

APPENDIX C3

Agency Scoping Letters



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

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

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November 23, 2016

William Schlotthauer and Boyd Clayton
Utah Division of Water Rights
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Subject: Update on UTA's Ogden-Weber State University BRT Project

Dear Mr. Schlotthauer and Mr. Clayton:

The Federal Transit Administration (FTA), in cooperation with the Utah Transit Authority (UTA), initiated a public and agency scoping process in accordance with the National Environmental Policy Act (NEPA) for a transit study in the City of Ogden, Utah, on March 10, 2009. The scoping process solicited feedback about the evaluation of alternatives for improving transit in the corridor between downtown Ogden, Weber State University and McKay Dee Hospital. Invitations to an interagency scoping meeting on April 21, 2009 were mailed to federal, state and local agencies. This letter serves as an update on the progress that has been made since that time and as a request for input regarding resource considerations of which you may be aware.

Ogden City, UTA, the University, the Hospital and other public and private partners are working together to implement a proposed transit line (the Project). Since federal funds may potentially be awarded to UTA to construct the proposed Project, the environmental impacts of the proposed Project are being evaluated in compliance with NEPA. FTA is the lead federal agency responsible for managing this environmental review process and preparing the appropriate environmental review documents for the proposed Project.

The purpose of the proposed Project is to increase mobility, connectivity, and travel choices between downtown Ogden and the Weber State University/McKay Dee Hospital area. A Bus Rapid Transit (BRT) alternative was selected by the study partners and adopted by the Ogden City Council as the locally preferred alternative (LPA) on July 28, 2015. It was determined to be more cost effective compared to a streetcar alternative. This LPA was also subsequently amended to the Long Range Transportation Plan by the Wasatch Front Regional Council in January 2016 and adopted by the UTA Board of Directors in March 2016.

The preferred alignment of the proposed Project, which largely follows UTA's existing bus route #603, is shown on Figure 1. It is approximately 5.3 miles long—from the northern terminus of the Ogden Intermodal Transit Center to the southern terminus at the McKay-Dee Hospital. The

preferred alignment would travel along 23rd Street from the Intermodal Center to Washington Boulevard, then on Washington Boulevard from 23rd Street to 25th Street. It would travel along 25th Street from Washington Boulevard to Harrison Boulevard, and then along Harrison Boulevard from 25th Street to Weber State University. The alignment would circulate through the campus, and after passing the Dee Events Center, it would terminate at the McKay-Dee Hospital.

The proposed Project is anticipated to utilize buses that would operate in a combination of exclusive and mixed use lanes. Approximately, forty percent of the route will operate in exclusive bus lanes, and the other sixty percent will operate in existing lanes with other vehicular traffic. The exclusive bus lanes are planned on Harrison Boulevard, south of 30th Street, and through the Weber State University campus. These exclusive lanes are indicated in purple on the attached Figure 1.

Above-ground structures associated with the proposed Project include primarily signage and new stations. Approximately sixteen stations are planned at the present time. In the portion of the alignment that is mixed traffic, the stations will be shoulder-side stations located in close proximity to the existing stops along Route #603. For the portion of the proposed Project with exclusive bus lanes, the stations will instead include platforms that are positioned in the right-of-way in the center of the street.

Based upon the initial analyses of potential impacts, FTA believes the proposed Project requires an Environmental Assessment (EA) under FTA's NEPA implementing regulations at 23 Code of Federal Regulations (CFR) Part 771. This determination is subject to any additional findings resulting from the Section 106, noise and vibration, traffic, and other analyses.

Ground disturbance and construction activities associated with the proposed Project and stations would largely occur within the public right-of-way of existing roads. However, it is anticipated that one private parcel (the Carriage Cleaners property) would need to be acquired in its entirety for the proposed Project. Additionally, strips of property ("strip takes") along the west side of Harrison Boulevard between 30th Street and 36th Street would need to be acquired for the proposed Project. New roadway construction through the Weber State University Campus area would also be required to accommodate the proposed Project. This construction of these new roadways has been envisioned in the University's campus master plan.

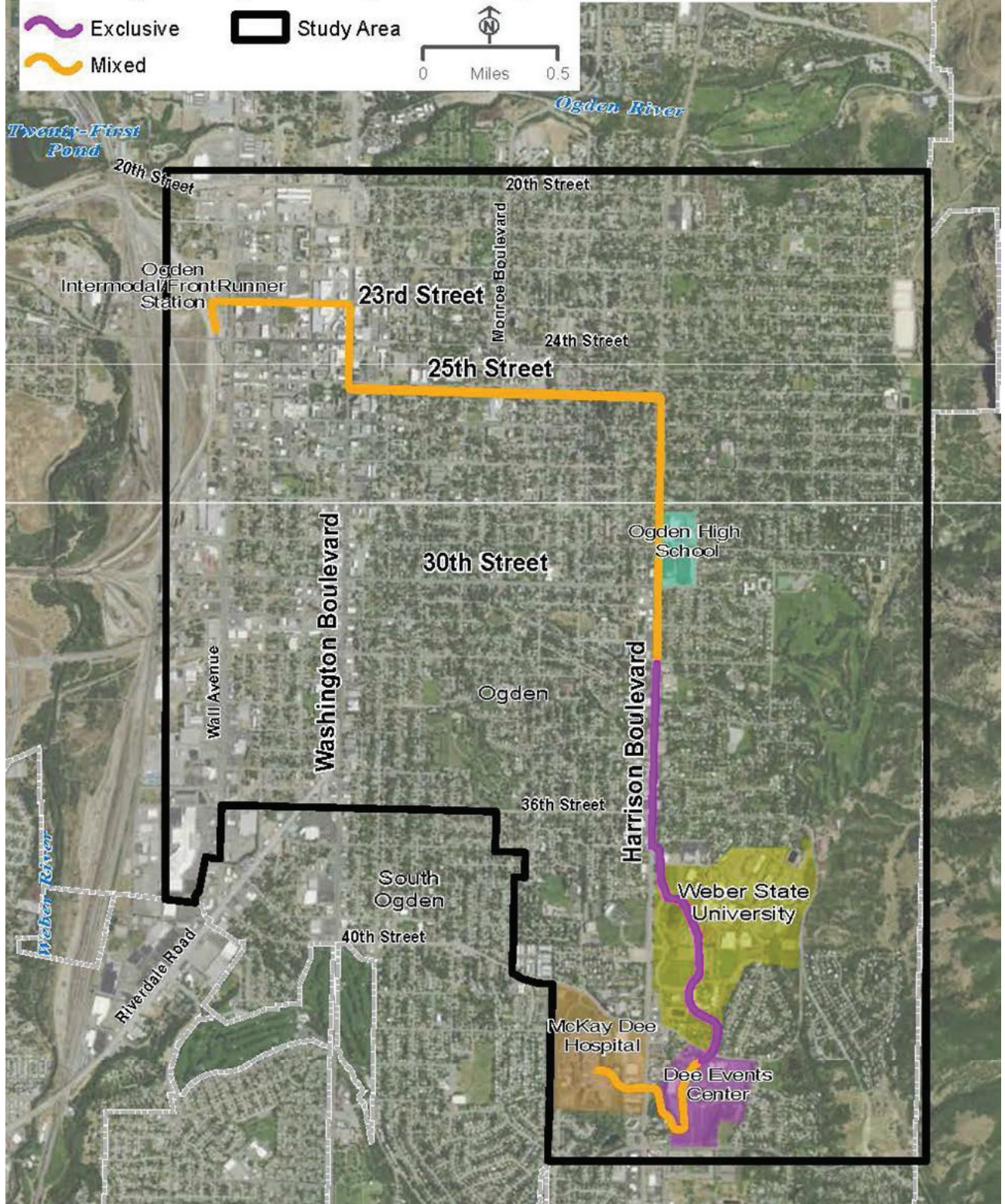
We welcome any comments and questions you may have on this proposed Project. Please submit any resource-related concerns or questions to Kristin Kenyon at kristin.kenyon@dot.gov and Tracey MacDonald at tracey.macdonald@dot.gov. We would appreciate receiving any feedback by December 16, 2016. Thank you for your time.

Sincerely,

David L. Beckhouse
Deputy Regional Administrator

cc: Patti Garver, Utah Transit Authority
Jim McNulty, Utah Transit Authority

Figure 1 - Ogden Bus Rapid Transit Project Locally Preferred Alternative



OGDEN TRANSIT CORRIDOR PROJECT

Scoping Agencies List

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