S. University Ave.	Ca. 1945 service bay/business building exhibiting vernacular style	•B	•A	Avoided	No Historic Properties Affected	No Section 4(f) Use
490 S. University Ave.	Ca. 1935 1-part block commercial building exhibiting 20th Century Commercial Other style	•B	•A	Avoided	No Historic Properties Affected	No Section 4(f) Use
515 S. University Ave.	Ca. 1935 service bay/business exhibiting 20th Century Commercial Other style	•B	•A	Avoided	No Historic Properties Affected	No Section 4(f) Use
Historic Districts						
•Provo Downtown Historic District	•Historic commercial district	•Listed on the NRHP	•A, B, and C	No direct effect on contributing buildings or features. Minor effect on setting and feeling of the district from a station location	•No Adverse Effect	•*De Minimis*

* Utah Division of State History (UDSH) ratings: A = Unmodified/Eligible; B = Modified/Eligible; C = Modified/Ineligible

Table 3. Previously Identified Historic Properties (NRHP-Eligible) within the APE for the Preferred Alternative and the Findings of Effect (Provo-Orem Bus Rapid Transit Project)

•Address/Name	•Description	•UDSH Rating*	•NRHP Criterion	•Nature of Impact	•Section 106 Effect Determination	•Section 4(f) Use Finding
•Archaeological Sites						
•42UT684	•Provo Trolley	•N/A	•A	•Not used if no discovery under University Avenue pavement during construction	•No Historic Properties Affected	•No Section 4(f) Use
•42UT1029	•Utah Southern/Union Pacific Railroad	•N/A	•A	•Widen one existing overpass over the rail line and use another existing overpass as is	•No Adverse Effect	•De Minimis
•42UT1031/ •42UT1125	•Denver & Rio Grande Western Railroad	•N/A	•A	•Widen one existing overpass over the rail line and use another existing overpass as is	•No Adverse Effect	•De Minimis
•42UT1032	•Lake Bottom Canal	•N/A	•A	•Extend existing culverts or replace with longer culverts in two locations	•No Adverse Effect	•De Minimis
•42UT1568	•West Union Canal	•N/A	•A	•Extend existing culverts or replace with longer culverts in two locations	•No Adverse Effect	•De Minimis
•Historical Buildings						
?798 S. Geneva Rd.	ca. 1930 period cottage residence exhibiting the English Tudor style	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use

•Address/Name	•Description	•UDSH Rating*	•NRHP Criterion	•Nature of Impact	•Section 106 Effect Determination	•Section 4(f) Use Finding
789 S. Geneva Rd. Vineyard Ward	ca. 1949 church exhibiting the Art Moderne style	•B	•A	Strip take of 10,800 sq. ft. out of 220,191 sq. ft. (4.9% taken)	•No Adverse Effect	•De Minimis
1485 W. 800 S.	ca. 1954 ranch/rambler residence exhibiting Early Ranch style	•B	•A	Strip take of 1,170 sq. ft. out of 26,966 sq. ft. (4.3% taken)	•No Adverse Effect	•De Minimis
1467 W. 800 S.	ca. 1940 WWII-era cottage residence exhibiting Minimal Traditional style	•B	•A	•Strip take of 998 sq. ft. out of 45,520 sq. ft. (2.2% taken)	•No Adverse Effect	•De Minimis
1451 W. 800 S.	•ca. 1955 early ranch/rambler residence exhibiting General Early Ranch style	•B	•A	•Strip take of 1,650 sq. ft. out of 45,463 sq. ft. (3.6% taken)	•No Historic Properties Affected	•De Minimis
475 E. University Parkway	ca. 1959 split level with garage residence exhibiting the Ranch/Rambler style	•A	•C	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
841 E. University Parkway	ca. 1956 general school building exhibiting Late 20th Century style	•A	•C	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
881 E. University Parkway	ca. 1955 general school building exhibiting Late 20th Century style	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
1600 N. 900 E.	•ca. 1959 church/LDS meeting house building exhibiting Post-War Colonial Revival style	•A	•C	Strip take of 2,044 sq. ft. out of 251,124 sq. ft. (0.8% taken)	•No Adverse Effect	•De Minimis

•Address/Name	•Description	•UDSH Rating*	•NRHP Criterion	•Nature of Impact	•Section 106 Effect Determination	•Section 4(f) Use Finding
•920 E. Fir Ave.	•ca. 1955 ranch/rambler residence exhibiting the Ranch/Rambler style	•A	•C	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
•808 E. 1430 N.	•ca. 1959 general school building exhibiting Late 20th Century style	•A	•C	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
1401 N. 900 E.	ca. 1956 general school/other apartment building exhibiting Late 20th Century style	•A	•C	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
1400 N. 900 E.	ca. 1941 other residential type exhibiting Minimal Traditional style	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
1350 N. 900 E.	•ca. 1940 WWII-era cottage exhibiting vernacular style	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
1336 N. 900 E.	•ca. 1930 period cottage residence exhibiting Period Revival style	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
•1328 N. 900 E.	•ca. 1930 period cottage residence exhibiting Period Revival style	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
1080 N. 900 E.	ca. 1955 general school building exhibiting Late 20th Century style	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use

•Address/Name	•Description	•UDSH Rating*	•NRHP Criterion	•Nature of Impact	•Section 106 Effect Determination	•Section 4(f) Use Finding
1063 N. 900 E.	ca. 1963 early ranch/rambler residence exhibiting Early Ranch style	•A	•C	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
1035 N. 900 E.	ca. 1951 early ranch residence exhibiting Early Ranch style	•A	•C	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
953 N. 900 E.	•ca. 1935 period cottage exhibiting Period Revival style	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
•933 N. 900 E.	•ca. 1947 basement house exhibiting Vernacular style	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
•776 N. 900 E.	•ca. 1945 duplex residence exhibiting Vernacular style	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
•746 N. 900 E.	•ca. 1945 Duplex residence exhibiting Minimal Traditional style	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
•717 N. 900 E.	•ca. 1945 duplex residence exhibiting Minimal Traditional style	•B	•A	Strip take of 664 sq. ft. out of 5,580 sq. ft. (6% taken)	•No Adverse Effect	•De Minimis
•916 E. 700 N.	•ca. 1950 early ranch residence exhibiting Early Ranch style	•B	•A	Strip take of 120 sq. ft. out of 6,565 sq. ft. (0.91% taken)	•No Adverse Effect	•De Minimis
917 E. 670 N.	ca. 1935 indeterminate type residence exhibiting Vernacular style	•A	•C	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
974 E. 700 N.	•ca. 1940 WWII-era cottage residence exhibiting Minimal Traditional style	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use

•Address/Name	•Description	•UDSH Rating*	•NRHP Criterion	•Nature of Impact	•Section 106 Effect Determination	•Section 4(f) Use Finding
960 E. 700 N.	ca. 1950 WWII-era cottage residence exhibiting Minimal Traditional style	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
945 E. 700 N.	•ca. 1925 church/meeting house exhibiting Post-War Colonial Revival style	•B	•A	Strip take of170 sq. ft. out of 149,444 sq. ft. (0.11% taken)	•No Adverse Effect	•De Minimis
•889 E. 700 N.	•ca. 1945 duplex residence exhibiting Minimal Traditional and Late 20th Century style	•B	•A	Strip take of 398 sq. ft. out of 5,810 sq. ft. (6.9% taken)	•No Adverse Effect	•De Minimis
•885 E. 620 N.	•ca. 1959 early ranch residence exhibiting Early Ranch style	•A	•C	Strip take of 183 sq. ft. out of 10,826 sq. ft. (1.7% taken)	•No Adverse Effect	•De Minimis
•822 E. 700 N.	•ca. 1948 WWII-era cottage residence exhibiting Bungalow and Minimal Traditional style	•A	•C	Strip take of 138 sq. ft. out of 7,411 sq. ft. (0.93% taken)	•No Adverse Effect	•De Minimis
702 S. Utah Ave.	ca. 1950 fourplex residence exhibiting Minimal Traditional and Early Ranch style	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
695 N. 800 E.	ca. 1956 early ranch residence exhibiting Early Ranch style	•B	•A	Strip take of 238 sq. ft. out of 7,807 sq. ft. (1.5% taken)	•No Adverse Effect	•De Minimis
686 N. 800 E.	•ca. 1945 duplex residence exhibiting Minimal Traditional style	•A	•C	Strip take of 306 sq. ft. out of 6,861 sq. ft. (1.5% taken)	•No Adverse Effect	•De Minimis

•Address/Name	•Description	•UDSH Rating*	•NRHP Criterion	•Nature of Impact	•Section 106 Effect Determination	•Section 4(f) Use Finding
775 E. 700 N.	ca. 1950 triplex residence exhibiting Early Ranch style	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
757 E. 700 N.	ca. 1955 duplex residence exhibiting Early Ranch style	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
756 E. 700 N.	ca. 1942 WWII-era cottage residence exhibiting Minimal Traditional style	•B	•A	Strip take of 148 sq. ft. out of 5,711 sq. ft. (1.3% taken)	•No Adverse Effect	•De Minimis
734 E. 700 N.	•ca. 1945 duplex residence exhibiting Minimal Traditional style	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
712 N. 700 E./ 715 E. 700 N.	ca. 1945 duplex residence exhibiting Minimal Traditional style	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
680/690 N. 700 E.	ca. 1945 duplex residence exhibiting Minimal Traditional style	•B	•A	Strip take of 483 sq. ft. out of 16,548 sq. ft. (0.3% taken)	•No Adverse Effect	•De Minimis
665 E. 700 N.	•ca. 1955 early ranch residence exhibiting Early Ranch style	•B	•A	Strip take of 97 sq. ft. out of 149,407 sq. ft. (0.07% taken)	•No Adverse Effect	•De Minimis
622 E. 700 N.	ca. 1955 duplex residence exhibiting Ranch style	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
621-627 E. 700 N.	ca. 1955 duplex residence exhibiting Early Ranch style	•B	•A	Strip take of 187 sq. ft. out of 4,399 sq. ft. (4.3% taken)	•No Adverse Effect	•De Minimis

•Address/Name	•Description	•UDSH Rating*	•NRHP Criterion	•Nature of Impact	•Section 106 Effect Determination	•Section 4(f) Use Finding
707 N. 600 E.	•ca. 1950 duplex residence exhibiting Minimal Traditional style	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
667 N. 600 E.	ca. 1955 church exhibiting the Late 20th Century style	•A	•C	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
541 E. 700 N.	•ca. 1940 WWII-era cottage residence exhibiting Minimal Traditional and Period Revival styles	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
•534 E. 700 N.	ca. 1940 WWII-era cottage residence exhibiting Minimal Traditional and Period Revival styles	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
•531 E. 700 N.	ca. 1942 WWII-era cottage residence exhibiting Minimal Traditional style	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
513 E. 700 N.	ca. 1942 WWII Era Cottage residence exhibiting Minimal Traditional style	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
688 N. 500 E.	ca. 1905 hall-parlor residence exhibiting the Classical and Gothic Revival styles	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use

•Address/Name	•Description	•UDSH Rating*	•NRHP Criterion	•Nature of Impact	•Section 106 Effect Determination	•Section 4(f) Use Finding
693 N. 400 E.	ca. 1925 bungalow residence exhibiting the Bungalow style	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
343 E. 700 N.	•ca. 1927 period cottage residence exhibiting Period Revival style	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
309 E. 700 N. Meldrum House	ca. 1891 cross-wing residence exhibiting Victorian Eclectic and Gothic Revival styles	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
695 N. 300 E.	ca. 1923 clipped gable cottage residence exhibiting Clipped Gable Cottage style	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
291 E. 700 N.	ca. 1927 clipped gable cottage residence exhibiting Clipped Gable Cottage style	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
285 E. 700 N.	•ca. 1900 central-block-with-projecting-bays residence exhibiting Victorian Eclectic style	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
274 E. 700 N.	ca. 1927 bungalow residence exhibiting Prairie School and Bungalow styles	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use

•Address/Name	•Description	•UDSH Rating*	•NRHP Criterion	•Nature of Impact	•Section 106 Effect Determination	•Section 4(f) Use Finding
267 E. 700 N.	ca. 1930 period cottage residence exhibiting Period Revival style	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
262 E. 700 N.	ca. 1890 cross-wing residence exhibiting Victorian Eclectic style	•A	•C	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
253 E. 700 N.	•ca. 1925 period cottage residence exhibiting Period Revival and Spanish Revival styles	•B	•A	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
694 N. 100 E.	ca. 1900 cross-wing residence exhibiting the Victorian Eclectic style	•A	•C	Avoided	•No Historic Properties Affected	•No Section 4(f) Use
712 S. Freedom Boulevard (200 West)	Ca. 1890 hall-parlor residence exhibiting Classical Other style	•B	•A	Avoided	No Historic Properties Affected	None
760 S. Freedom Boulevard (200 West)	Ca. 1958 early ranch/rambler residence exhibiting Early Ranch style	•B	•A	Avoided	No Historic Properties Affected	None

•* Utah Division of State History (UDSH) ratings: A = Unmodified/Eligible; B = Modified/Eligible; C = Modified/Ineligible

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PALMER DePAULIS
Executive Director

State History
PHILIP F. NOTARIANNI
Division Director

State of Utah
GARY R. HERBERT
Governor
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Lieutenant Governor

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November 8, 2010

Terry J. Rosapep
Regional Administrator
Federal Transit Administration
12300 West Dakota Avenue, Suite 310
Lakewood Colorado 80228

RE: Utah Transit Authority Provo-Orem Bus Rapid Transit Project

In reply please refer to Case No. 10-0100

Dear M. Rosapep:
Thank you for the submission of information provided for the Provo-Orem Rapid Transit Project, Amended. Based on the materials submitted to our office, the Utah State Historic Preservation Office concurs with your determinations of eligibility and with the finding of No Adverse Effect for the proposed undertaking.

This information is provided to assist with Section 106 responsibilities as per §36CFR800. If you have any questions, please contact me at clhansen@utah.gov or (801) 533-3561.

Regards,

Chris Hansen
Preservation Planner

c: Mary DeLoretto, Utah Transit Authority, 3600 South 700 West, Salt Lake City, Utah 84119

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U.S. Department
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January 15, 2010

Chris Hansen, Preservation Planner
Lori Hunsaker, Deputy Historic Preservation Officer
Division of State History
300 Rio Grande Street
Salt Lake City, UT 84101-1182

RE: Utah Transit Authority Provo-Orem Bus Rapid Transit Project, Utah County, Utah
Determinations of Eligibility, Findings of Effect, and Notification of Section 4(f) De Minimis Impact Findings

Dear Mr. Hansen and Ms. Hunsaker:

The Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), the Utah Transit Authority (UTA), the Utah Department of Transportation (UDOT), and Mountainland Association of Governments (MAG)—referred to as lead agencies—are preparing an environmental assessment for a bus rapid transit (BRT) system in Provo and Orem, Utah. As part of this undertaking, the lead agencies have made an effort to identify historic properties that could be affected by the proposed action or its alternatives and to fully assess those effects. We offer the Utah State Historic Preservation Office (SHPO) an opportunity to comment on our determinations of eligibility and findings of effect on said properties, in accordance with U.C.A. 9-8-404, the implementing regulations of the National Historic Preservation Act at 36 CFR Part 800, and Section 4(f) of the Department of Transportation Act of 1966, 23 U.S.C. § 138 (as amended) and 49 U.S.C. § 303 (as amended).

The proposed Provo-Orem Bus Rapid Transit Project (BRT Project) corridor extends from approximately 800 South and Geneva Road in Orem to the Novell campus at approximately 1860 South/Bay Boulevard in Provo. Generally speaking, the corridor would follow 800 South across Interstate 15 (I-15) to the north side of the Utah Valley University campus and would then follow existing roadways around the east side of the campus to University Parkway. From there, it would follow University Parkway east and south to the campus of Brigham Young University, where it would head south on 900 East to 700 North and then head west on 700 North to 100 West. From there, the corridor would extend south along 100 West to 500 South, where it would turn east to University Parkway before heading south again to the Novell campus.

To identify historic properties that could be affected by the proposed undertaking, UTA—through its environmental consultants—conducted a selective reconnaissance-level architectural survey and a combination intensive-level and reconnaissance-level archaeological survey along the

project corridor. Five archaeological sites, all linear historical sites, and 168 properties containing historic buildings were identified during these field studies. No known traditional cultural properties or paleontological resources are located in the study area. The area of potential effects (APE), the methods used, and the results of the inventories are detailed in the enclosed technical reports prepared by SWCA Environmental Consultants. Based upon the information in the technical reports, UTA and FTA have made determinations of eligibility for each of the identified archaeological and architectural properties. These determinations are summarized in Tables 1 and 2 (attached).

The following three alternatives were considered for this project: No-Action Alternative, Baseline Alternative, and Preferred Alternative (PA).

No-Action Alternative: Under the No-Action Alternative, historic and archaeological resources along the project corridor would continue to experience existing levels of positive and negative effects. These effects would be caused by changes in the setting and feeling due to the development of the surrounding areas and by property owners' physical alterations. Property boundaries for historic resources would remain as is unless modified by the property owners or acquired for other public projects (such as roadway improvements) undertaken by the city, county, or state. It is anticipated that the No-Action Alternative would not impact any historic or archaeological resources.

Baseline Alternative: Under the Baseline Alternative, the existing transit system would be improved through operational efficiencies such as increasing the frequency of buses. New construction would be limited to additional signage, signals, and a few new bus stops. These improvements would not require the use or acquisition of property associated with any NRHP-eligible resources. As such, this alternative would have no effect on historic or archaeological resources, and no known paleontological resources are known to be present in the project area. The impacts from this alternative on historic, archaeological, or paleontological resources would be identical to those of the No-Action Alternative, as no new construction would take place.

Preferred Alternative: The PA consists of the following improvements:

- BRT in exclusive lanes (71 percent of the corridor). Additional right-of-way will be required at various locations throughout the corridor to accommodate new center-running exclusive lanes and center stations (in addition to existing vehicle travel lanes, shoulders, etc.).
- BRT in shared lanes. Additional right-of-way will only be needed at station locations.
- New general purpose travel lanes. Two additional general purpose lanes (one in each direction) will be constructed along University Parkway between State Street in Orem and University Avenue in Provo. Additional right-of-way will be required to accommodate this improvement.

A total of 168 properties containing primary historical buildings built during or before 1964, the cutoff date for this project, were identified within the APE. Additionally, five historic linear resources were identified within the APE. All of the historic linear resources are recommended eligible for listing on the National Register of Historic Places (NRHP). Of the 168 historic buildings in the APE, 121 are recommended eligible for the NRHP. The remaining 47 properties are recommended ineligible for listing on the NRHP as a result of substantive structural modifications. These 47 properties, and the reasons they are considered ineligible, are listed on

the attached Table 1. All five historic linear resources have been determined to be eligible for the NRHP as a result of previous documentation.

The properties associated with the PA that are recommended eligible for the NRHP are identified in the attached Table 2, as are our formal recommendations of eligibility and findings of effect, including findings under both Section 106 and Section 4(f). Please note that FTA has made **27 findings of *No Adverse Effect*** under Section 106 for archaeological and architectural resources, including one historic district, within the APE under the LPA. Upon SHPO concurrence with the *No Adverse Effect* findings, FTA intends to make 27 corresponding findings of Section 4(f) *de minimis* use.

We request that you review this document and the enclosed technical reports, and, providing you agree with the determinations of eligibility and findings of effect contained herein, provide your written concurrence to Terry J. Rosapep, Regional Administrator. Should you have any questions about this letter, please do not hesitate to contact Kristin Kenyon, Community Planner at 720-963-3319 or kristin.kenyon@dot.gov.

Sincerely,

Terry J. Rosapep
Regional Administrator

CC: Mary DeLoretto, UTA
Kevin Kilpatrick, UDOT Central
Elizabeth Giraud, UDOT Region 3

Enclosures
Archaeological Report
Historic Buildings Assessment

Table 1. Properties Determined **Ineligible** for the National Register of Historic Places (Provo-Orem Bus Rapid Transit Project)

Address/Name	Description	SHPO Rating*	NRHP Criterion
Archaeological Sites			
None			
Historical Buildings			
1431 N. 900 E.	ca. 1964 general school/apartment building exhibiting Late 20th Century style	C	Not Eligible
1418 N. 900 E.	ca. 1953 early ranch residence exhibiting Early Ranch style	C	Not Eligible
1410 N. 900 E.	ca. 1957 indeterminate Late 20th Century residence exhibiting International style	C	Not Eligible
1209 N. 900 E.	ca. 1955 other commercial-type building exhibiting Post-War Other and Late 20th Century style	C	Not Eligible
794 N. 900 E.	ca. 1945 duplex residence exhibiting Minimal Traditional style	C	Not Eligible
760 N. 900 E.	ca. 1945 duplex residence exhibiting Late 20th Century style	C	Not Eligible
743 N. 900 E.	ca. 1945 duplex residence exhibiting indeterminate style	C	Not Eligible
735 N. 900 E.	ca. 1945 duplex residence exhibiting Late 20th Century style	C	Not Eligible
732 N. 900 E.	ca. 1945 duplex residence exhibiting Late 20th Century style	C	Not Eligible
723-727 N. 900 E.	ca. 1945 duplex residence exhibiting Late 20th Century style	C	Not Eligible
718 N. 900 E.	ca. 1945 duplex residence exhibiting Late 20th Century and Minimal Traditional style	C	Not Eligible
676 N. 900 E.	ca. 1945 residence of indeterminate type exhibiting Late 20th Century style	C	Not Eligible
944 E. 700 N.	ca. 1945 WWII-era cottage exhibiting Late 20th Century style	C	Not Eligible
928-930 E. 700 N.	ca. 1945 early ranch residence exhibiting Early Ranch and Late 20th Century style	C	Not Eligible
706 N. 900 E.	ca. 1945 WWII-era cottage residence exhibiting vernacular Minimal Traditional style	C	Not Eligible
784 E. 700 N.	ca. 1945 WWII-era cottage exhibiting Minimal Traditional style	C	Not Eligible
770-772 E. 700 N.	ca. 1945 WWII-era cottage residence (converted to a duplex) exhibiting Minimal Traditional style	C	Not Eligible
709 N. 700 E.	ca. 1948 early ranch residence exhibiting Early Ranch style	C	Not Eligible

Address/Name	Description	SHPO Rating*	NRHP Criterion
652-654 E. 700 N.	ca. 1949 WWII-era cottage residence exhibiting Late 20th Century style	C	Not Eligible
646 E. 700 N.	ca. 1950 early ranch residence exhibiting Early Ranch and Split Level style	C	Not Eligible
637-641 E. 700 N.	ca. 1948 early ranch exhibiting Early Ranch and Split Level style	C	Not Eligible
709 N. University Ave.	ca. 1900 foursquare residence exhibiting Arts and Crafts and Other style	C	Not Eligible
47 W. 700 N.	ca. 1916 central corridor apartments exhibiting Victorian Eclectic and English Tudor styles	C	Not Eligible
82-84 W. 700 N.	ca. 1940 WWII-era cottage exhibiting Minimal Traditional style	C	Not Eligible
694 N. 100 W.	ca. 1920 bungalow exhibiting Bungalow and Late 20th Century style	C	Not Eligible
557 N. 100 W.	ca. 1905 cross-wing residence exhibiting Early and Late 20th Century style	C	Not Eligible
534 N. 100 W.	ca. 1925 period cottage exhibiting Period Revival and English Tudor style	C	Not Eligible
533-535 N. 100 W.	ca. 1930 period cottage (converted to a duplex) exhibiting general Period Revival style	C	Not Eligible
85 W. 500 N.	ca. 1955 residence of indeterminate type exhibiting Late 20th Century style	C	Not Eligible
?348 N. 100 W.	ca. 1945 early ranch residence (converted to commercial) exhibiting Early Ranch and Other style	C	Not Eligible
330 N. 100 W.	ca. 1950 early ranch residence (converted to commercial) exhibiting Early Ranch and Split Level style	C	Not Eligible
27 N. 100 W.	ca. 1940 one-part block commercial building exhibiting Mid-20th Century Commercial style	C	Not Eligible
?110 S. 100 W.	ca. 1950 warehouse exhibiting 20th Century Other style	C	Not Eligible
?124 S. 100 W.	ca. 1930 residence of Other Residential type exhibiting Other (vernacular) style	C	Not Eligible
158 S. 100 W.	ca. 1910 residence of Other Residential type exhibiting English Cottage style	C	Not Eligible
?370 S. 100 W.	ca. bungalow residence exhibiting Late 20th Century Other style	C	Not Eligible
410 S. 100 W.	ca. 1900 hall and parlor residence exhibiting Victorian: Other and Early 20th Century style	C	Not Eligible
434 S. 100 W.	ca. 1900 hall-parlor exhibiting Victorian: Other and Early 20th Century style	C	Not Eligible

Address/Name	Description	SHPO Rating*	NRHP Criterion
457 S. 100 W.	ca. 1900 central-block-with-projecting-bays residence exhibiting Victorian Eclectic and Late 20th Century Other style	C	Not Eligible
82 W. 500 S.	ca. 1930 one-part block commercial building exhibiting Early 20th Century Commercial and Late 20th Century Other style	C	Not Eligible
156 W. 500 S.	ca. 1925 one-part block commercial building exhibiting 20th Century Commercial style	C	Not Eligible
449 S. Freedom Blvd. (200 W.)	ca. 1910 cross-wing residence exhibiting English Tudor and Classical: Other style	C	Not Eligible
456 S. Freedom Blvd. (200 W.)	ca. 1924 bungalow exhibiting Arts and Crafts style	C	Not Eligible
490 S. Freedom Blvd. (200 W.)	ca. 1900 Hall-Parlor residence exhibiting Other/vernacular style	C	Not Eligible
640 S. Freedom Blvd. (200 W.)	ca. 1940 WWII-era cottage residence exhibiting Late 20th Century style	C	Not Eligible
650 S. Freedom Blvd. (200 W.)	ca. 1940 WWII-era cottage exhibiting Other style	C	Not Eligible
721 S. Freedom Blvd. (200 W.)	ca. 1930 other residential type residence exhibiting Other (vernacular) style	C	Not Eligible

Table 2. Properties Determined **Eligible** for the National Register of Historic Places and Findings of Effect for the Locally Preferred Alternative (Provo-Orem Bus Rapid Transit Project)

Address/Name	Description	SHPO Rating*	NRHP Criterion	Nature of Impact	Section 106 Effect Determination	Section 4(f) Use Finding
Archaeological Sites						
42UT684	Provo Trolley	N/A	A	Not used if no discovery under University Avenue pavement during construction	No Historic Properties Affected	No Section 4(f) Use
42UT1029	Utah Southern/Union Pacific Railroad	N/A	A	Widen one existing overpass over the rail line and use another existing overpass as is	No Adverse Effect	De Minimis
42UT1031/ 42UT1125	Denver & Rio Grande Western Railroad	N/A	A	Widen one existing overpass over the rail line and use another existing overpass as is	No Adverse Effect	De Minimis
42UT1032	Lake Bottom Canal	N/A	A	Extend existing culverts or replace with longer culverts in two locations	No Adverse Effect	De Minimis
42UT1568	West Union Canal	N/A	A	Extend existing culverts or replace with longer culverts in two locations	No Adverse Effect	De Minimis
Historical Buildings						
?798 S. Geneva Rd.	ca. 1930 period cottage residence exhibiting the English Tudor style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
789 S. Geneva Rd. Vineyard Ward	ca. 1949 church exhibiting the Art Moderne style	B	A	Strip take of 10,800 sq. ft. out of 220,191-sq.-ft. parcel	No Adverse Effect	De Minimis

Address/Name	Description	SHPO Rating*	NRHP Criterion	Nature of Impact	Section 106 Effect Determination	Section 4(f) Use Finding
1485 W. 800 S.	ca. 1954 ranch/rambler residence exhibiting Early Ranch style	B	A	Strip take of 1,170 sq. ft. out of 26,966 sq.-ft. parcel	No Adverse Effect	De Minimis
1467 W. 800 S.	ca. 1940 WWII-era cottage residence exhibiting Minimal Traditional style	B	A	Strip take of 998 sq. ft. out of 45,520 sq.-ft. parcel	No Adverse Effect	De Minimis
1451 W. 800 S.	ca. 1955 early ranch/rambler residence exhibiting General Early Ranch style	B	A	Strip take of 1,650 sq. ft. out of 45,463 sq.-ft. parcel	No Historic Properties Affected	De Minimis
475 E. University Parkway	ca. 1959 split level with garage residence exhibiting the Ranch/Rambler style	A	C	Avoided	No Historic Properties Affected	No Section 4(f) Use
841 E. University Parkway	ca. 1956 general school building exhibiting Late 20th Century style	A	C	Avoided	No Historic Properties Affected	No Section 4(f) Use
881 E. University Parkway	ca. 1955 general school building exhibiting Late 20th Century style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
1600 N. 900 E.	ca. 1959 church/LDS meeting house building exhibiting Post-War Colonial Revival style	A	C	Strip take of 2,044 sq. ft. out of 251,124 sq.-ft. parcel	No Adverse Effect	De Minimis
920 E. Fir Ave.	ca. 1955 ranch/rambler residence exhibiting the Ranch/Rambler style	A	C	Avoided	No Historic Properties Affected	Na Section 4(f) Use
808 E. 1430 N.	ca. 1959 general school building exhibiting Late 20th Century style	A	C	Avoided	No Historic Properties Affected	No Section 4(f) Use
1401 N. 900 E.	ca. 1956 general school/other apartment building exhibiting Late 20th Century style	A	C	Avoided	Na Historic Properties Affected	No Section 4(f) Use
1400 N. 900 E.	ca. 1941 other residential type exhibiting Minimal Traditional style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use

Address/Name	Description	SHPO Rating*	NRHP Criterion	Nature of Impact	Section 106 Effect Determination	Section 4(f) Use Finding
1350 N. 900 E.	ca. 1940 WWII-era cottage exhibiting vernacular style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
1336 N. 900 E.	ca. 1930 periad cottage residence exhibiting Period Revival style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
1328 N. 900 E.	ca. 1930 period cottage residence exhibiting Period Revival style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
1080 N. 900 E.	ca. 1955 general school building exhibiting Late 20th Century style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
1063 N. 900 E.	ca. 1963 early ranch/rambler residence exhibiting Early Ranch style	A	C	Avoided	No Historic Properties Affected	No Section 4(f) Use
1035 N. 900 E.	ca. 1951 early ranch residence exhibiting Early Ranch style	A	C	Avoided	No Historic Properties Affected	No Section 4(f) Use
953 N. 900 E.	ca. 1935 periad cottage exhibiting Period Revival style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
933 N. 900 E.	ca. 1947 basement house exhibiting Vernacular style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
776 N. 900 E.	ca. 1945 duplex residence exhibiting Vernacular style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
746 N. 900 E.	ca. 1945 Duplex residence exhibiting Minimal Traditional style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
717 N. 900 E.	ca. 1945 duplex residence exhibiting Minimal Traditional style	B	A	Strip take of 664 sq. ft. out of 5,580 sq.-ft. parcel	No Adverse Effect	De Minimis
916 E. 700 N.	ca. 1950 early ranch residence exhibiting Early Ranch style	B	A	Strip take of 120 sq. ft. out of 6,565 sq.-ft. parcel	No Adverse Effect	De Minimis
917 E. 670 N.	ca. 1935 indeterminate type residence exhibiting Vernacular style	A	C	Avoided	No Historic Properties Affected	No Section 4(f) Use

Address/Name	Description	SHPO Rating*	NRHP Criterion	Nature of Impact	Section 106 Effect Determination	Section 4(f) Use Finding
974 E. 700 N.	ca. 1940 WWII-era cottage residence exhibiting Minimal Traditional style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
960 E. 700 N.	ca. 1950 WWII-era cottage residence exhibiting Minimal Traditional style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
945 E. 700 N.	ca. 1925 church/meeting house exhibiting Post-War Colonial Revival style	B	A	Strip take of170 sq. ft. out of 149,444 sq.-ft. parcel	No Adverse Effect	De Minimis
889 E. 700 N.	ca. 1945 duplex residence exhibiting Minimal Traditional and Late 20th Century style	B	A	Strip take of 398 sq. ft. out of 5,810 sq.-ft. parcel	No Adverse Effect	De Minimis
885 E. 620 N.	ca. 1959 early ranch residence exhibiting Early Ranch style	A	C	Strip take of 183 sq. ft. out of 10,826 sq.-ft. parcel	No Adverse Effect	De Minimis
822 E. 700 N.	ca. 1948 WWII-era cottage residence exhibiting Bungalow and Minimal Traditional style	A	C	Strip take of 138 sq. ft. out of 7,411 sq.-ft. parcel	No Adverse Effect	De Minimis
702 S. Utah Ave.	ca. 1950 four-plex residence exhibiting Minimal Traditional and Early Ranch style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
695 N. 800 E.	ca. 1956 early ranch residence exhibiting Early Ranch style	B	A	Strip take of 238 sq. ft. out of 7,807 sq.-ft. parcel	No Adverse Effect	De Minimis
686 N. 800 E.	ca. 1945 duplex residence exhibiting Minimal Traditional style	A	C	Strip take of 306 sq. ft. out of 6,861 sq.-ft. parcel	No Adverse Effect	De Minimis
775 E. 700 N.	ca. 1950 triplex residence exhibiting Early Ranch style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
757 E. 700 N.	ca. 1955 duplex residence exhibiting Early Ranch style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
756 E. 700 N.	ca. 1942 WWII-era cottage residence exhibiting Minimal Traditional style	B	A	Strip take of 148 sq. ft. out of 5,711 sq.-ft. parcel	No Adverse Effect	De Minimis

Address/Name	Description	SHPO Rating*	NRHP Criterion	Nature of Impact	Section 106 Effect Determination	Section 4(f) Use Finding
734 E. 700 N.	ca. 1945 duplex residence exhibiting Minimal Traditional style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
712 N. 700 E./ 715 E. 700 N.	ca. 1945 duplex residence exhibiting Minimal Traditional style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
816 N. 700 E.	ca. 1955 service bay business exhibiting Art Moderne style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
795 N. 700 E.	ca. 1925 bungalow residence exhibiting Bungalow style	A	C	Avoided	No Historic Properties Affected	No Section 4(f) Use
749 (775) N. 700 E.	ca. 1950 duplex residence exhibiting Modern: Other style	A	C	Avoided	No Historic Properties Affected	No Section 4(f) Use
748 N. 700 E.	ca. 1940 period cottage residence exhibiting English Tudor style	A	C	Avoided	No Historic Properties Affected	No Section 4(f) Use
747 (755) N. 700 E.	ca. 1920 bungalow residence exhibiting Bungalow style	A	C	Avoided	No Historic Properties Affected	No Section 4(f) Use
745 N. 700 E.	ca. 1934 vernacular residence exhibiting Vernacular style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
744 N. 700 E.	ca. 1945 WWII-era cottage residence exhibiting Minimal Traditional style	A	C	Avoided	No Historic Properties Affected	No Section 4(f) Use
736 N. 700 E.	ca. 1945 WWII-era cottage residence exhibiting Minimal Traditional style	A	C	Avoided	No Historic Properties Affected	No Section 4(f) Use
735 N. 700 E.	ca. 1915 period cottage residence exhibiting Period Revival style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
680/690 N. 700 E.	ca. 1945 duplex residence exhibiting Minimal Traditional style	B	A	Strip take of 483 sq. ft. out of 16,548 sq.-ft. parcel	No Adverse Effect	De Minimis
665 E. 700 N.	ca. 1955 early ranch residence exhibiting Early Ranch style	B	A	Strip take of 97 sq. ft. out of 149,407 sq.-ft. parcel	No Adverse Effect	De Minimis

Address/Name	Description	SHPO Rating*	NRHP Criterion	Nature of Impact	Section 106 Effect Determination	Section 4(f) Use Finding
622 E. 700 N.	ca. 1955 duplex residence exhibiting Ranch style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
621-627 E. 700 N.	ca. 1955 duplex residence exhibiting Early Ranch style	B	A	Strip take of 187 sq. ft. out of 4,399 sq.-ft. parcel	No Adverse Effect	De Minimis
707 N. 600 E.	ca. 1950 duplex residence exhibiting Minimal Traditional style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
667 N. 600 E.	ca. 1955 church exhibiting the Late 20th Century style	A	C	Avoided	No Historic Properties Affected	No Section 4(f) Use
541 E. 700 N.	ca. 1940 WWII-era cottage residence exhibiting Minimal Traditional and Period Revival styles	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
534 E. 700 N.	ca. 1940 WWII-era cottage residence exhibiting Minimal Traditional and Period Revival styles	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
531 E. 700 N.	ca. 1942 WWII-era cottage residence exhibiting Minimal Traditional style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
513 E. 700 N.	ca. 1942 WWII Era Cottage residence exhibiting Minimal Traditional style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
688 N. 500 E.	ca. 1905 hall-parlor residence exhibiting the Classical and Gothic Revival styles	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
693 N. 400 E.	ca. 1925 bungalow residence exhibiting the Bungalow style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
343 E. 700 N.	ca. 1927 period cottage residence exhibiting Period Revival style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
309 E. 700 N. Meldrum House	ca. 1891 cross-wing residence exhibiting Victorian Eclectic and Gothic Revival styles	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use

Address/Name	Description	SHPO Rating*	NRHP Criterion	Nature of Impact	Section 106 Effect Determination	Section 4(f) Use Finding
695 N. 300 E.	ca. 1923 clipped gable cottage residence exhibiting Clipped Gable Cottage style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
291 E. 700 N.	ca. 1927 clipped gable cottage residence exhibiting Clipped Gable Cottage style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
285 E. 700 N.	ca. 1900 central-block-with-projecting-bays residence exhibiting Victorian Eclectic style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
274 E. 700 N.	ca. 1927 bungalow residence exhibiting Prairie School and Bungalow styles	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
267 E. 700 N.	ca. 1930 period cottage residence exhibiting Period Revival style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
262 E. 700 N.	ca. 1890 cross-wing residence exhibiting Victorian Eclectic style	A	C	Avoided	No Historic Properties Affected	No Section 4(f) Use
253 E. 700 N.	ca. 1925 period cottage residence exhibiting Period Revival and Spanish Revival styles	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
694 N. 100 E.	ca. 1900 cross-wing residence exhibiting the Victorian Eclectic style	A	C	Avoided	No Historic Properties Affected	No Section 4(f) Use
39 E. 700 N.	ca. 1890 central-block-with-projecting-bays residence exhibiting Victorian Eclectic style	A	C	Strip take of 87 sq. ft. out of 5,909 sq.-ft. parcel	No Adverse Effect	De Minimis
706 N. University Ave.	ca. 1930 walk-up apartment residential complex exhibiting the Spanish Revival style	B	A	Strip take of 107 sq. ft. out of 4,969 sq.-ft. parcel	No Adverse Effect	De Minimis

Address/Name	Description	SHPO Rating*	NRHP Criterion	Nature of Impact	Section 106 Effect Determination	Section 4(f) Use Finding
689-691 N. University Ave.	ca. 1925 bungalow residence exhibiting Bungalow, English Tudor, and Art and Crafts style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
69 W. 700 N.	ca. 1895 cross-wing residence exhibiting Victorian Eclectic and Early 20th Century style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
718 N. 100 W.	ca. 1955 early ronch residence exhibiting Minimal Traditional and Early Ranch style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
101 W. 800 N.	ca. 1955 church/LDS meeting house exhibiting Post-War Colonial Revival style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
688 N. 100 W.	ca. 1920 bungalow residence exhibiting Bungalow style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
674 N. 100 W.	ca. 1920 bungalow residence exhibiting the English Tudor and Bungalow style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
661 N. 100 W.	ca. 1950 WWII-era cottage residence exhibiting the Minimal Traditional style	A	C	Avoided	No Historic Properties Affected	No Section 4(f) Use
602 N. 100 W.	ca. 1920 bungalow residence exhibiting Bungalow style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
593 N. 100 W.	ca. 1895 foursquare residence exhibiting Victorian Eclectic style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
558 N. 100 W.	ca. 1900 foursquare residence exhibiting Victorian Eclectic style	A	C	Avoided	No Historic Properties Affected	No Section 4(f) Use
544 N. 100 W.	ca. 1915 period cottage residence exhibiting English Tudor style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
511-523 N. 100 W.	ca. 1950 other apartment exhibiting Art Moderne style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use

Address/Name	Description	SHPO Rating*	NRHP Criterion	Nature of Impact	Section 106 Effect Determination	Section 4(f) Use Finding
88 W. 500 N.	ca. 1910 hall-parlor residence exhibiting Classical and Victorian: Other styles	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
105 W. 500 N.	ca. 1890 hall-parlor residence exhibiting the Early 20 Century style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
469 N. 100 W.	ca. 1915 bungalow residence exhibiting the Bungalow style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
459 N. 100 W.	ca. 1915 bungalow residence exhibiting the Arts and Crafts style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
444 N. 100 W.	ca. 1920 bungalow residence exhibiting the Bungalow style	A	C	Avoided	No Historic Properties Affected	No Section 4(f) Use
432-434 N. 100 W.	ca. 1920 duplex residence exhibiting Period Revival style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
94 W. 400 N.	ca. 1920 duplex residence exhibiting Period Revival style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
396 N. 100 W.	ca. 1920 church exhibiting Jacobethan Revival style	A	C	Avoided	No Historic Properties Affected	No Section 4(f) Use
338 N. 100 W.	ca. 1940 boxcar apartments exhibiting Early Ranch style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
286 N. 100 W.	ca. 1960 grocery store exhibiting Contemporary style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
244 N. 100 W.	ca. 1915 duplex exhibiting Period Revival style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
19 N. 100 W.	ca. 1885 two-part block commercial exhibiting Victorian Eclectic style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
90 W. Center St.	ca. 1900 two-part block commercial building exhibiting 20th Century Commercial style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use

Address/Name	Description	SHPO Rating*	NRHP Criterion	Nature of Impact	Section 106 Effect Determination	Section 4(f) Use Finding
104 W. Center St.	ca. 1885 two-part block commercial building exhibiting Victorian Eclectic style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
111 S. 100 W.	ca. 1963 post office exhibiting Post War Modern style	A	C	Avoided	No Historic Properties Affected	No Section 4(f) Use
91 W. 200 S.	ca. 1890 central-block-with-projecting-bays residence exhibiting Victorian Eclectic style	A	C	Avoided	No Historic Properties Affected	No Section 4(f) Use
212-216 S. 100 W.	ca. 1890 cross-wing residence exhibiting Victorian Eclectic style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
232 S. 100 W.	ca. 1910 foursquare residence exhibiting Bungalow and Victorian Eclectic styles	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
243 S. 100 W.	ca. 1915 bungalow residence exhibiting Bungalow style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
260 S. 100 W.	ca. 1905 central-block-with-projecting-bays residence exhibiting Victorian Eclectic style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
266 S. 100 W.	ca. 1930 bungalow residence exhibiting Bungalow and Clipped Gable Cottage styles	B	A	Strip take of 20 sq. ft. out of 5,216 sq.-ft. parcel	No Adverse Effect	De Minimis
282 S. 100 W.	ca. 1925 period cottage residence exhibiting English Tudor style	B	A	Strip take of 32 sq. ft. out of 4,598 sq.-ft. parcel	No Adverse Effect	De Minimis
292 S. 100 W.	ca. 1920 bungalow residence exhibiting Prairie School and Bungalow styles	B	A	Strip take of 47 sq. ft. out of 4,598 sq.-ft. parcel	No Adverse Effect	De Minimis

Address/Name	Description	SHPO Rating*	NRHP Criterion	Nature of Impact	Section 106 Effect Determination	Section 4(f) Use Finding
358 S. 100 W.	ca. 1960 one-port block commercial building exhibiting Other/Vernacular style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
388 S. 100 W.	ca. 1900 cross-wing residence exhibiting Victorian Eclectic style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
422-424 S. 100 W	ca. 1920 duplex exhibiting Period Revival style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
444 S. 100 W.	ca. 1940 WWII- era cottage residence exhibiting Minimal Traditional style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
466 S. 100 W.	ca. 1900 hall-parlor residence exhibiting Victorian Eclectic style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
444 S. Freedom Blvd. (200 W.)	ca. 1917 bungalow residence exhibiting Arts and Crafts style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
466 S. Freedom Blvd. (200 W.)	ca. 1923 bungalow residence exhibiting Arts and Crafts style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
516 S. Freedom Blvd. (200 W.)	ca. 1885 foursquare residence exhibiting Victorian Eclectic and Bungalow style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
550 S. Freedom Blvd. (200 W.)	ca. 1917 foursquare residence exhibiting Victorian Eclectic style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
558 S. Freedom Blvd. (200 W.)	ca. 1890 double pile exhibiting Classical and Gothic Revival styles	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
668 S. Freedom Blvd. (200 W.)	ca. 1895 hall-parlor residence exhibiting Classical style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
712 S. Freedom Blvd. (200 W.)	ca. 1890 hall-parlor residence exhibiting Classical Other style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use
760 S. Freedom Blvd. (200 W.)	ca. 1958 early ranch/rambler residence exhibiting Early Ranch style	B	A	Avoided	No Historic Properties Affected	No Section 4(f) Use

Address/Name	Description	SHPO Rating*	NRHP Criterion	Nature of Impact	Section 106 Effect Determination	Section 4(f) Use Finding
Historic Districts						
Provo Downtown Historic District	Historic commercial district	Listed on the NRHP	A, B, and C	No direct effect on contributing buildings or features. Minor effect on setting and feeling of the district from a station location	No Adverse Effect	*De Minimis*

State of Utah

GARY R. HERBERT
Governor

GREG BELL
Lieutenant Governor

Department of Community and Culture

PALMER DePAULIS
Executive Director

State History

PHILIP F. NOTARIANNI
Division Director

April 27, 2010

Terry J. Rosapep
Regional Administrator
Federal Transit Authority
12300 West Dakota Avenue, Suite 310
Lakewood Colorado 80228

RE: Utah Transit Authority Provo-Orem Bus Rapid Transit Project, Utah County, Utah

In reply please refer to Case No. 10-0100

Dear Mr. Rosapep:

The Utah State Historic Preservation Office received your request for our comment on the above-referenced project. We concur with your determinations of eligibility and effect for this project.

This information is provided to assist with Section 106 responsibilities as per §36CFR800. If you have any questions, please contact me at clhansen@utah.gov or (801) 533-3561.

Regards,

Chris Hansen
Preservation Planner

UTAH STATE HISTORY

UTAH STATE HISTORICAL SOCIETY
ANTIQUITIES
HISTORIC PRESERVATION
RESEARCH CENTER & COLLECTIONS

300 S. RIO GRANDE STREET, SALT LAKE CITY, UT 84101-1182 · TELEPHONE 801 533-3500 · FACSIMILE 801 533-3503 · HISTORY.UTAH.GOV

Section 4(f) *De Minimis* and Temporary Occupancy Letters and Concurrence

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION VIII
Colorado, Montana,
North Dakota,
South Dakota,
Utah and Wyoming

12300 West Dakota Avenue
Suite 310
Lakewood, Colorado 80228
720-963-3300 (voice)
720-963-3333 (fax)

January 13, 2010

Ed Gifford, City Engineer
City of Orem
56 North State Street
Orem, Utah 84057

Re: Provo-Orem Bus Rapid Transit Project – Environmental Assessment
Section 4(f) *De Minimis* Impact Finding and Temporary Occupancy Concurrence Request

Dear Mr. Gifford:

The purpose of this letter is to notify you of the Federal Transit Administration's (FTA's) intent to make a *de minimis* impact finding, based on your written concurrence as the official with jurisdiction over the Hillcrest Park and the College Connector Trail, regarding the effect of the Utah Transit Authority (UTA's) proposed Provo-Orem Bus Rapid Transit (BRT) project on those two resources. FTA is making this finding pursuant to 23 CFR Part 774.

As stated in the Federal Highway Administration's (FHWA) Guidance for Determining *De Minimis* Impacts to Section 4(f) Resources (December 13, 2005), impacts from a transportation project to a park, recreation area, or wildlife and waterfowl refuge that qualifies for Section 4(f) protection may be determined *de minimis* if:

1. the transportation use of the Section 4(f) resource, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f);
2. the official(s) with jurisdiction over the property are informed of FHWA's or FTA's intent to make the *de minimis* impact finding based on their written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f); and
3. the public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource.

The following table outlines our proposed findings related to the two Orem City–owned recreational resources mentioned above.

Section 4(f) Resource	Comments
Hillcrest Park	To accommodate the construction of two new BRT lanes, two additional vehicle lanes, and a new sidewalk (south side only) along University Parkway in Orem, a strip take of approximately .015 acre is required along the northern portion of Hillcrest Park. This is approximately 0.76% of the total area of the existing park (1.97 acres). An existing retaining wall in this location will need to be relocated approximately 11' to the south. See Figure 1 attached. Given that none of the activities, features, or attributes of this park that qualify it for protection under Section 4(f) will be adversely affected, it is FTA's determination that ***a de minimis impact finding is appropriate***.
College Connector Trail	To accommodate the construction of two new BRT lanes and two additional vehicle lanes along University Parkway in Orem, a portion of the College Connector Trail (approximately 1.04 miles) will need to be relocated (varying between 3' and 25' from its current location). Between State Street and the first University Mall access (approximately 550 East in Orem) the College Connector Trail will need to be narrowed from 12' to 10'. Between State Street and 800 East in Orem, the existing 5' separation between University Parkway and the trail will need to be removed. Additionally, a proposed access at the University Mall will result in a new intersection crossing for users of the College Connector Trail. See Figures 2 and 3 attached. Given that none of the activities, features, or attributes of this trail that qualify it for protection under Section 4(f) will be adversely affected, it is FTA's determination that a *de minimis* impact finding would be appropriate if the trail was recreational only. However, we believe ***this trail is classified as an exception*** under Section 774.13 (f) (3), as listed below, because the trail serves as a transportation facility as well as a recreational facility. Regardless of this exception, UTA will coordinate with Orem City to develop a trail-user outreach and communication plan to notify users of trail closures and detours resulting from project construction along University Parkway. Additional signage to warn trails users of the new intersection crossing will be installed along the trail.

§ 774.13 Exceptions:
The Administration has identified various exceptions to the requirement for Section 4(f) approval. These exceptions include, but are not limited to:

(f) Certain trails, paths, bikeways, and sidewalks, in the following circumstances:

(1) Trail-related projects funded under the Recreational Trails Program, 23 U.S.C. 206(h)(2);

(2) National Historic Trails and the Continental Divide National Scenic Trail, designated under the National Trails System Act, 16 U.S.C. 1241–1251, with the exception of those trail segments that are historic sites as defined in §774.17;

(3) Trails, paths, bikeways, and sidewalks that occupy a transportation facility right-of-way without limitation to any specific location within that right-of-way, so long as the continuity of the trail, path, bikeway, or sidewalk is maintained; and

(4) Trails, paths, bikeways, and sidewalks that are part of the local transportation system and which function primarily for transportation.

As indicated earlier, officials with jurisdiction over the Section 4(f) resource must concur with the finding of *de minimis* use for FTA/FHWA to finalize such a determination. Therefore, as the City of Orem has jurisdiction over the resources in question and for the reasons outlined above, we request your concurrence with the recommendation that the Provo-Orem BRT Project would result in a Section 4(f) *de minimis* use of Hillcrest Park and that the College Connector Trail is classified as a 4(f) exception.

If you agree, please provide your written concurrence to Terry J. Rosapep, Regional Administrator. Should you have any questions about this letter, please do not hesitate to contact Kristin Kenyon, Community Planner at 720-963-3319, or Mary DeLoretto, with UTA, at 801-741-8808.

Sincerely,

Terry J. Rosapep

Terry J. Rosapep
Regional Administrator

Enclosures: 3 figures

cc: UDOT - Brent Schvaneveldt, Rich Crosland, Kevin Kilpatrick
UTA – Janelle Ericson, Mary DeLoretto, Jaime White
MAG – Chad Eccles

CITY OF OREM
DEPARTMENT OF DEVELOPMENT SERVICES

February 9, 2010

Federal Transit Administration
Terry J. Rosapep - Regional Administrator
12300 West Dakota Avenue Suite 310
Lakewood, Colorado 80228

Subject: Provo-Orem Bus Rapid Transit (BRT) - Environmental Assessment
Section 4(f) *De Minimus* Impact and Temporary Occupancy Concurrence Request

Terry J. Rosapep,

We have reviewed the information in your January 13, 2010, letter concerning the BRT Environmental Assessment. We agree that the proposed construction impacts of the BRT project to the Hillcrest Park and the College Connector Trail can be considered *de minimus* because:

- The strip take of approximately 0.015 acres along the northern portion of Hillcrest Park will not adversely impact the functional operations of the park. The construction of a sidewalk along the park is well worth the loss of 0.015 acres.

- Narrowing the College Connector Trail along the frontage of University Mall from 12 feet to 10 feet is better than loosing mall parking spaces. We are appreciative that UTA will coordinate with the City of Orem to develop a trail-user outreach and communication plan to educate trail users about project construction details and changes in the trail.

Sincerely,

Jim Reams - City Manager
City of Orem

FTA RECEIVED
16 FEB '10 PM2:03

56 NORTH STATE STREET OREM, UTAH 84057 (801) 229-7058 FAX (801) 229-7191 TDD (801) 229-7058

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION VIII
Colorado, Montana,
North Dakota,
South Dakota,
Utah and Wyoming

12300 West Dakota Avenue
Suite 310
Lakewood, Colorado 80228
720-963-3300 (voice)
720-963-3333 (fax)

January 13, 2010

Dave Graves, City Engineer
Doug Robins, Parks and Recreation Manager
City of Provo
1377 South 350 East
Provo, Utah 84606

Re: Provo-Orem Bus Rapid Transit Project – Environmental Assessment
Section 4(f) *De Minimis* Impact Finding and Temporary Occupancy Concurrence Request

Dear Mr. Graves and Mr. Robins:

The purpose of this letter is to notify you of the Federal Transit Administration's (FTA's) intent to make a *de minimis* impact finding, based on your written concurrence as the official with jurisdiction over the College Connector Trail, regarding the affect of the Utah Transit Authority (UTA's) proposed Provo-Orem Bus Rapid Transit (BRT) project on this resource. In addition, FTA is also seeking your concurrence that temporary occupancy of Carterville Park and the Provo River Trail will not result in a Section 4(f) use. FTA is making these findings pursuant to 23 CFR Part 774.

As stated in the Federal Highway Administration's (FHWA) Guidance for Determining *De Minimis* Impacts to Section 4(f) Resources (December 13, 2005), impacts from a transportation project to a park, recreation area, or wildlife and waterfowl refuge that qualifies for Section 4(f) protection may be determined *de minimis* if:

1. the transportation use of the Section 4(f) resource, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f);
2. the official(s) with jurisdiction over the property are informed of FHWA's or FTA's intent to make the *de minimis* impact finding based on their written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f); and
3. the public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource.

The following tables outline our findings related to the three Provo City–owned recreational resources mentioned above.

Section 4(f) Resource	Comments
College Connector Trail	To accommodate the construction of two new BRT lanes and two additional vehicle lanes along University Parkway in Provo, a portion of the College Connector Trail (approximately 0.19 mile) will need to be shifted to the northeast (varying between 3' and 25' from its current location). See Figures 1 and 2 attached. Given that the existing 12' width of this trail will be retained and none of the activities, features, or attributes of this trail that qualify it for protection under Section 4(f) will be adversely affected if the trail was used recreationally only. However, we believe ***this trail is classified as an exception*** under Section 774.13 (f) (3), as listed below, because the trail serves as a transportation facility as well as a recreational facility. Regardless of the exception, UTA will coordinate with Provo City to develop a trail-user outreach and communication plan to notify users of trail closures and detours resulting from project construction along University Parkway.

§ 774.13 Exceptions:
The Administration has identified various exceptions to the requirement for Section 4(f) approval. These exceptions include, but are not limited to:

(f) Certain trails, paths, bikeways, and sidewalks, in the following circumstances:

(1) Trail-related projects funded under the Recreational Trails Program, 23 U.S.C. 206(h)(2);

(2) National Historic Trails and the Continental Divide National Scenic Trail, designated under the National Trails System Act, 16 U.S.C. 1241–1251, with the exception of those trail segments that are historic sites as defined in §774.17;

(3) Trails, paths, bikeways, and sidewalks that occupy a transportation facility right-of-way without limitation to any specific location within that right-of-way, so long as the continuity of the trail, path, bikeway, or sidewalk is maintained; and

(4) Trails, paths, bikeways, and sidewalks that are part of the local transportation system and which function primarily for transportation.

In general, Section 4(f) use does not apply to temporary occupancy. As quoted in 23 CFR 774.13(d), for a finding to be made that temporary occupancy of a Section 4(f) resource does not result in a use of that resource, the following conditions must be satisfied:

- Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land.
- Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal.
- There are no anticipated permanent adverse physical impacts nor will there be interference with the protected activities, features, or attributes of the property on either a temporary or permanent basis.
- The land being used must be fully restored, i.e., the property must be returned to a condition that is at least as good as that which existed prior to the project.
- There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

Temporary occupancy will be required for two Provo City–owned recreational resources. The following table outlines these resources and explains why UTA is recommending that temporary occupancy will not result in a Section 4(f) use.

Section 4(f) Resource	Comments
Carterville Park	Temporary occupancy of Carterville Park will be required during project construction as modifications are being made to the existing abutments of the Carterville Road bridge. Construction crews will need to acquire a temporary easement to access the bridge via park property. There are no anticipated permanent adverse physical impacts to the park nor will there be interference with the protected activities, features, or attributes of the park. Carterville Park will be restored to its previous condition once modifications to the abutments are finished. It is anticipated that this work will be completed in less than six months. Ownership of the park will remain with Provo City.
Provo River Trail	A temporary detour will be required for a section of the Provo River Trail during project construction as the Provo River Bridge is widened to include two additional vehicle travel lanes and a new BRT bridge is built. There are no anticipated permanent adverse physical impacts to the trail nor will there be any interference with the protected activities, features, or attributes of the trail. It is anticipated that the bridge construction work will be completed in less than nine months. Ownership of the trail will remain with Provo City.

As indicated earlier, officials with jurisdiction over the Section 4(f) resource must concur with the finding of *de minimis* use for FTA/FHWA to finalize such a determination. The official(s) with jurisdiction over the Section 4(f) resources must also agree regarding temporary use conditions. Therefore, as the City of Provo has jurisdiction over the resources in question and for the reasons outlined above, we request your concurrence with the finding that the College Connector Trail is an exception and that temporary occupancy of Carterville Park and the Provo River Trail will not result in a Section 4(f) use.

If you agree, please provide your written concurrence to Terry J. Rosapep, Regional Administrator. Should you have any questions about this letter, please do not hesitate to contact Kristin Kenyon, Community Planner at 720-963-3319, or Mary DeLoretto, with UTA, at 801-741-8808.

Sincerely,

Terry J. Rosapep

Terry J. Rosapep
Regional Administrator

Enclosures: 2 figures

cc: UDOT – Brent Schvaneveldt, Rich Crosland, Kevin Kilpatrick
UTA - Janelle Ericson, Mary DeLoretto, Jaime White
MAG – Chad Eccles

The City of
Provo, Utah

February 22, 2010

FTA RECEIVED
1 MAR '10 PM3:34

Mr. Terry J. Rosapep, Regional Administrator
U.S. Department of Transportation
Federal Transit Administration
12300 West Dakota Avenue
Suite 310
Lakewood, Colorado 80228

Re: Provo-Orem Bus Rapid Transit Project - Environmental Assessment

Dear Mr. Rosapep:

The purpose of this letter is to respond to your letter dated 13 January 2010 concerning the impact finding and temporary occupancy request for the above referenced project.

Provo City is supportive of this project and understands the impacts as outlined in your letter. One of the concerns that we have associated with the proposed impacts is what use the City would have of these facilities during construction. All three of these facilities are extremely important to the City and will need to continue to function and be accessible during construction. I am sure that many of these details will be able to be addressed in detail as the project progresses.

I would also expect that as the project moves forward, a written agreement would be prepared outlining our joint understanding of how these facilities will be impacted and the temporary use required during construction.

If there are any questions, please feel free to contact me at 801-852-6740.

Sincerely,

David J. Graves, P.E.
City Engineer

cc: Doug Robins, Provo City Parks Department

PROVO ENGINEERING
A Division of Public Works
1377 South 350 East
P.O. Box 1849
Provo, Utah 84603

(801) 852-6740
FAX: (801) 852-6730

Preliminary Jurisdictional Determination for Waters of the U.S.

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO CA 95814-2922

REPLY TO
ATTENTION OF

November 23, 2010

Regulatory Division (SPK-2009-01661-UO)

Mary Deloretto
Utah Transit Authority
669 West 200 South
Salt Lake City, Utah 84101

Dear Ms. Deloretto:

We are responding to your request for a preliminary jurisdictional determination (JD), in accordance with our Regulatory Guidance Letter (RGL) 08-02, for the UTA Provo Orem Bus Rapid Transit project. The approximately 293-acre site is located in, Sections 21, 22, 27, 26, and 36, Township 6 South, Range 2 East and Sections 31, 6, 1, and 12, Township 6 South, Range 2 and 3 East, Latitude 40.260°, Longitude -111.679°, Provo, Utah County, Utah.

Based on available information, we concur with the estimate of potential waters of the United States, as depicted on SWCA's, Wetland Delineation Results Map 1 of 1 and 2 of 2, latest revision August 20, 2010. The approximately 8.19 acres of wetlands and approximately 6556 linear feet of other water bodies present within the survey area may be jurisdictional waters of the United States. These waters may be regulated under Section 404 of the Clean Water Act.

A copy of our RGL 08-02 Preliminary Jurisdictional Determination Form for this site is enclosed. Please sign and return a copy of the completed form to this office. Once we receive a copy of the form with your signature we can accept and process a Pre-Construction Notification or permit application for your proposed project.

You should not start any work in any potentially jurisdictional waters of the United States unless you have a Department of the Army permit authorization, or if you intend to request an approved JD for this site. In certain circumstances, as described in RGL 08-02, an approved JD may later be necessary.

We appreciate your feedback. At your earliest convenience, please tell us how we are doing by completing the customer survey on our website at *www.spk.usace.army.mil/regulatory.html* under *Customer Service Survey*.

Please refer to identification number SPK-2009-01661-UO in any correspondence concerning this project. If you have any questions, please contact Tim Witman by telephone at

801-295-8380 ext. 17, by email at *Timothy.R.Witman@usace.army.mil*, or by mail at the Utah Regulatory Office, 533 West 2600 South, Suite 150, Bountiful, Utah 84010.

Sincerely,

John Urbanic
Chief, Utah Regulatory Branch

Enclosures

Copy furnished without enclosures

Susan Martin, SWCA Consultants, 257 East 200 South, Suite 200, Salt Lake City, Utah 84111
Laynee Jones, H.W. Lochner, Inc. 1245 E. Brickyard Rd, Suite 400, Salt Lake City, Utah 84106

PRELIMINARY JURISDICTIONAL DETERMINATION FORM
Sacramento District

This preliminary JD finds that there *"may be"* waters of the United States on the subject project site, and identifies all aquatic features on the site that could be affected by the proposed activity, based on the following information:

Regulatory Branch: **Nevada-Utah** File/ORM #: **SPK-2009-01661-UO** PJD Date: **November 23, 2010**

State: **UT** City/County: **Provo and Orem, Utah County**
Nearest Waterbody: **Utah Lake**

Location (Lat/Long): **40.26078840° N, -111.6790019° W**

Size of Review Area: **293** acres

Name/Address Of Property Owner/ Potential Applicant: **Mary Deloretto**
Utah Transit Authority
669 West 200 South
Salt Lake City, Utah 84101

Identify (Estimate) Amount of Waters in the Review Area
Non-Wetland Waters:

6556 linear feet **2-20** ft wide **and 0.23** acres Stream Flow **Perennial**

Wetlands: **8.19** acre(s) Cowardin Class: **Palustrine, emergent**

Name of any Water Bodies on the site identifies as Section 10 Waters: Tidal: **N/A** Non-Tidal: **N/A**

☒ Office (Desk) Determination
☐ Field Determination:
Date(s) of Site Visit(s):

SUPPORTING DATA: Data reviewed for preliminary JD (check all that apply – checked items should be included in case file and, where checked and requested, appropriately reference sources below)

☒ Maps, plans, plots or plat submitted by or on behalf of the applicant/consultant:
☒ Data sheets prepared/submitted by or on behalf of the applicant/consultant.
☐ Data sheets prepared by the Corps.
☐ Corps navigable waters' study.
☒ U.S. Geological Survey Hydrologic Atlas:
  ☒ USGS NHD data.
  ☐ USGS HUC maps.
☒ U.S. Geological Survey map(s). Cite scale & quad name: **1:24K; UT-OREM**
☒ USDA Natural Resources Conservation Service Soil Survey.
☒ National wetlands inventory map(s).
☐ State/Local wetland inventory map(s).
☒ FEMA/FIRM maps.
☐ 100-year Floodplain Elevation (if known):
☒ Photographs: ☒ Aerial
  ☒ Other
☒ Previous determination(s). File no. and date of response letter: **UTA Frontrunner SPK 2007-01249 and I-15 SPK 2004-50362**
☐ Other information (please specify):

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

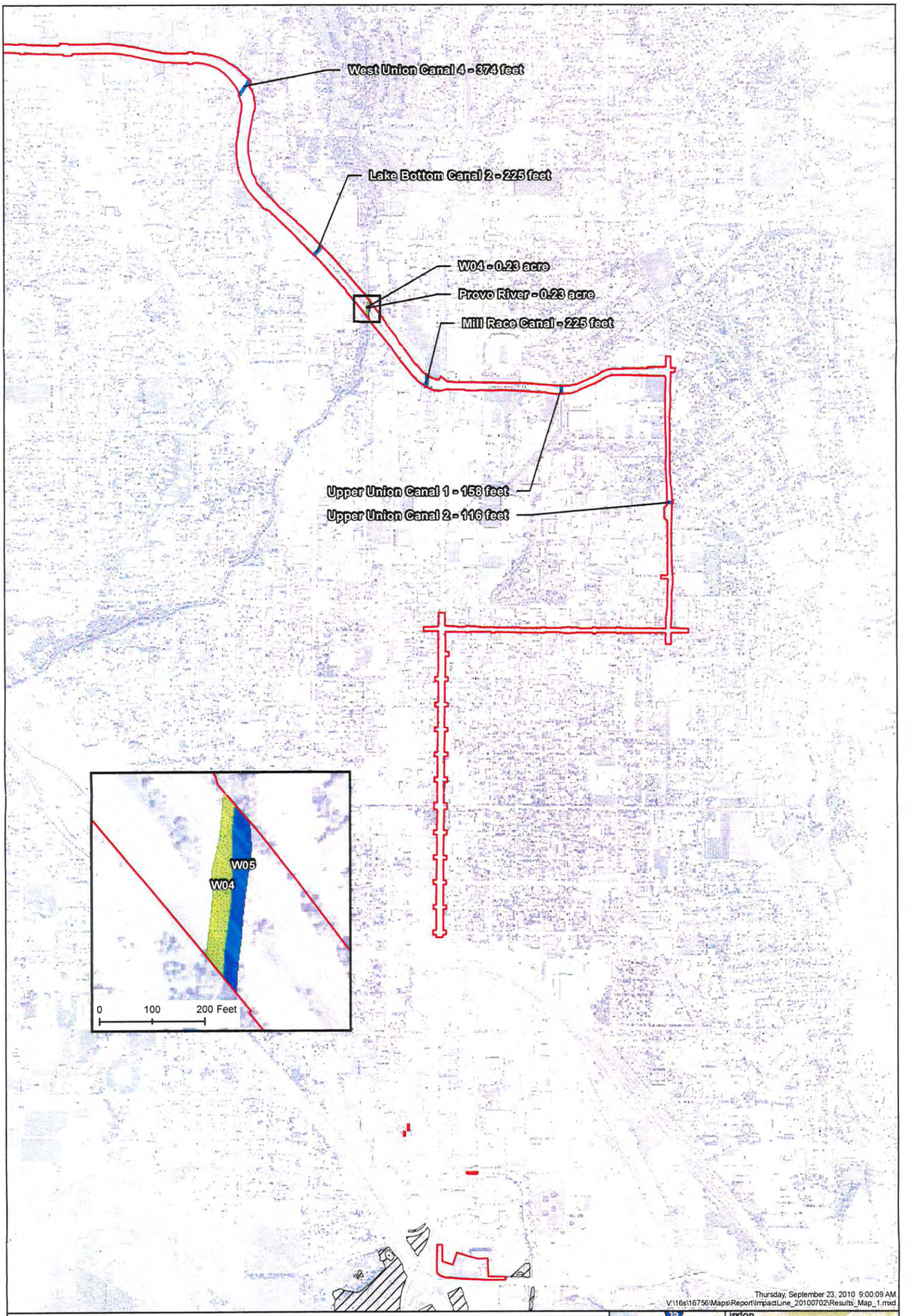
11/23/10
Signature and Date of Regulatory Project Manager (REQUIRED)

Mary DeLoretto 11/29/10
Signature and Date of Person Requesting Preliminary JD (REQUIRED, unless obtaining the signature is impracticable)

EXPLANATION OF PRELIMINARY AND APPROVED JURISDICTIONAL DETERMINATIONS:

1. The Corps of Engineers believes that there may be jurisdictional waters of the United States on the subject site, and the permit applicant or other affected party who requested this preliminary JD is hereby advised of his or her option to request and obtain an approved jurisdictional determination (JD) for that site. Nevertheless, the permit applicant or other person who requested this preliminary JD has declined to exercise the option to obtain an approved JD in this instance and at this time.

2. In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "preconstruction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an approved JD for the activity, the permit applicant is hereby made aware of the following: (1) the permit applicant has elected to seek a permit authorization based on a preliminary JD, which does not make an official determination of jurisdictional waters; (2) that the applicant has the option to request an approved JD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an approved JD could possibly result in less compensatory mitigation being required or different special conditions; (3) that the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) that the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) that undertaking any activity in reliance upon the subject permit authorization without requesting an approved JD constitutes the applicant's acceptance of the use of the preliminary JD, but that either form of JD will be processed as soon as is practicable; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a preliminary JD constitutes agreement that all wetlands and other water bodies on the site affected in any way by that activity are jurisdictional waters of the United States, and precludes any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an approved JD or a preliminary JD, that JD will be processed as soon as is practicable. Further, an approved JD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331, and that in any administrative appeal, jurisdictional issues can be raised (see 33 C.F.R. 331.5(a)(2)). If, during that administrative appeal, it becomes necessary to make an official determination whether CWA jurisdiction exists over a site, or to provide an official delineation of jurisdictional waters on the site, the Corps will provide an approved JD to accomplish that result, as soon as is practicable.



Thursday, September 23, 2010 9:00:09 AM
V:\16s\16756\Maps\Report\ImpactLine_20100702\Results_Map_1.mxd

Wetland Delineation Resuls
Surveys conducted on August 19, 2008, August 5, 2009, and October 7, 2009, August 20, 2010.

I-15 Core Wetlands

SWCA Wetlands
- Wetland
- Open Water

Canal

Ditch

Orem 800 South Interchange Impact Line

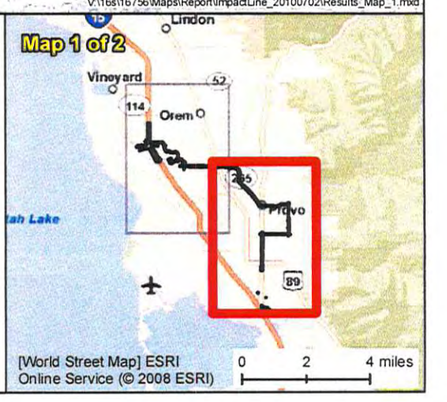
0 0.25 0.5 miles
0 0.3 0.6 km

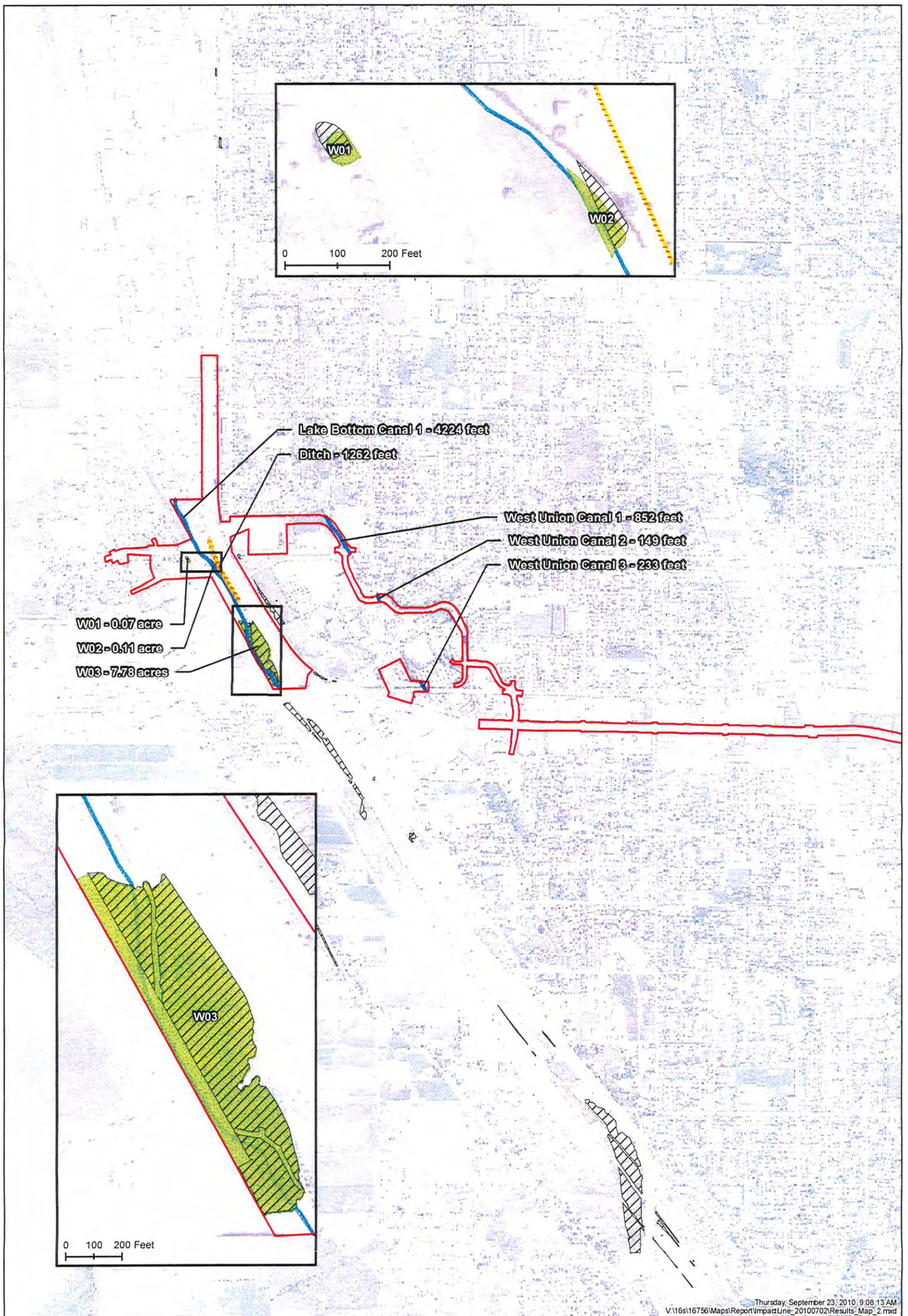
Imagery taken from National Agricultural Imagery Program (NAIP) natural color aerial photography 1-meter resolution, 2009.

N

SWCA ENVIRONMENTAL CONSULTANTS

Contains Privileged Information: Do Not Release





Wetland Delineation Resuls
Surveys conducted on August 19, 2008, August 5, 2009, and October 7, 2009, August 20, 2010.

I-15 Core Wetlands

SWCA Wetlands
- Wetland
- Open Water

Canal

Ditch

Orem 800 South Interchange Impact Line

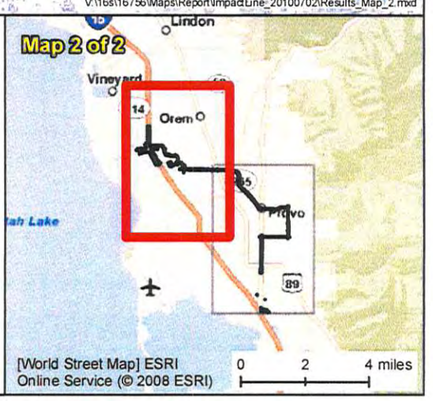
0 0.25 0.5 miles
0 0.3 0.6 km

Imagery taken from National Agricultural Imagery Program (NAIP) natural color aerial photography 1-meter resolution, 2009.

N

SWCA ENVIRONMENTAL CONSULTANTS

Contains Privileged Information: Do Not Release



Documentation of Local Support

MEMORANDUM OF AGREEMENT

for the

Provo-Orem Corridor Alternatives Analysis, Draft Environmental Impact Statement and Preliminary Engineering

This Memorandum of Agreement ("Agreement") is entered into by and between the Utah Transit Authority ("UTA"), the Mountainland Association of Governments ("MAG"), the Utah Department of Transportation ("UDOT"); the City of Orem ("Orem"), the City of Provo ("Provo"), Utah Valley State College ("UVSC") and Brigham Young University ("BYU"). UTA, MAG, UDOT, Orem, Provo, UVSC and BYU are hereafter collectively referred to as the "Project Sponsors."

RECITALS

WHEREAS, previous studies have identified the need for a high capacity transit alternative in the Provo-Orem corridor; and

WHEREAS, major capital investments are proposed in the Provo-Orem corridor in the long-range transportation plan adopted for the region; and

WHEREAS, MAG is the designated metropolitan planning organization for the Project corridor; and

WHEREAS, UTA is the public transit provider for the Project Corridor; and

WHEREAS, UDOT is the transportation department for the State of Utah and owner of many of the potential alignments within the Project corridor; and

WHEREAS, Provo and Orem are municipalities in the Project corridor; and

WHEREAS, UVSC and BYU are institutions of higher learning with large traffic demand centers in the Project corridor; and

WHEREAS, the Project Sponsors wish to co-sponsor an alternatives analysis, draft environmental impact statement and preliminary engineering for the Project corridor.

AGREEMENT

NOW THEREFORE, on the stated Recitals, which are incorporated herein by reference, and for and in consideration of the mutual covenants and agreements hereafter set forth, the mutual benefits to the parties to be derived herefrom, and for other valuable consideration, the receipt and sufficiency of which the parties acknowledge, it is hereby agreed as follows:

1. PROJECT DEFINED. As used in this Agreement, the term "Project" means the joint effort to select, retain and manage a consultant (the "Consultant") to complete an alternatives analysis, draft environmental impact statement and certain preliminary engineering work for a transit corridor extending from the proposed Orem Intermodal Center to the Provo Town Center Mall. An extension to the former Geneva Steel site will also be evaluated as part of the Project.

2. PROJECT SPONSORS. The Project Sponsors are those public agencies, local governments and institutions of higher learning that are signatories to this Agreement.

3. LOCAL LEAD AGENCY. MAG will serve as the lead agency for the Project and will coordinate the public involvement processes for the Project.

4. CONTRACTING ENTITY. At the request of MAG and behalf of the project sponsors, UTA will enter a contract (the "Consultant Contract") with the Consultant. The Consultant Contract, and all deliverables required under the Consultant Contract, will be reviewed and approved by the Project Sponsors. MAG will provide UTA with written consent of the negotiated contract terms prior to UTA executing the Consultant Contract. UTA will administer the Consultant Contract and will provide the other Project Sponsors with regular reports of the Consultant's progress and expenditures under the Consultant Contract.

5. PROJECT MANAGERS. UTA and MAG will assign a project manager to manage the Consultant's progress under the contract. The Project Managers shall manage the Consultant's work in consultation the other Project Sponsors, and shall keep the Project Technical Committee and Project Steering Committee apprised of the Consultant's progress. The Project budget includes $25,000 in funds that will be available to MAG for staffing costs related to the MAG Project Manager.

6. PROJECT STEERING COMMITTEE. A Project Steering Committee will be established to provide policy guidance for the Project and to resolve disputes among the Project Sponsors. MAG will direct and chair the project steering committee. Each Project Sponsor will appoint one member and an alternate to the Project Steering Committee. However, each Project Sponsor will have only one vote.

7. PROJECT TECHNICAL COMMITTEE. The Project Steering Committee will appoint a Project Technical Committee. MAG will direct and chair the project technical committee. The Project Technical Committee will provide technical guidance for the Project, review Consultant deliverables, screen alternatives, assist with the public process and communicate with each Project Sponsor's governing body. Project Technical Committee decisions will be based on consensus.

8. WORK SCOPE AND PROCUREMENT OF CONSULTANT. The Project Technical Committee, under the direction of the UTA Project Manager and MAG Project Manager, will prepare a work scope for the Consultant. The work scope will be incorporated into a request for proposals ("RFP") to be prepared by UTA. The Project Sponsors will have the opportunity to review the RFP prior to public dissemination. If any Project Sponsor objects to the proposed RFP, the UTA Project Manager and the MAG Project Manager will work to resolve such objections and to build consensus among the Project Sponsors in a cooperative manner consistent with this Agreement. The Project Sponsors shall reach consensus upon the work scope and upon the RFP content prior to public dissemination. UTA shall be responsible for ensuring that RFP, the procurement process, the resultant Consultant Contract, and contractual expenditures made under the Consultant Contract meet Federal Transit Administration ("FTA") requirements and maintain eligibility for federal funding.

9. CONSULTANT SELECTION. Each Project Sponsor will provide one representative to a committee that will review and select the Consultant. The committee will review

responsive proposals from qualified firms and will select a single Consultant to complete the Project. The Consultant will be selected pursuant to a qualifications-based process outlined in the RFP. The UTA and MAG Project Managers, in consultation with the Project Steering Committee, will negotiate a final work scope and maximum fixed price for the Consultant Contract. The fixed price shall be in accordance with the Project budget established in Section 10 of this Agreement. In the event that the UTA and MAG Project Managers are unable to negotiate a fixed price within the scope of the Project budget, then the Project Technical Committee shall meet and determine whether to: (a) reduce the work scope to conform to the Project budget; (b) increase the Project budget; (c) terminate the procurement. The final terms of the Consultant Contract shall be consistent with the RFP.

10. FUNDING. The total budget established for the Project is $1,675,830. One Million Dollars ($1,000,000) will be funded by FTA planning grants. Another $400,000 will be funded by MAG federal STP funds. UDOT will contribute $100,000. UTA will contribute $175,830. The UTA and UDOT contributions shall both consist of local funding eligible as local match for the federal grant funds. Except with respect to the UDOT contribution, all funds will be authorized and available prior to (and shall be a condition precedent to) UTA's issuance of a notice to proceed under the Consultant Contract. UDOT's $100,000 will not be available until the beginning of the 2009 fiscal year. Any subsequent change orders to the contract that increase the consideration paid to the Consultant under the Consultant Contract require the approval of all Project Sponsors.

11. INVOICES. UTA shall initially review all invoices submitted by the Consultant and determine eligibility for payment under the Consultant Contract. Prior to payment, UTA shall forward all invoices received from the Consultant to MAG for review and approval. MAG agrees not to withhold approval with respect to such invoices unreasonably. UTA shall work cooperatively with MAG to resolve issues regarding invoices or payments to the Consultant. UTA may suspend the Consultant's performance under the Consultant Contract in order to mitigate the accrual of potential Consultant claims pending resolution of payment disputes.

12. COORDINATION. All parties to this Agreement will keep each other abreast of substantive communications and activities related to the Project.

13. CHANGES IN WORK SCOPE. In the event that any Party desires to propose a change to the Scope of Work resulting in a budget increase, the proposed change order shall be submitted to the Project Steering Committee for review and approval. The Project Steering Committee shall approve proposed change orders only upon satisfaction of the following conditions: 1) the proposed change order is agreeable to the Project Technical Committee; 2) the proposed change order is consistent with the master schedule established in the Consultant Contract; 3) Project Technical Committee members arrive at a mutually agreeable cost sharing arrangement of any additional funding required to fund the change order. All change order approvals shall be in writing signed by all representatives of the Project Technical Committee. Following UTA's receipt of such approval and receipt of any additional funding required, UTA will execute a change order incorporating the proposed change into the Consultant Contract.

14. CHANGES. Alterations, extensions, supplements, or modifications of the terms of this Agreement as detailed herein shall be agreed to in writing by all Project Sponsors incorporated as amendments to this Agreement.

15. DISPUTE RESOLUTION. The Project Sponsors agree to make a good faith effort to resolve any dispute regarding the construction or interpretation of any provision of this Agreement, or regarding any policy matter or the determination of an issue of fact, at the lowest appropriate level. In the event the dispute is not resolved by the Project Technical Committee, issues will be reviewed by the Project Steering Committee. If the Project Steering Committee is unable to come to agreement, a single agreed upon mediator will be appointed. If the parties to the dispute are unable to agree upon a single mediator, the matter shall be referred to a mediation panel consisting of representatives appointed by each party to the dispute and neutral member appointed by the other dispute panel members. Dispute panel members shall be independent of the entities involved in the dispute and shall be recognized and approved by State and/or federal courts as qualified and experienced mediators/arbitrators. Each party to the dispute shall pay its own costs and fees, including a prorated share of the fees for the appointed mediator(s). Any of the above time periods may be modified by mutual agreement of the parties to the dispute. If the dispute cannot be resolved by the mediator or mediation panel within 90 days, or if the parties involved in the dispute cannot mutually agree upon a mediator or the members of the mediation panel, the dispute may be brought before a court or other tribunal appropriate under the circumstances for de novo review. A matter may only proceed to court after exhausting the above dispute resolution procedure.

16. TERMINATION OF AGREEMENT. Any party may terminate this Agreement for cause if any other party fails to fulfill the obligations specified herein in a timely and proper manner, or if any other party violates any of the foregoing stipulations. If any party to this Agreement wishes to withdraw for convenience, they shall have the right to do so by written notice of such termination to all other Project Sponsors and specifying the effective date thereof, which date shall be at least (30) days after the date of such notification. Project Sponsors terminating this Agreement are nonetheless responsible for meeting their financial obligations as described in Section 8 of this Agreement.

IN WITNESS WHEREOF, UTA, MAG, UDOT, Provo City, Orem City, UVSC and BYU have executed this Agreement as of the 31st day of July 2007.

John M. Inglish
General Manager,
Utah Transit Authority

APPROVED AS TO FORM:

Legal Counsel
Utah Transit Authority

Ken D. Montague, Jr.,
Chief Financial Officer
Utah Transit Authority

Darrell L. Cook
Executive Director
Mountainland Association of Governments

David Nazare
Region 3 Director
Utah Department of Transportation

Mayor Lewis K. Billings
City of Provo

Mayor Jerry C. Washburn
City of Orem

Janet S. Scharman MRO
Janet S. Scharman, Vice President of
Student Life
Brigham Young University

Val L. Peterson, Vice President
Utah Valley State College

RESOLUTION NO. R-08-0021

A RESOLUTION OF THE CITY COUNCIL OF OREM, UTAH, ADOPTING A PLAN FOR FUTURE CENTER RUNNING BUS RAPID TRANSIT IMPROVEMENTS ON UNIVERSITY PARKWAY AS PART OF THE CITY TRANSPORTATION MASTER PLAN

WHEREAS recorded and projected growth in the City of Orem and in Utah County has created the need for several transportation improvements in the City which are not currently identified in the City's Transportation Master Plan; and

WHEREAS the Mountainland Association of Governments (MAG), the Utah Department of Transportation (UDOT), and the Utah Transit Authority (UTA) are working together in the process of planning for the future implementation of center-running Bus Rapid Transit (BRT) system on University Parkway from the proposed Intermodal Center west of I-15 through the City of Orem, to the UVU and BYU campuses, and terminating at the Novell campus in south Provo; and

WHEREAS the City Transportation Advisory Commission recommends that the BRT project should be center running on University Parkway, maintaining three travel lanes in each direction, right and left-turn lanes at critical intersections; and

WHEREAS the City Transportation Advisory Commission recommends that the future design of BRT is based on and/or includes the following elements:

- The design team will coordinate with Orem City in taking a balanced approach in configuring University Parkway such that its design will accommodate vehicular, pedestrian, bicycle, and BRT services so that all forms of transportation are equally important and/or desirable to the user.
- Widen University Parkway such that the BRT system may be converted to a future Light Rail Transit (LRT, i.e. TRAX) system without having to widen University Parkway a second time.
- Evaluate station locations between 400 West and State Street. Locate the BRT stations to better facilitate/maximize pedestrian accessibility to the businesses along University Parkway.
- Identify in the BRT EIS report that Orem City's and MAG's future projected traffic conditions and/or volumes warrant three (3) travel lanes in each direction on University Parkway from Geneva Road (SR 114) into Provo. Shoulder area for bicyclists and sidewalks for pedestrians are included in Orem City's street standards as adopted by the Orem City Council in Resolution R-07-0023. Thus, adequate right-of-way width should be planned for future widening of any section(s) of University Parkway that are not already and/or planned to be widened with this BRT project.
- Widen University Parkway from State Street into Provo with three (3) travel lanes in each direction.

- Evaluate options for a High-T, 3-way, or 4-way signalized intersection between State Street and 800 East for the Orem University Mall. Consider options for providing pedestrian access and a ¾ access to the south side of University Parkway into the existing southwest retail center. Consider in the analysis maintaining left turn access into each of the existing mall accesses. Access to the Mall will be required to be as good or better than existing access conditions.
- Consider providing a right-in / right-out only access for Kohl's (north/east corner of University Parkway and 800 East) from University Parkway. This access should relieve traffic pressures at the 800 East intersection.
- Improve the University Parkway and 800 East intersection to include eastbound dual left-turns lanes for traffic on University Parkway turning left onto 800 East heading north.
- Use soft extension on signalized intersection such that during slower, less congested travel periods as BRT is on schedule, extra green time the BRT is not needing can be allocated back to the major through movement(s).
- Maintain fully protected left-turn movements at all intersections.
- Maintain exclusive BRT lanes for buses traveling both directions.
- Maintain the two existing three-quarter (3/4) southern accesses on University Parkway at mid-block locations near Mimi's Café (approximately 300 East) and Chili's (approximately 90 East).
- Widen University Parkway so that equal amounts of landscaping will be taken from both sides. Place new landscaping near BRT stations and/or in alignment/lane areas such that there will be no net loss in existing trees and/or existing landscaping and acreage area. Business parking lot requirements should be re-evaluated in light of new transit services that will change parking demands.
- Negotiate parking agreements with businesses along University Parkway near station locations for BRT riders to park their personal vehicles.
- Maintain sidewalk (min. 6') on the north side of University Parkway, west of State Street.
- Improve the design of the College Connector Trail west of State Street, and improve the transition design to bring bicycle traffic back to the bicycle lanes on 1200 South or allow the bicycle traffic to continue west on University Parkway.
- Construct new sidewalk/trail on south side of University Parkway between State Street and 800 East with University Parkway roadway widening to three (3) travel lanes in each direction through this section.
- Construct loading/unloading platforms/stations in center of University Parkway such that the exclusive BRT lanes will be between the station/platforms and the regular vehicle travel lanes.
- Construct the BRT lanes such that vehicular traffic will know not to enter the exclusive bus lanes. For example, colored stamped concrete could be poured between concrete travel strips for bus tires to provide a highly visible 'sign' that the lanes are for BRT buses only, thus deterring regular vehicles/trucks from accidentally turning into the wrong travel lanes.
- Participate as a part of a partnership to construct a pedestrian and bicyclist tunnel under University Parkway between the Wal-Mart parking lot and the UVU campus. The pedestrian tunnel will be cleared environmentally through the BRT EIS.

WHEREAS the City Council finds that the recommendations of the Transportation Advisory Commission and the conceptual design ideas above constitute the best and most effective design for the University Parkway Center Running Bus Rapid Transit project and are in the best interest of the City.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF OREM, UTAH, as follows:

1. The City of Orem hereby adopts the conceptual design ideas above for the University Parkway Center Running Bus Rapid Transit project as part of the City Transportation Master Plan.
2. This resolution will take effect immediately upon passage.
3. All other resolutions and policies in conflict herewith, either in whole or in part, are hereby repealed.
4. In the final design process, the BRT design team will work cooperatively with Orem City staff and Transportation Advisory Commission for additional review and input.

PASSED and APPROVED this **12th** day of **August** 2008.

CITY OF OREM CORPORATE SEAL STATE OF UTAH

Jerry C. Washburn, Mayor

ATTEST:

Donna R. Weaver, City Recorder

COUNCIL MEMBERS VOTING "AYE"	COUNCIL MEMBERS VOTING "NAY"
Margaret Black	
Dean Dickerson	
Carl Hernandez	
Karen McCandless	
Mark Seastrand	
Shiree Thurston	
Jerry Washburn	

RESOLUTION 2010- 39

SHORT TITLE

A JOINT RESOLUTION SUPPORTING FURTHER EVALUATION OF A CENTER-RUNNING BUS RAPID TRANSIT ALIGNMENT WITHIN THE UNIVERSITY AVENUE RIGHT-OF-WAY BETWEEN 700 NORTH AND THE FUTURE PROVO INTERMODAL CENTER IN PROVO, UTAH.

PASSAGE BY MUNICIPAL COUNCIL

ROLL CALL

DISTRICT	NAME	MOTION	SECOND	FOR	AGAINST	OTHER
CW 1	LAURA H. CABANILLA	✓		✓		
CW 2	STEVEN C. TURLEY			✓		
CD 1	CYNTHIA R. DAYTON			✓		
CD 2	RICHARD D. HEALEY			✓		
CD 3	MIDGE JOHNSON		✓	✓		
CD 4	SHERRIE HALL EVERETT			✓		
CD 5	STERLING BECK				✓	
MAYOR	JOHN R. CURTIS			✓		
			TOTALS	7	1	

This resolution was passed by the Municipal Council of Provo City, on the 4 day of May, 2010 on a roll call vote as described above. Signed this 4 day of May, 2010.

Midge Johnson
Chair

Mayor

RESOLUTION 2010-

CITY RECORDER'S CERTIFICATE AND ATTEST

This Resolution was recorded in the office of the Provo City Recorder on the 5 day of May, 2010.

I hereby certify and attest that the foregoing constitutes a true and accurate record of proceedings with respect to Resolution Number 2010-39.

PROVO CITY SEAL
INDUSTRY AND COMMERCE
UTAH COUNTY, UTAH

Signed this 5 day of May 2010.

Jorene M. Weiss
City Recorder

RESOLUTION 2010-39.

A JOINT RESOLUTION SUPPORTING FURTHER EVALUATION OF A CENTER-RUNNING BUS RAPID TRANSIT ALIGNMENT WITHIN THE UNIVERSITY AVENUE RIGHT-OF-WAY BETWEEN 700 NORTH AND THE FUTURE PROVO INTERMODAL CENTER IN PROVO, UTAH.

WHEREAS, recorded and projected growth in Provo City (the "City") and Utah County has created the need for several transportation improvements in the City; and,

WHEREAS, the Mountainland Association of Governments, the Utah Department of Transportation, and the Utah Transit Authority are jointly planning a Bus Rapid Transit ("BRT") system which will be located in within street rights-of-way; and,

WHEREAS, the BRT is proposed to run along a route beginning at a proposed Intermodal Center west of I-15 near the western terminus of 1300 South in Orem, Utah; then through Orem to Brigham Young University ("BYU"); then through downtown Provo to a proposed Intermodal Center at 600 South 100 West (the "Provo Intermodal Center"); then through the East Bay area; and terminating at the proposed South Gate Shopping Center adjacent to the intersection of South University Avenue and I-15, all as shown more particularly on the attached Exhibit "A"; and,

WHEREAS, that portion of the BRT corridor in Provo from 700 North through downtown Provo to 600 South is proposed to be located within the University Avenue right-of-way; and,

WHEREAS, on May 4, 2010 the Municipal Council held a duly noticed public hearing to receive public comment and ascertain the facts regarding this matter, which facts and comments are found in the hearing record; and,

WHEREAS, after considering the facts and comments presented to the Municipal Council, the Council finds that having a center-running BRT from BYU to the Provo Intermodal Center will benefit Provo City residents and visitors by: (i) creating a transit corridor from BYU through Provo's downtown to the Provo Intermodal Center; (ii) encouraging transit-oriented development along the BRT corridor; (iii) creating a foundation for a future neighborhood-friendly transit system; and (iv) creating opportunities for redevelopment of property within and adjacent to the corridor.

NOW, THEREFORE, be it resolved by the Municipal Council and Mayor of Provo City, Utah, as follows:

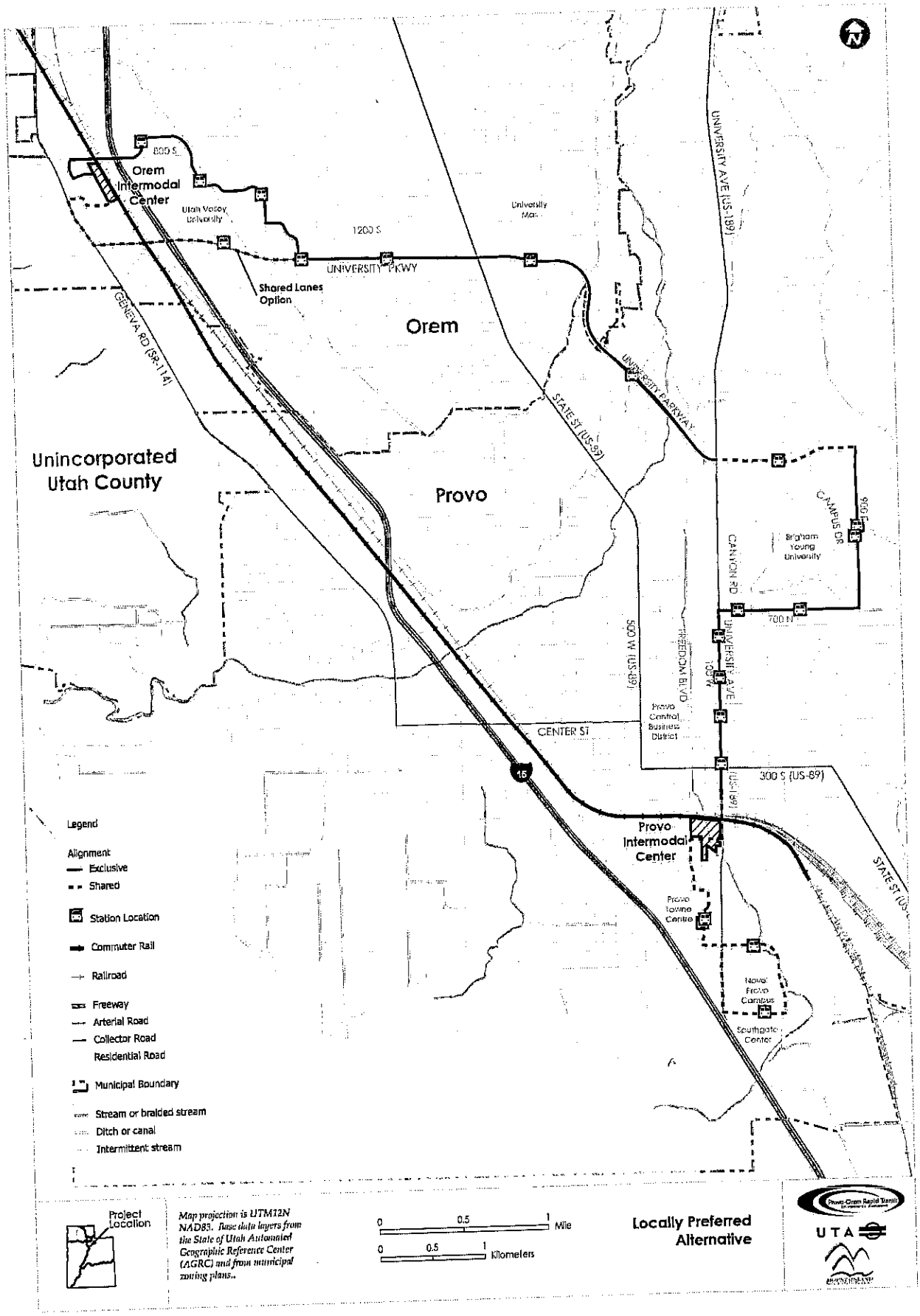
Provo City supports the Utah Transit Authority's proposal to further evaluate a center-running Bus Rapid Transit alignment within the University Avenue right-of-way between 700 North and 600 South to the future Provo Intermodal Center in Provo, Utah.

PART II:

This resolution shall take effect immediately.

END OF RESOLUTION.

EXHIBIT A


Orem Intermodal Center
800 S
Utah Valley University
1200 S
UNIVERSITY PKWY
Shared Lanes Option
Orem
University Mall
UNIVERSITY AVE (US-189)
GENEVA RD (SR-114)
UNIVERSITY PARKWAY
STATE ST (US-89)
Unincorporated Utah County
Provo
CAMPUS DR
900 E
Brigham Young University
CANYON RD
700 E
500 W (US-89)
FREEDOM BLVD
UNIVERSITY AVE
100 W
Provo Central Business District
CENTER ST
15
300 S (US-89)
Provo Intermodal Center
Provo Towne Centre
Novell Provo Campus
Southgate Center
STATE ST (US
Legend
Alignment
Exclusive
Shared
Station Location
Commuter Rail
Railroad
Freeway
Arterial Road
Collector Road
Residential Road
Municipal Boundary
Stream or braided stream
Ditch or canal
Intermittent stream
Project Location
Map projection is UTM12N NAD83. Base data layers from the State of Utah Automated Geographic Reference Center (AGRC) and from municipal zoning plans.
0 0.5 1 Mile
0 0.5 1 Kilometers
Locally Preferred Alternative
UTA

REVISED RESOLUTION OF THE MOUNTAINLAND ASSOCIATION OF GOVERNMENTS REGIONAL PLANNING COMMITTEE ENDORSING THE LOCALLY PREFERRED ALTERNATIVE AS IDENTIFIED IN THE ALTERNATIVES SCREENING PROCESS FOR THE PROVO / OREM RAPID TRANSIT PROJECT

2010-9-02-1MPO

September 2, 2010

WHEREAS, the Mountainland Association of Governments (MAG) is the metropolitan planning organization for the Provo / Orem Urbanized Area in Utah; and

WHEREAS, MAG's adopted Regional Transportation Plan recommends a Bus Rapid Transit line connecting the Cities of Orem and Provo, servicing major trip generators and connecting to the commuter rail line currently under construction; and

WHEREAS, the MAG, UDOT, and UTA staff have prepared a Definition of Alternatives Report and conducted an Alternatives Analysis and Alternatives Screening as part of the Environmental Assessment (the "EA") for the Provo / Orem Rapid Transit Project; and

WHEREAS, the MAG, UDOT, and UTA have identified through the Alternatives Screening Process the proposed action to be evaluated in the EA for potential environmental impacts and proposed mitigation measures; and

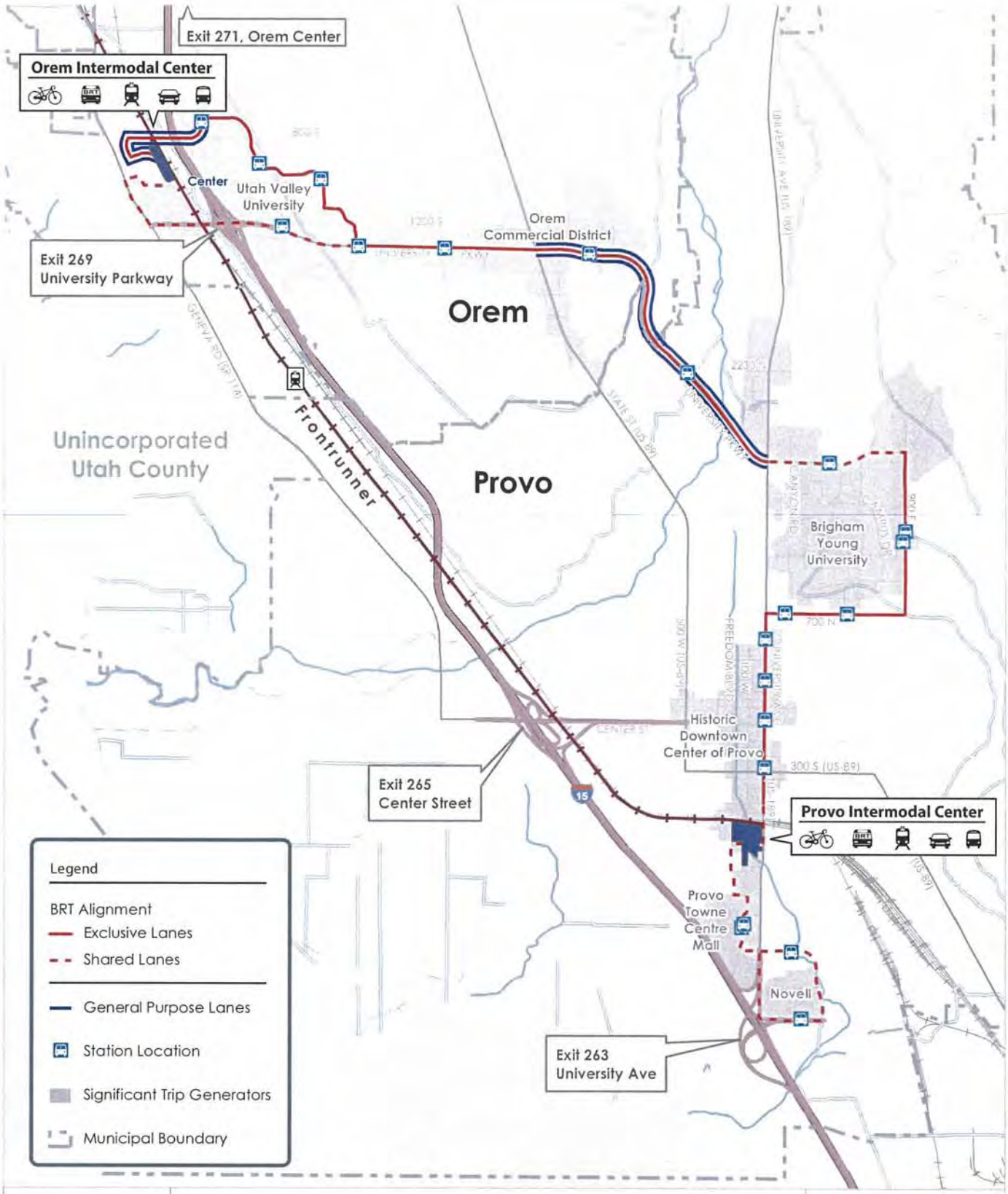
WHEREAS, the MAG staff participated in the Alternatives Analysis and Alternatives Screening process; and

WHEREAS, the proposed alignment, a copy of which is attached hereto, consists of an 11 mile Bus Rapid Transit line that would initiate at the Orem Intermodal Center site through UVU, along University Parkway, around BYU on 900 East, running west along 700 North, south on University Avenue, connecting to the Provo Intermodal Center, then continuing south to Provo Town Centre mall and to the Novell Campus at East Bay; and

NOW, THEREFORE, BE IT RESOLVED by the MAG Regional Planning Committee that the proposed action as identified in the Alternatives Report for the Provo / Orem Rapid Transit Project is hereby adopted as the Locally Preferred Alternative for the Project.

Mayor Jerry Washburn, Chair
MAG Regional Planning Committee

9-7-10
Date



Project Location

0 0.5 1 Mile

0 0.5 1 Kilometers

Preferred Alternative

Map projection is UTM12NNAD83. Base data layers fromthe State of Utah AutomatedGeographic Reference Center(AGRC) and from municipalzoning plans..