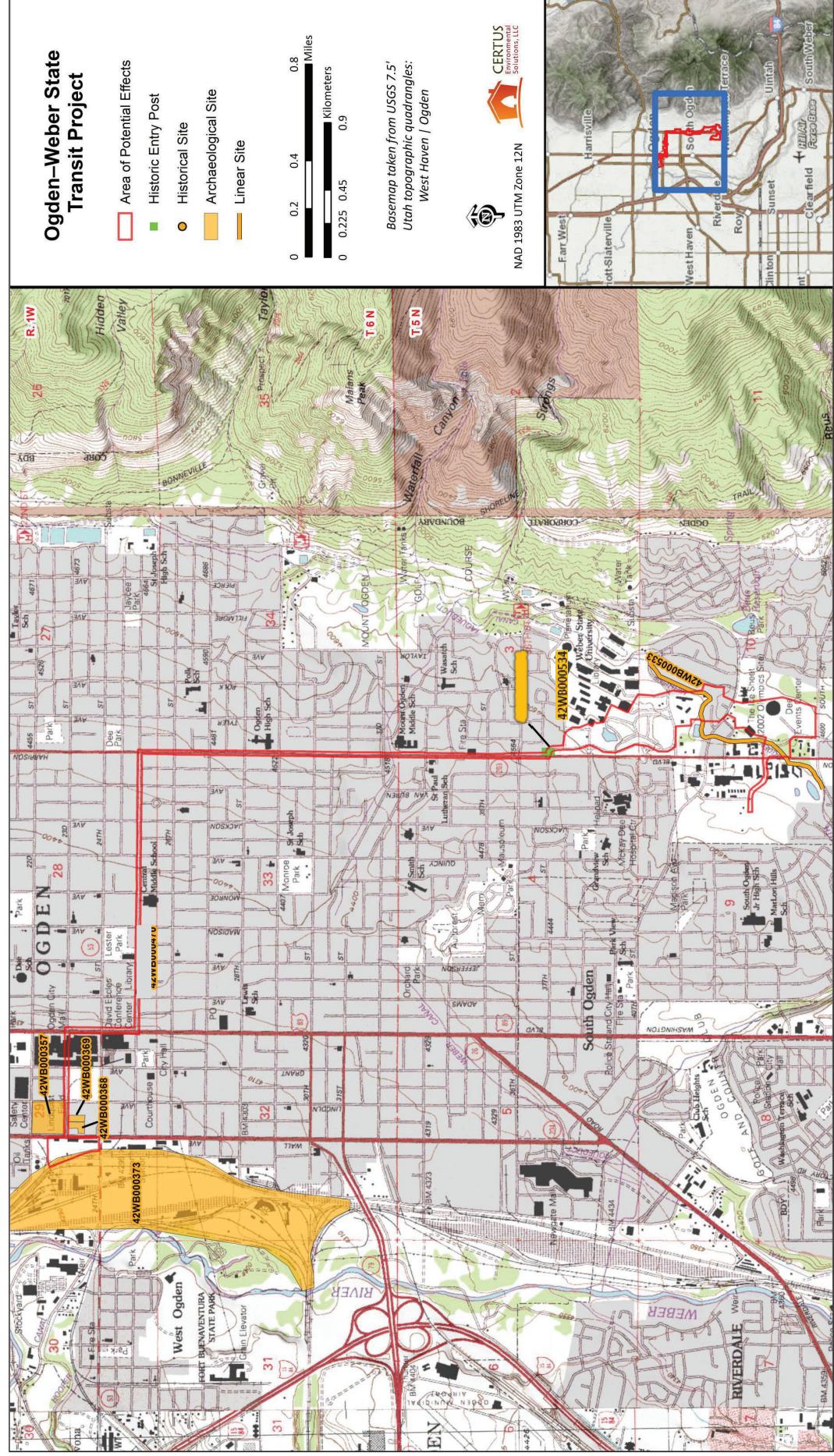


Figure 3. Archaeological survey results: Topographic Map





GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

Jill Remington Love
Executive Director
Department of
Heritage & Arts



Brad Westwood
Director

FTA RECEIVED

27 MAR '17 AM 8:07

March 16, 2017

David L. Beckhouse
Deputy Regional Administrator
Federal Transit Administration
1961 Stout Street
Suite 13301
Denver, CO 80294

RE: Ogden/Weber State University Transit Project

In reply please refer to Case No. 16-0616

Dear Mr. Beckhouse:

The Utah State Historic Preservation Office received your submission and request for our comment on March 13, 2017. Based on the information provided to our office, we concur that the property at 3205 Harrison is not eligible for the National Register, thus there would be no effect on a historic property; we also concur with the finding for the overall undertaking as a No Adverse Effect. We appreciate your efforts of taking historic properties into account as you further this project.

This information is provided to assist with Section 106 responsibilities as per §36CFR800. If you have questions, please contact me at clhansen@utah.gov or 801-245-7239.

Regards,

Chris Hansen
Preservation Planner/Deputy SHPO



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

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

1961 Stout Street
Suite 13301
Denver, Colorado 80294
(303) 362-2400 (voice)

October 25, 2016

Chris Hansen
Preservation Planner/Deputy SHPO
Utah Division of State History
300 S. Rio Grande Street
Salt Lake City, Utah 84101

Re: Ogden/Weber State University Transit Project, Ogden, Utah
Case No. 16-0616
Response to comments on structures report

Dear Mr. Hansen:

Thank you for your comments on the historic structures report submitted to your office on September 20, 2016. We have considered the additional information you provided and investigated the questions you asked, and provide our responses herein.

With regard to the property at 2726 Harrison Boulevard and its association with architect Eber Piers, the Federal Transit Administration (FTA) concurs that this property possesses historical significance despite the exterior alterations. As such, we have amended our determination and find this property eligible for the National Register of Historic Places (NRHP).

With regard to your question about the photograph of the Miller Administration Building (3848 Harrison Boulevard, Bldg. 10MA) in the report, you are correct; the photo provided in the report was of the Social Science Building. We have addressed this error by adding the correct photo in the report.

Finally, with regard to the building at 2380 Washington Boulevard and the information you provided that it was constructed ca. 1990, the consultant team conducted additional research to determine the property's age. Through reviews of aerial photographs and personal knowledge of the property, we have determined that the building was originally constructed in 1967, as indicated

in the report, but extensively remodeled between 1993 and 1997. Text has been added to indicate that the façade remodel took place in the early 1990s.

To address the above changes to the report, corrected replacement pages for the report will be provided rather than a complete new copy of this large document. The consultant (Ms. Sherri Ellis) will coordinate with you directly to retrieve the copy you currently hold and replace the relevant pages for you.

Thank you again for your participation in this project. Please contact Tracey MacDonald should you have any questions or concerns about our plan to address your comments.

Sincerely,

David L. Beckhouse
Deputy Regional Administrator

cc: Patti Garver, Utah Transit Authority
Jim McNulty, Utah Transit Authority
Kirk Huffaker, Utah Heritage Foundation
Dr. Judith Mitchell, Ogden City Landmarks Commission
Richa Wilson, Weber County Heritage Foundation

Garver, Patricia (NEPA Project Administrator)

From: Christopher Merritt <cmerritt@utah.gov>
Sent: Tuesday, May 17, 2016 6:41 AM
To: Kenyon, Kristin (FTA)
Cc: chansen@utah.gov; Garver, Patricia (NEPA Project Administrator)
Subject: Re: Initiation of Sec 106 for Ogden

Thanks Kristin...this looks like a solid approach for the archaeology. Thanks!

On Mon, May 16, 2016 at 5:03 PM, Kenyon, Kristin (FTA) <kristin.kenyon@dot.gov> wrote:

Hi Chris and Chris

You should be received the attached letter by snail mail this week, but just wanted to send you a back-up just in case!

Please let me or Patti know if you have any questions.

Hope all is well and you're enjoying all this moisture we're having!

Kristin, FTA

--

Christopher W. Merritt, Ph.D., RPA
Deputy SHPO, Antiquities Section Coordinator
Utah Division of State History
Phone: (801) 245-7263
Email: cmerritt@utah.gov



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

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

1961 Stout Street
Suite 13301
Denver, Colorado 80294
(303) 362-2400 (voice)

May 6, 2016

Chairman Shaun Chapoose
Ute Indian Tribe
P.O. Box 190
Fort Duchesne, Utah 84026-0190

Re: Invitation to be a Section 106 Consulting Party for the Ogden/Weber State University
Transit Project - Ogden, Utah

Dear Chairman Chapoose:

Ogden City (the “City”), the Utah Transit Authority (UTA), and other public and private partners are working together to implement a proposed bus rapid transit (BRT) line in the Ogden area of Weber County, Utah. The Bus Rapid Transit (BRT) along 25th Street Alternative (the “Project”) was selected at the conclusion of the planning process by the study partners and was adopted by the Ogden City Council as the locally preferred alternative (LPA) on July 28, 2015. 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. The proposed Project alignment, as depicted on Attachment 1 hereto, would be approximately 5.3 miles long (10.6 miles round trip), with a western terminus at the Ogden Intermodal/FrontRunner Transit Center. From there, the alignment would extend east along 23rd Street to Washington Boulevard, turn south on Washington Boulevard to 25th Street, then east on 25th Street to Harrison Boulevard. The alignment would then travel south on Harrison Boulevard through the Weber State University campus, terminating at the McKay-Dee Hospital. The proposed Project is anticipated to utilize buses operating in a combination of exclusive and mixed use lanes, with approximately 50% of the route in exclusive bus lanes and the other 50% (approximately) in existing lanes with other vehicular traffic. Exclusive bus lanes are planned on Harrison Boulevard starting at 32nd Street and extending through the Weber State University campus.

Since there is the potential that Federal Transit Administration (FTA) funds may be used to construct the project, the Project is being evaluated in compliance with the National Environmental Policy Act of 1969 (NEPA). FTA is the federal agency responsible for managing this environmental review process and the preparation of the appropriate environmental documentation

for the Project. At this time, FTA believes the Project requires an Environmental Assessment (EA) under FTA's NEPA implementing regulations at 23 Code of Federal Regulations (CFR) Part 771. The EA will be informed by the findings resulting from the Section 106 analysis and other environmental analyses.

This letter is to advise you that FTA has initiated the Section 106 process with the Utah State Historic Preservation Office. The Section 106 process will be conducted jointly with the NEPA evaluation. In accordance with 36 CFR 800 *et seq.*, FTA hereby invites you to become a consulting party in the Section 106 process for the Project.

The Section 106 process includes a comprehensive survey and assessment for historic properties—archaeological resources and historic structures—to be conducted within the area of potential impacts (“APE”). The proposed APE for the Project is depicted on Attachment 2 hereto. Once this task has been completed, all Consulting Parties will be apprised of the results and asked to comment. FTA would appreciate any information you have that may help locate cultural resources in the APE or immediate vicinity so that they may be considered with other known resources.

The NEPA process will entail an analysis of the cumulative effects of the undertaking. Cumulative effects include past, present, and reasonably foreseeable future projects. If you have any issues of concern from the standpoint of cumulative impacts, please let us know. Also, the Ogden metropolitan area is home to a significant number of American Indian people. If you are aware of members of your tribe living in proximity to the study area who would be interested in participating in the NEPA consultation process on some level, please notify us so that we can facilitate that interaction.

At your request, FTA is available to discuss your concerns and questions regarding the Project. If such a meeting would be helpful, please contact Kristin Kenyon or Tracey MacDonald at 303-362-2400 in order to arrange a convenient date and time. Please be assured that FTA will maintain strict confidentiality about information concerning any of the sacred sites that may be affected by this project should you request us to do so.

If you wish to be a consulting party for the Ogden/Weber State University transit project Section 106 process, please notify Kristin Kenyon at your earliest convenience by email at kristin.kenyon@dot.gov. We would appreciate receiving a response within 30 days of your receipt of this letter. We are committed to ensuring that tribal governments are informed of and involved in decisions that may impact places that have significance to you. The 30-day period has been established to encourage your participation at this point in project development. Failure to respond within this time frame **will not** prevent your tribe from becoming a consulting party at a later date. However, studies and decision-making will proceed in the meantime, and it may become difficult to reconsider previous determinations or findings unless significant new information is introduced.

Sincerely,

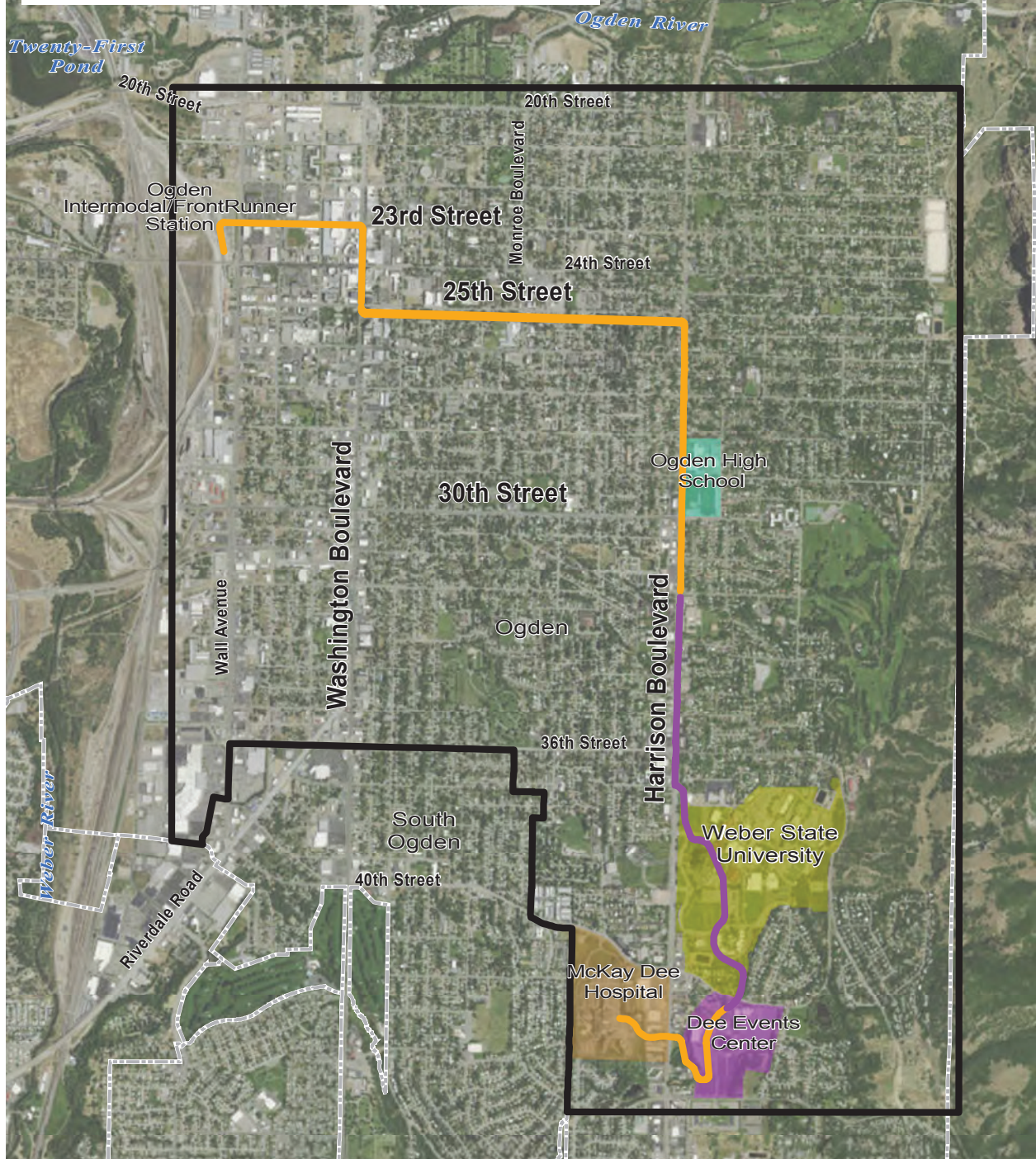
Darin Allan
Team Leader, Planning and Program Development

Attachments:

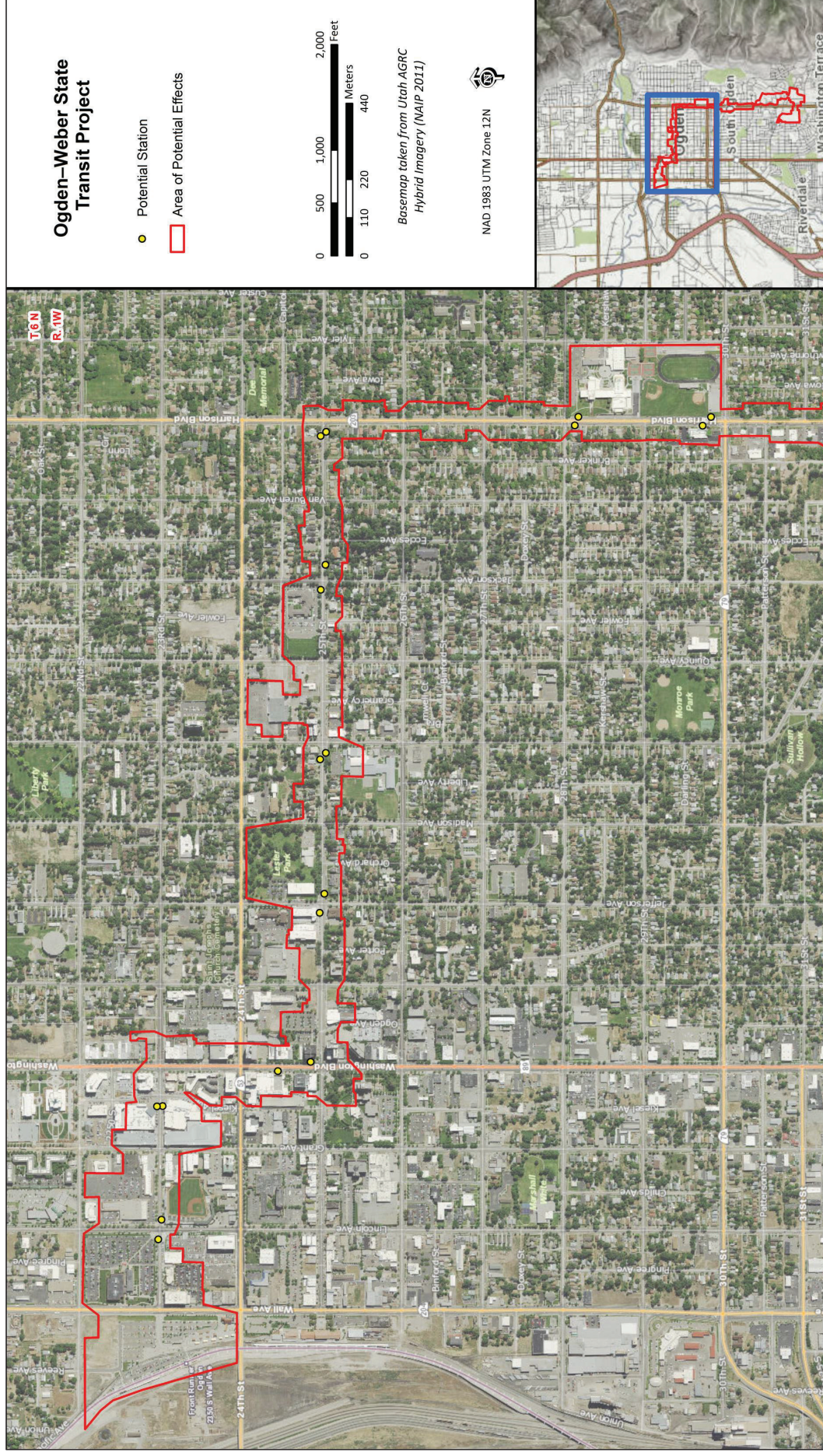
- Attachment 1 – Ogden Bus Rapid Transit Project Locally Preferred Alternative
- Attachment 2 – Proposed Area of Potential Effects
- Attachment 3 – Proposed Consulting Parties for the Ogden BRT Section 106 Process

cc: Patti Garver, UTA

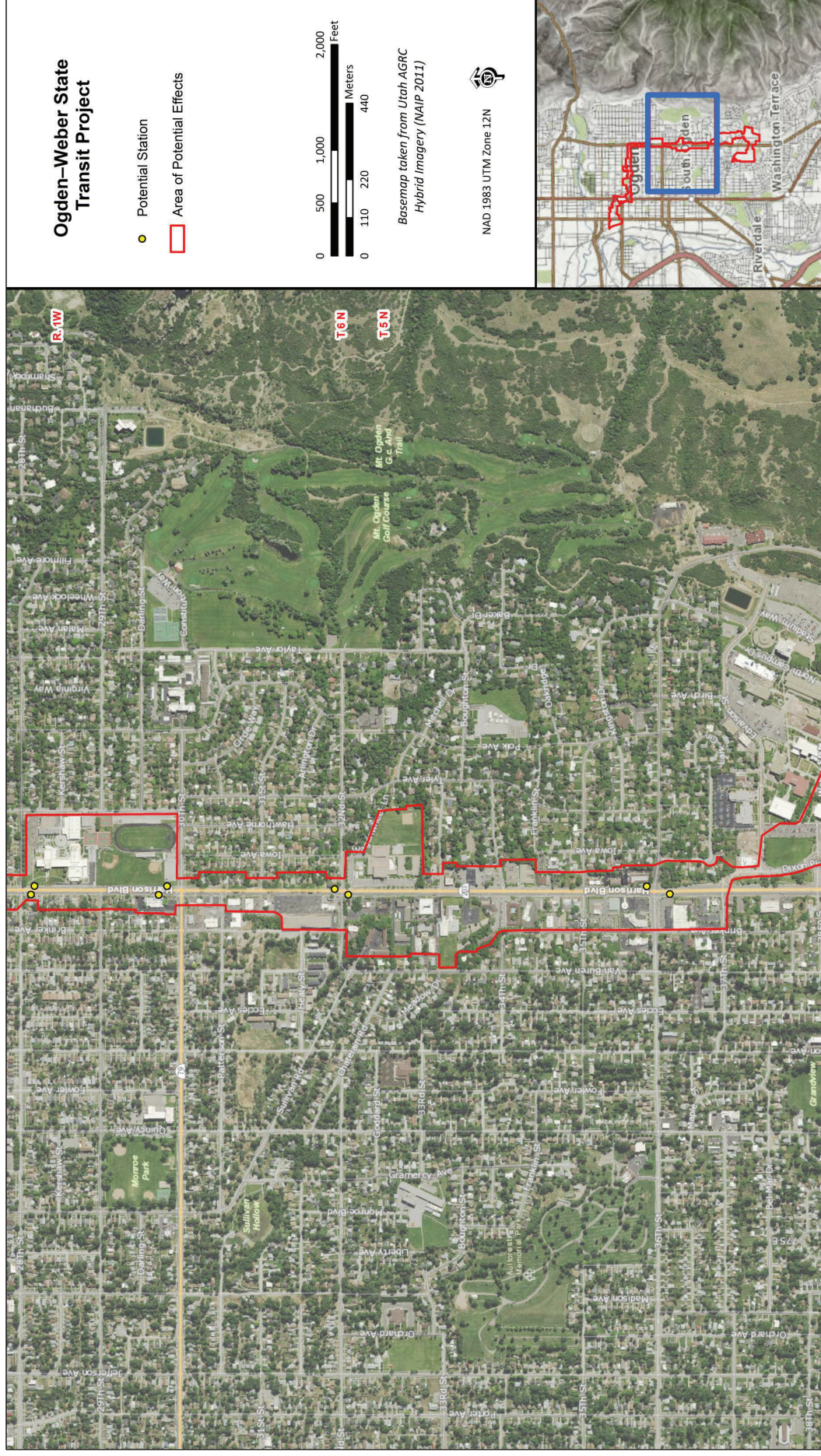
Attachment 1 - Ogden Bus Rapid Transit Project Locally Preferred Alternative



ATTACHMENT 2: Figures – Area of Potential Effects



ATTACHMENT 2: Figures – Area of Potential Effects



ATTACHMENT 2: Figures – Area of Potential Effects





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

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

1961 Stout Street
Suite 13301
Denver, Colorado 80294
(303) 362-2400 (voice)

May 6, 2016

Chairwoman Candace Bear
Skull Valley Band of Goshute Indians
1198 North Main Street
Grantsville, Utah 84029

Re: Invitation to be a Section 106 Consulting Party for the Ogden/Weber State University
Transit Project - Ogden, Utah

Dear Chairwoman Bear:

Ogden City (the "City"), the Utah Transit Authority (UTA), and other public and private partners are working together to implement a proposed bus rapid transit (BRT) line in the Ogden area of Weber County, Utah. The Bus Rapid Transit (BRT) along 25th Street Alternative (the "Project") was selected at the conclusion of the planning process by the study partners and was adopted by the Ogden City Council as the locally preferred alternative (LPA) on July 28, 2015. 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. The proposed Project alignment, as depicted on Attachment 1 hereto, would be approximately 5.3 miles long (10.6 miles round trip), with a western terminus at the Ogden Intermodal/FrontRunner Transit Center. From there, the alignment would extend east along 23rd Street to Washington Boulevard, turn south on Washington Boulevard to 25th Street, then east on 25th Street to Harrison Boulevard. The alignment would then travel south on Harrison Boulevard through the Weber State University campus, terminating at the McKay-Dee Hospital. The proposed Project is anticipated to utilize buses operating in a combination of exclusive and mixed use lanes, with approximately 50% of the route in exclusive bus lanes and the other 50% (approximately) in existing lanes with other vehicular traffic. Exclusive bus lanes are planned on Harrison Boulevard starting at 32nd Street and extending through the Weber State University campus.

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Sincerely,

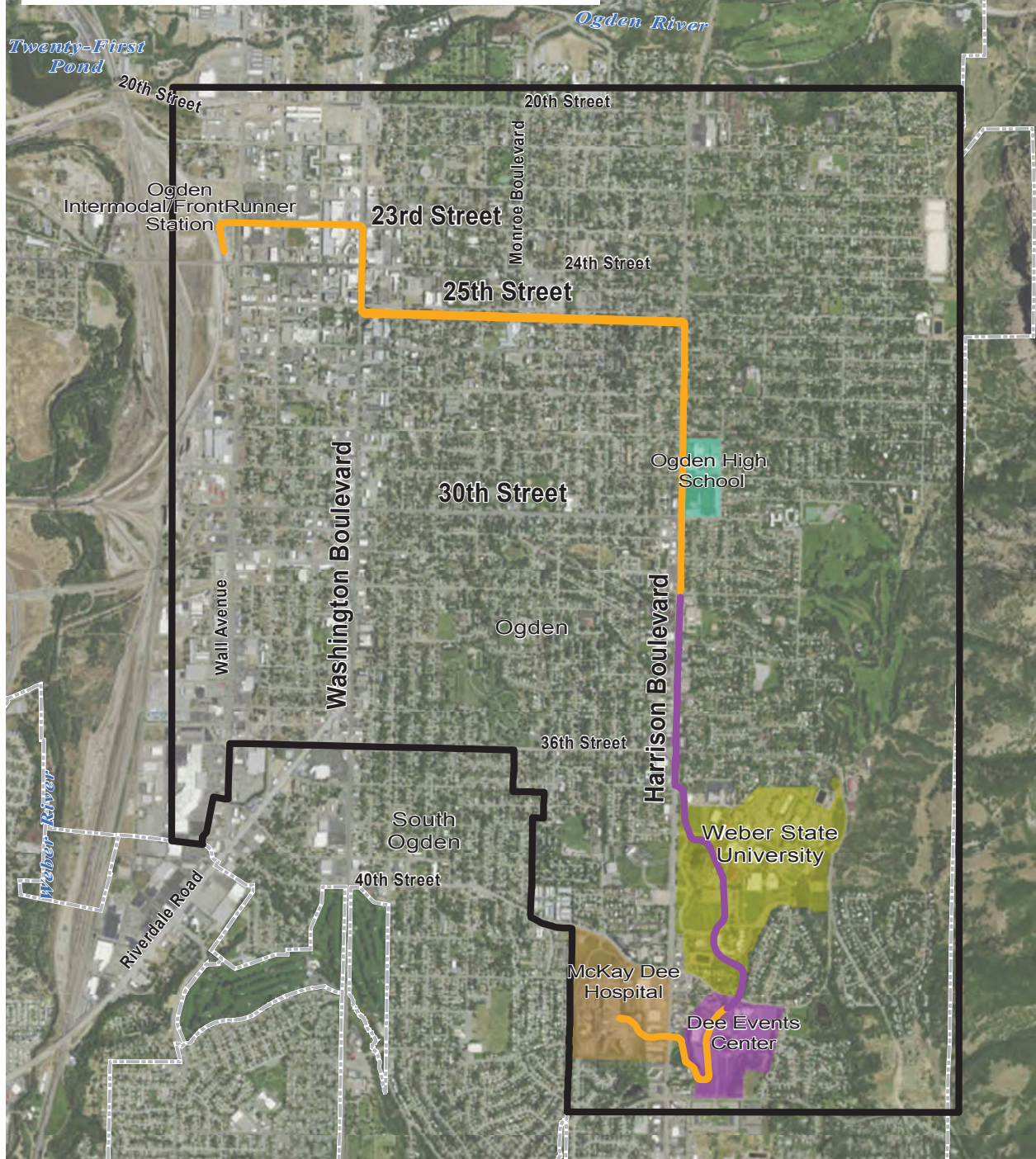
Darin Allan
Team Leader, Planning and Program Development

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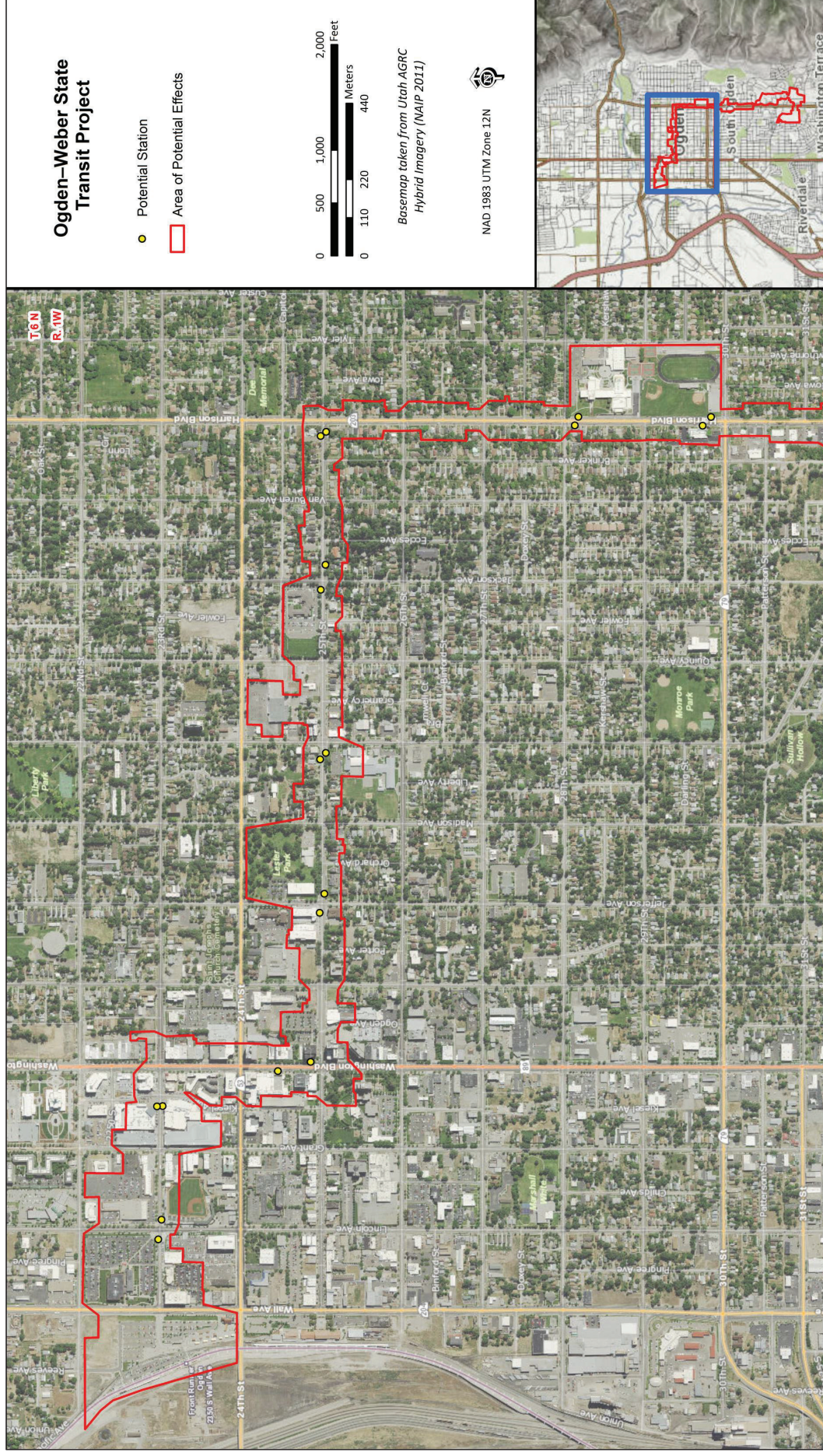
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cc: Patti Garver, UTA

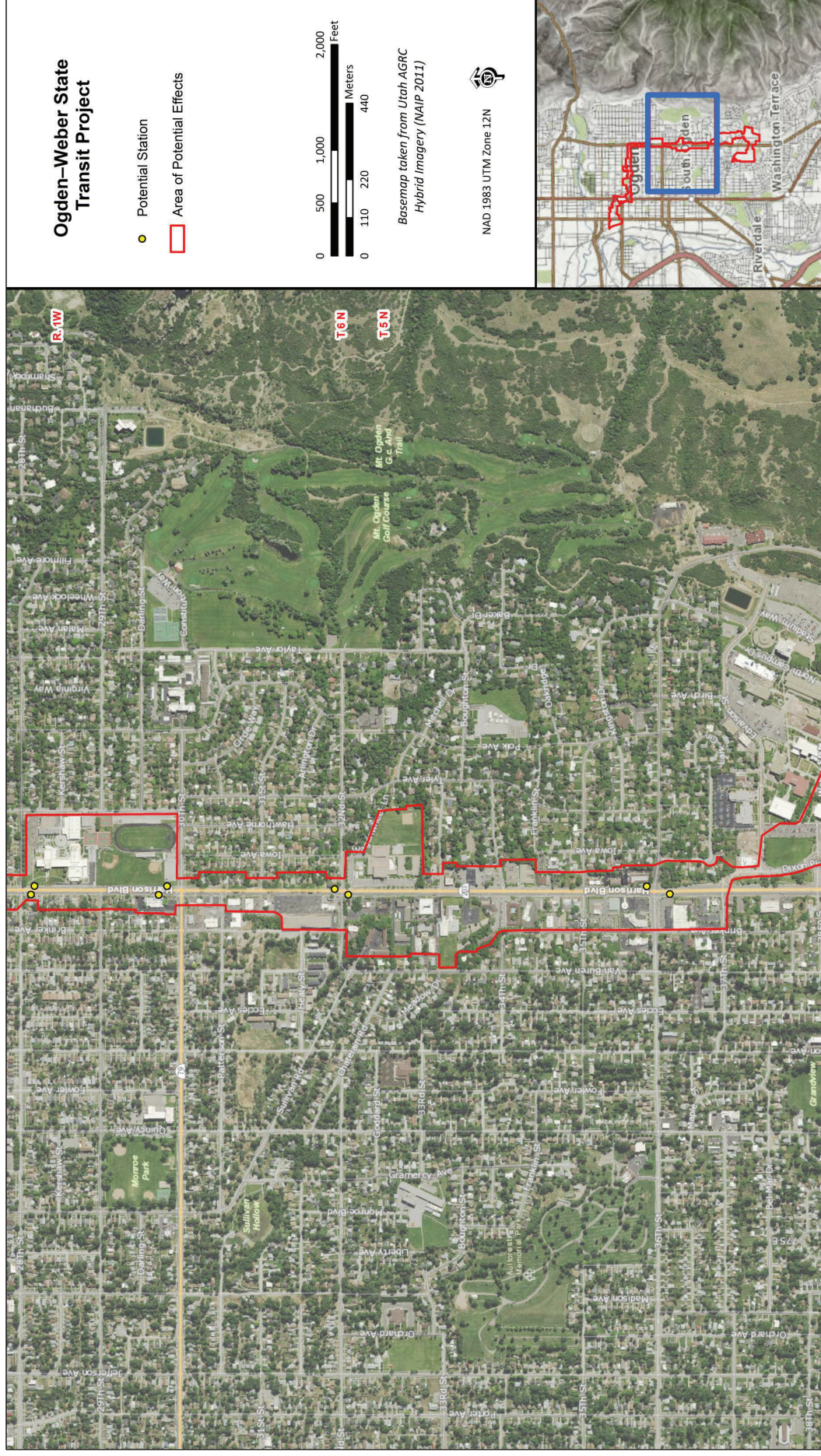
Attachment 1 - Ogden Bus Rapid Transit Project Locally Preferred Alternative



ATTACHMENT 2: Figures – Area of Potential Effects



ATTACHMENT 2: Figures – Area of Potential Effects



ATTACHMENT 2: Figures – Area of Potential Effects

