



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 Blaine Edmo
Shoshone-Bannock Tribes
P.O. Box 306
Fort Hall, Idaho 83203

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

Dear Chairman Edmo:

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

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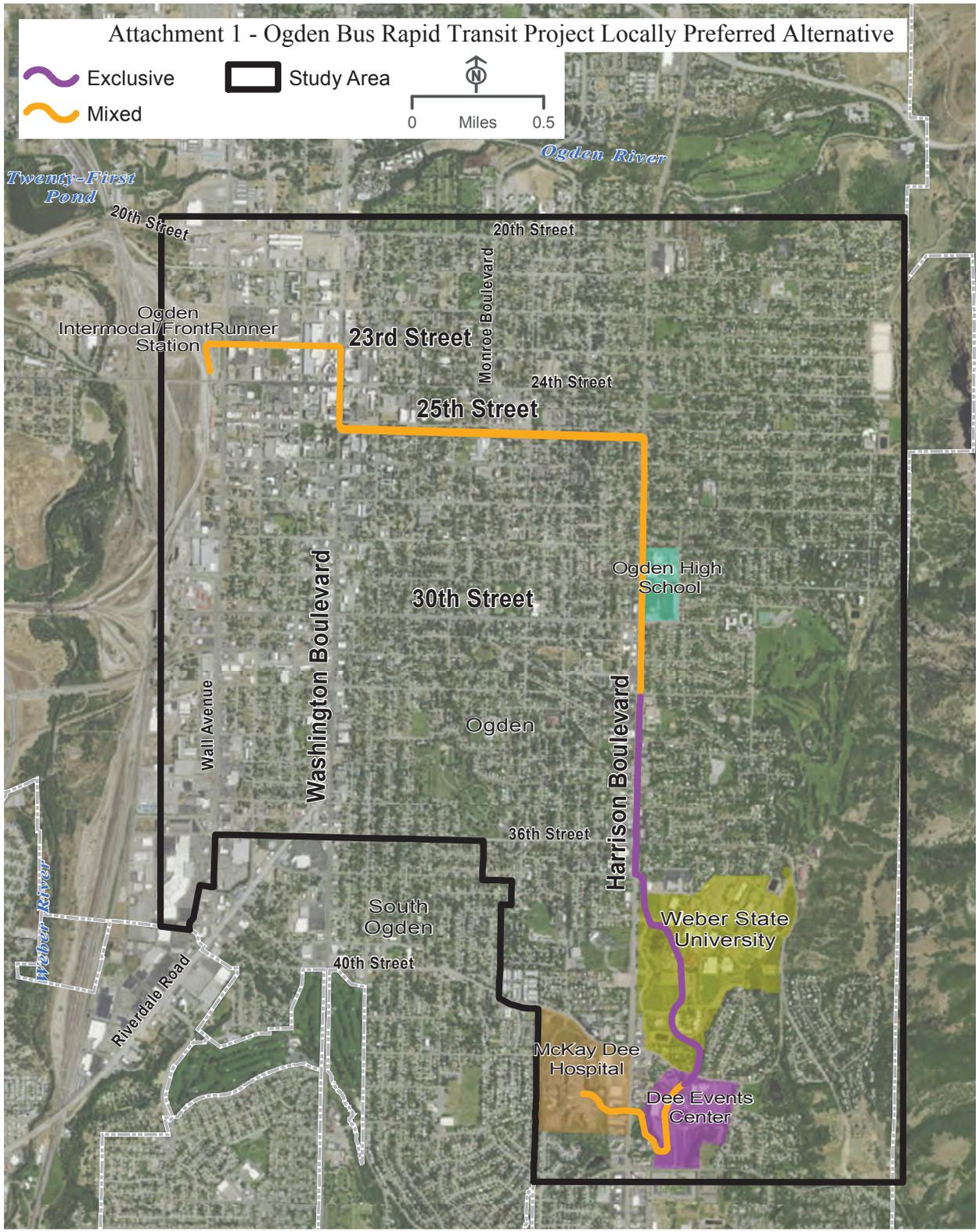
- Attachment 1 – Ogden Bus Rapid Transit Project Locally Preferred Alternative
- Attachment 2 – Proposed Area of Potential Effects
- Attachment 3 – Proposed Consulting Parties for the Ogden BRT Section 106 Process

cc: Patti Garver, UTA

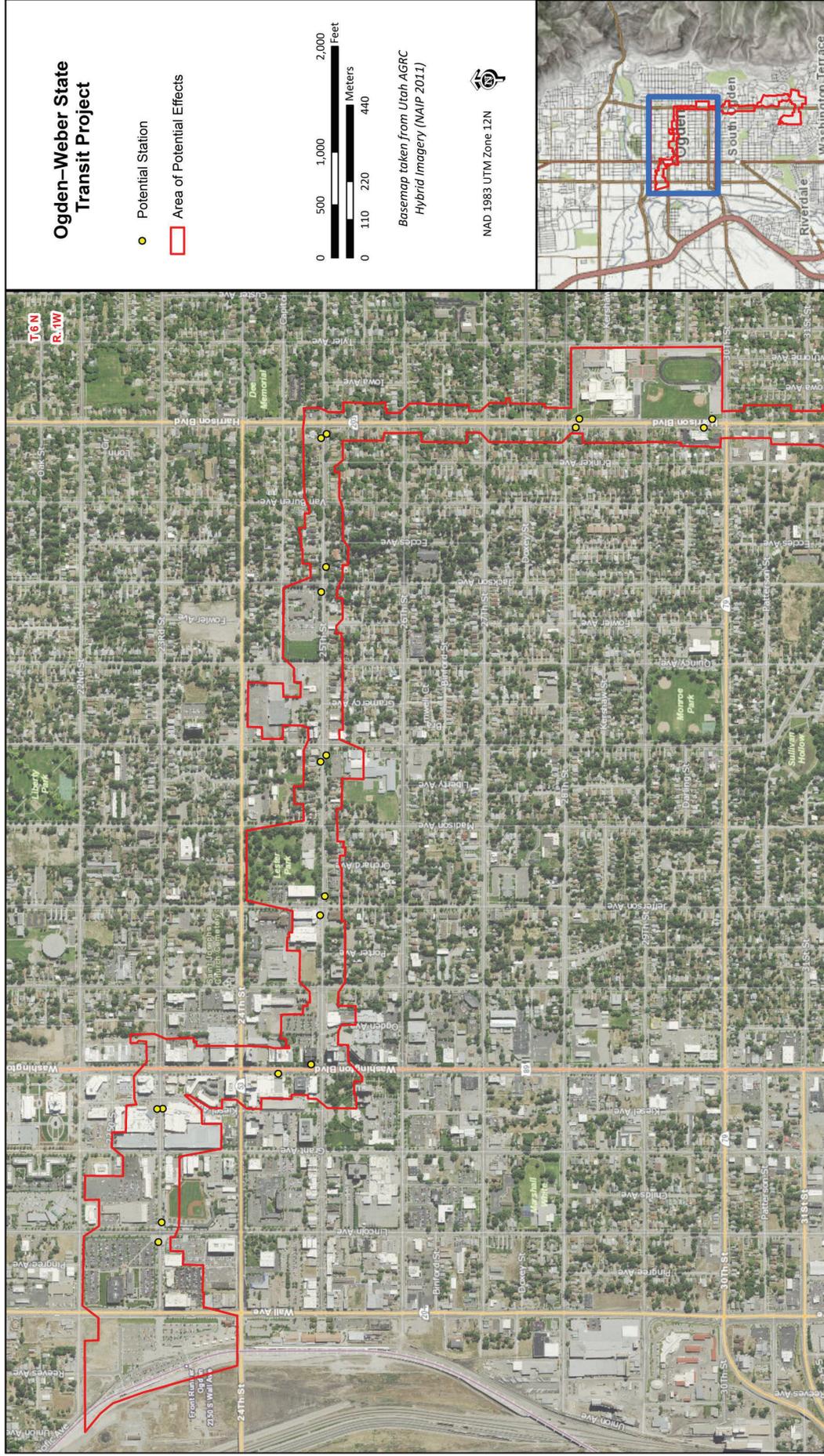
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-  Exclusive
-  Mixed

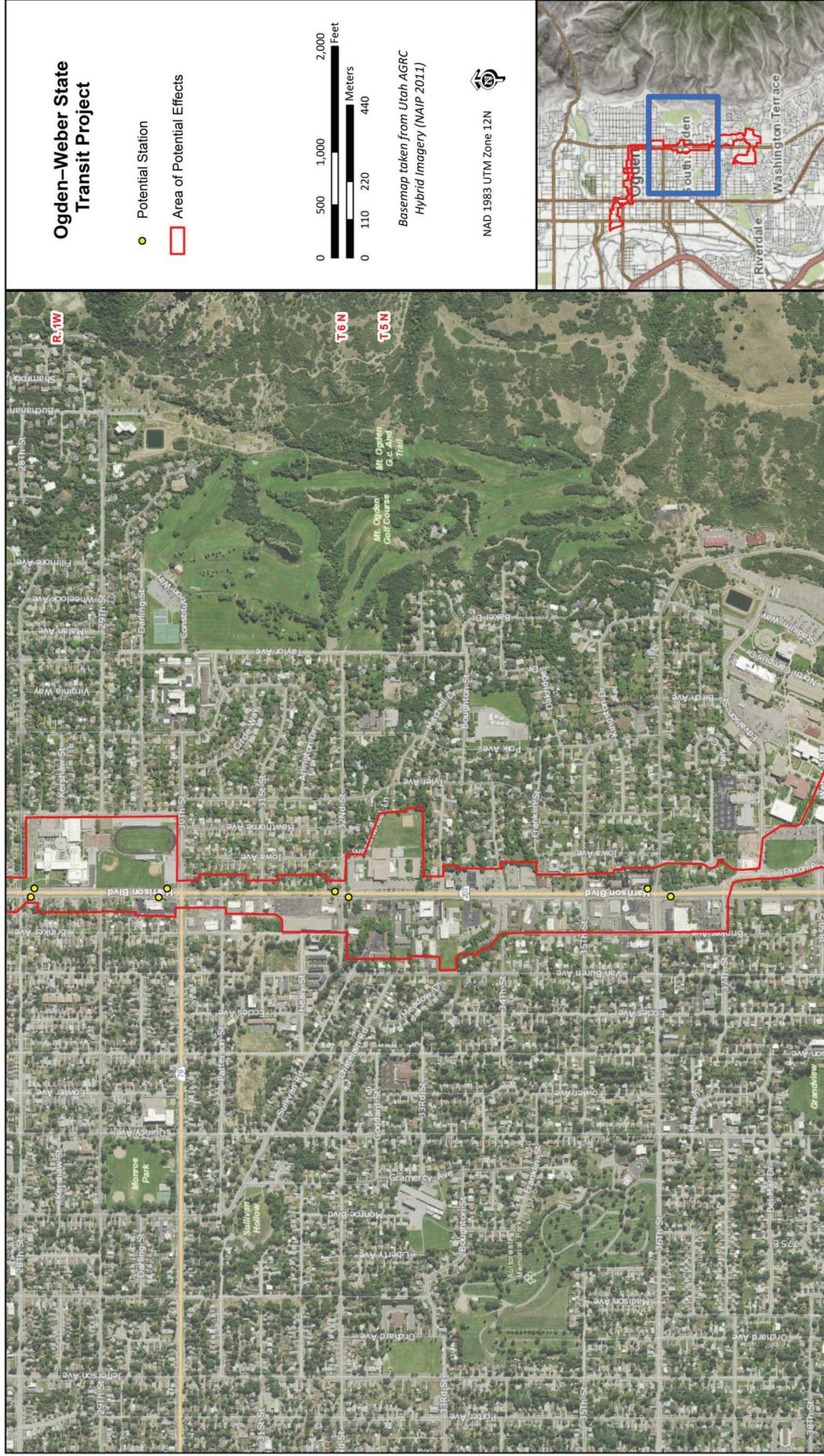
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ATTACHMENT 2: Figures – Area of Potential Effects



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May 6, 2016

Chairwoman Corrina Bow
Paiute Tribes of Utah
440 North Paiute Drive
Cedar City, Utah 84721

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

Dear Chairwoman Bow:

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.

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Darin Allan
Team Leader, Planning and Program Development

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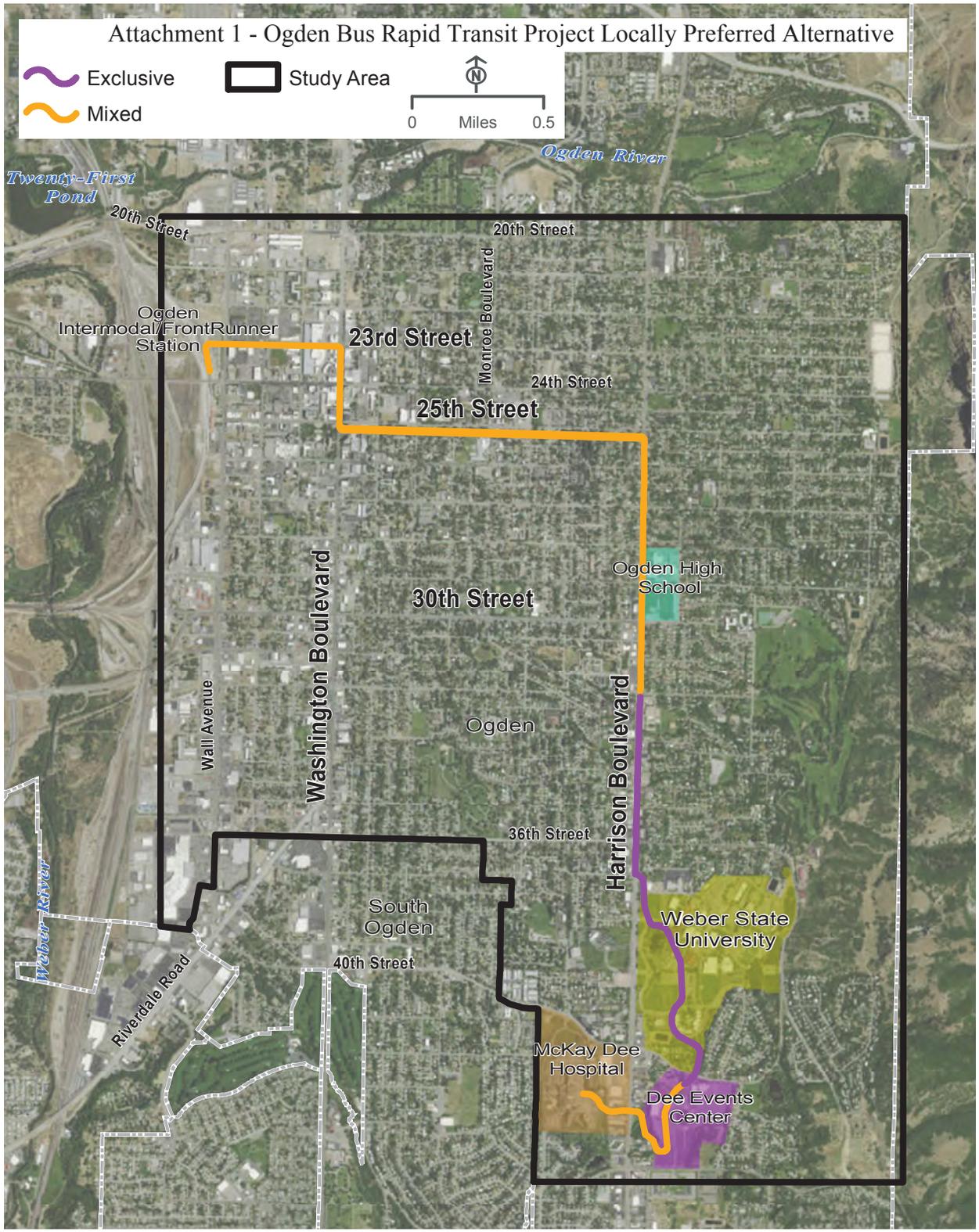
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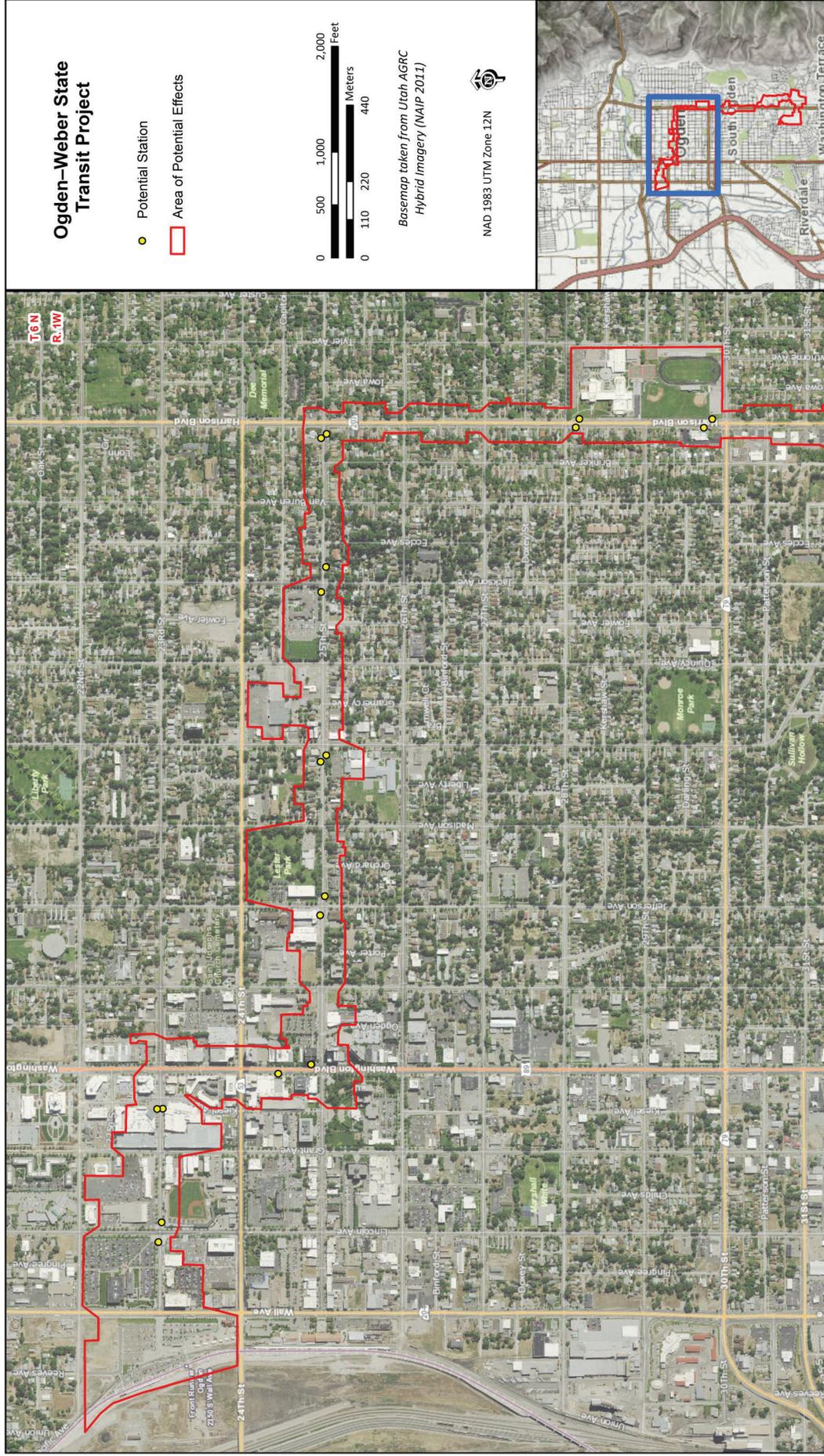
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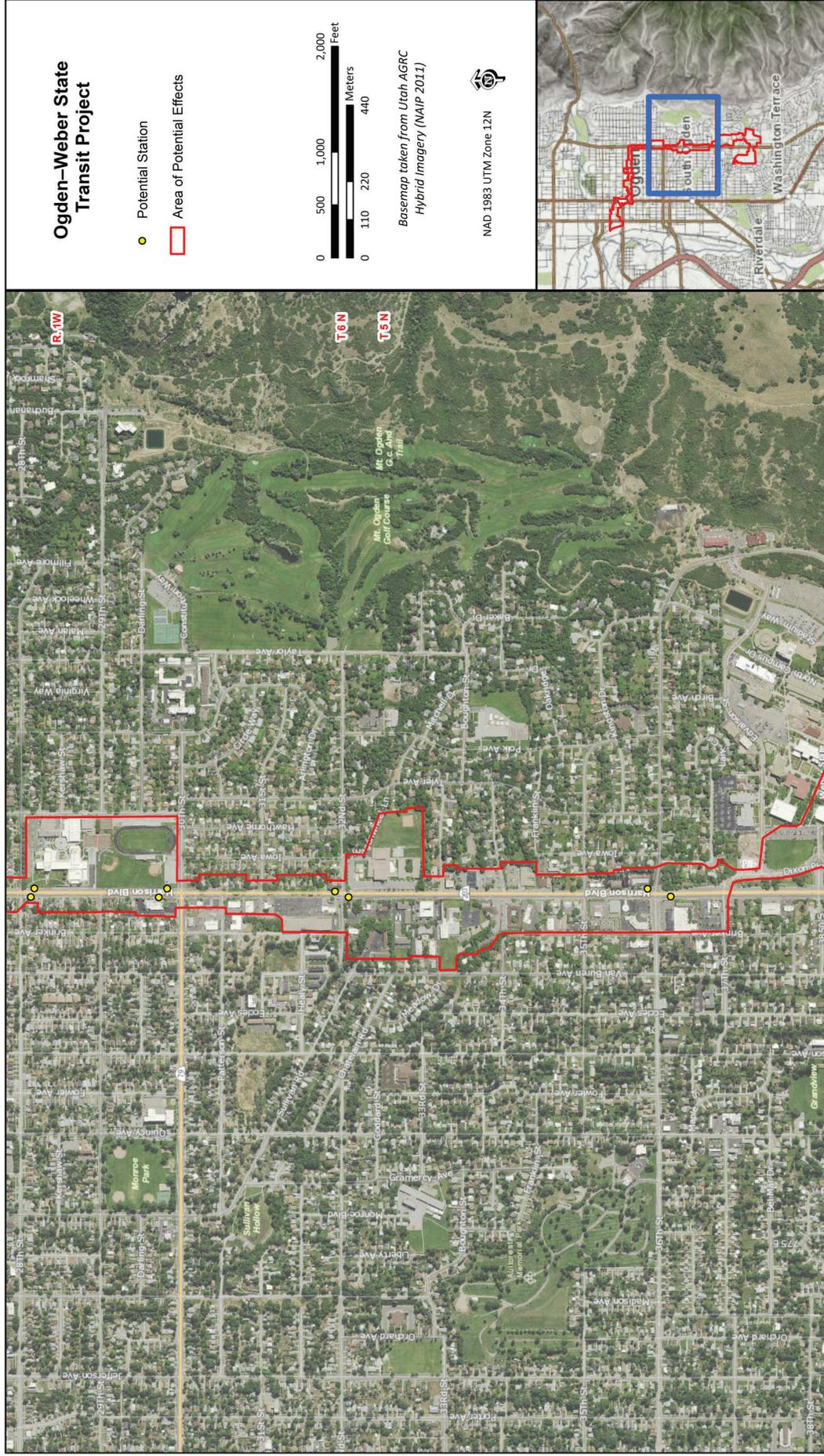
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May 6, 2016

Chairman Shane Warner
Northwestern Band of Shoshone Nation
707 North Main Street
Brigham City, Utah 84302

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

Dear Chairman Warner:

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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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.

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Darin Allan
Team Leader, Planning and Program Development

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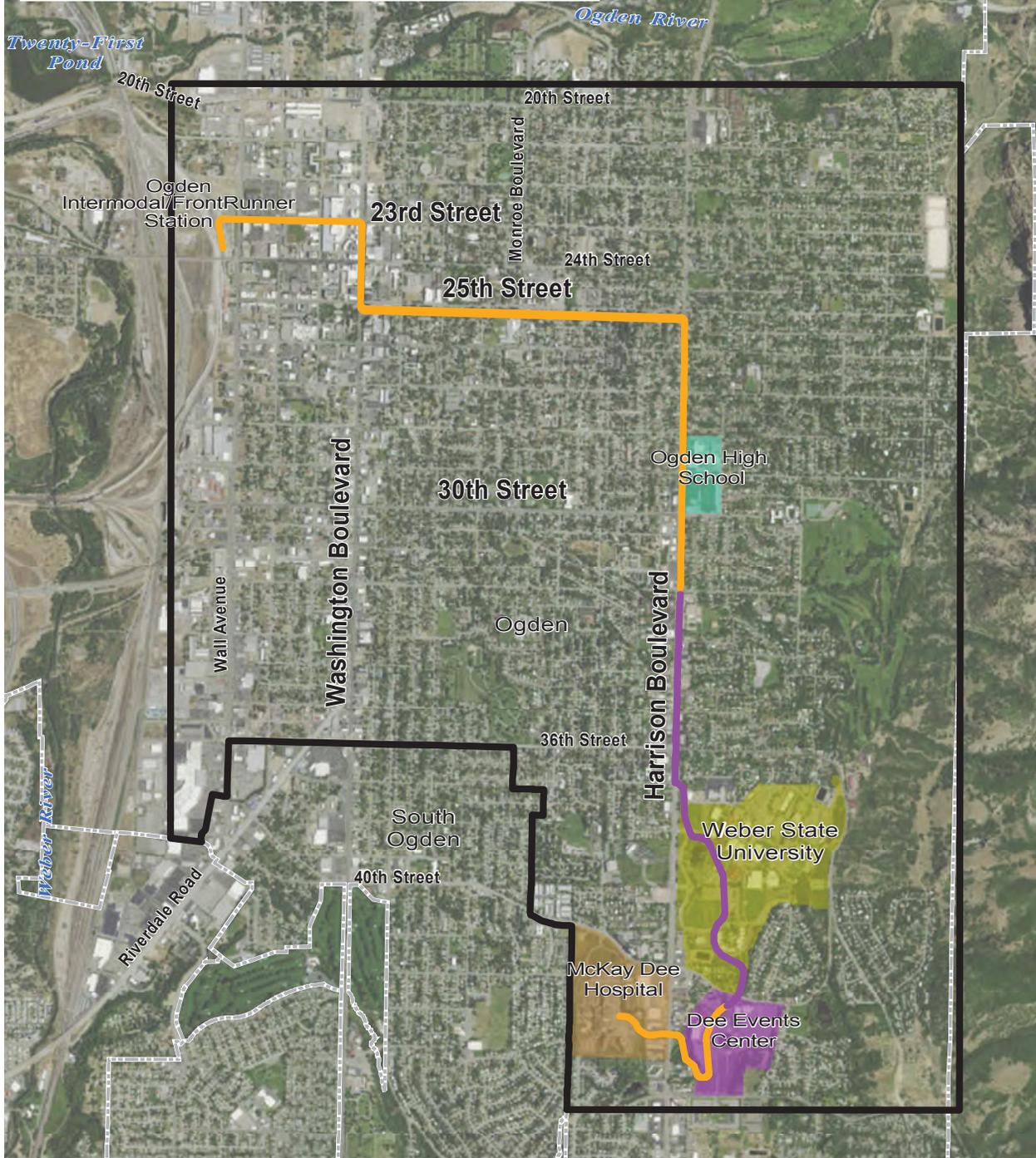
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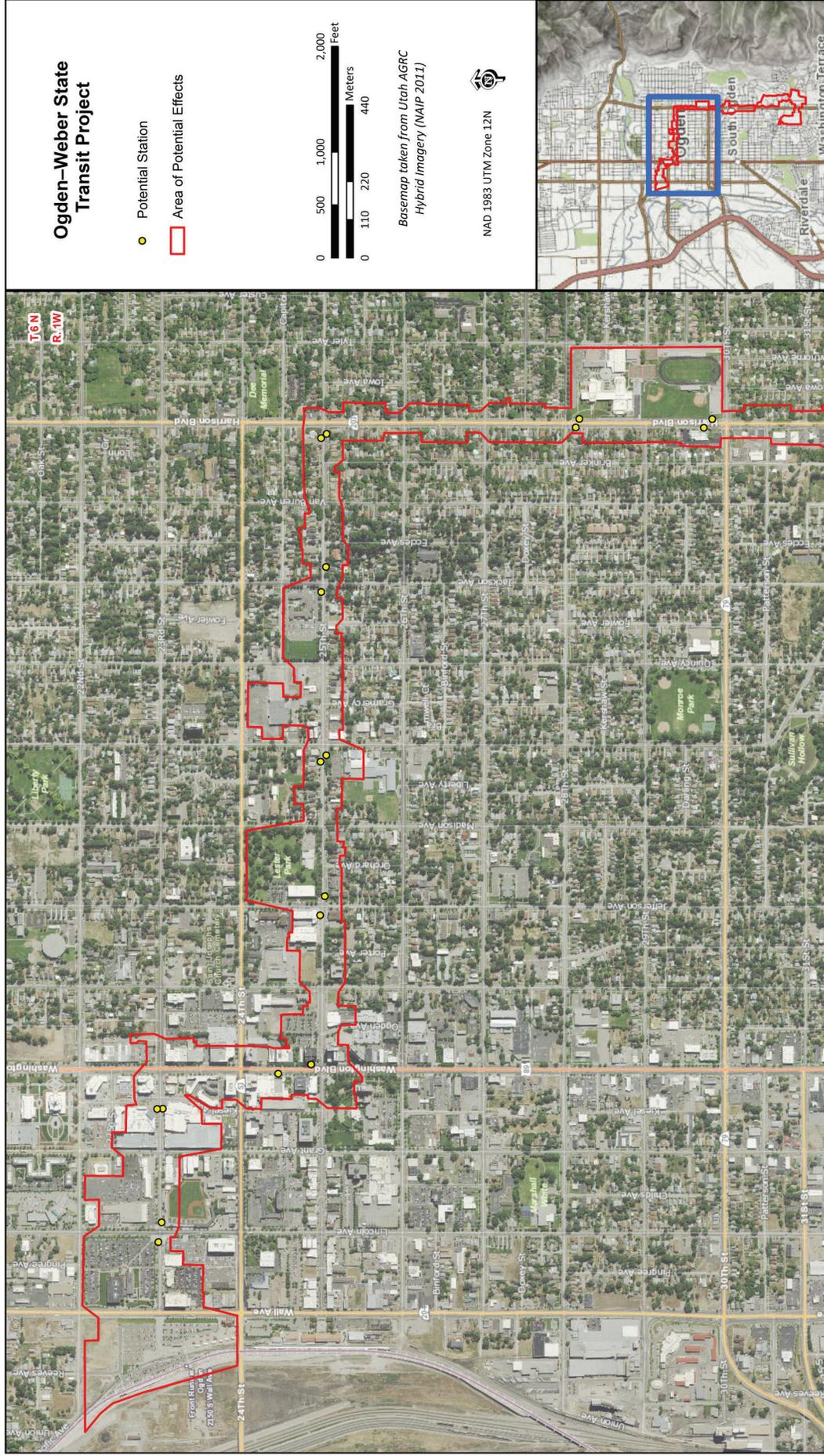
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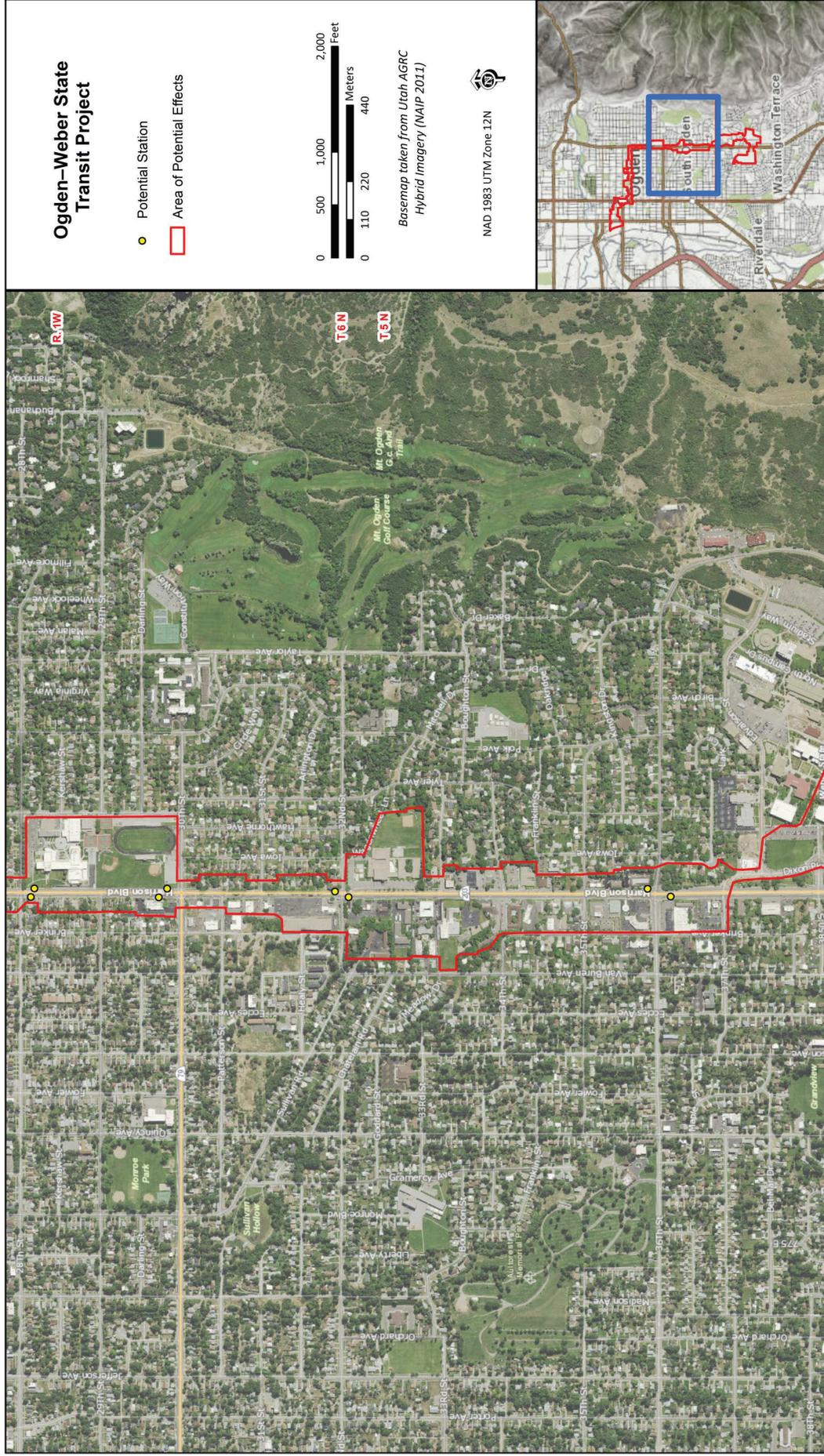
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May 6, 2016

Chairman Virgil W. Johnson
Confederated Tribes of the Goshute Reservation
P.O. Box 6104
Ibapah, Utah, 84034-6036

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

Dear Chairman Johnson:

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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Darin Allan
Team Leader, Planning and Program Development

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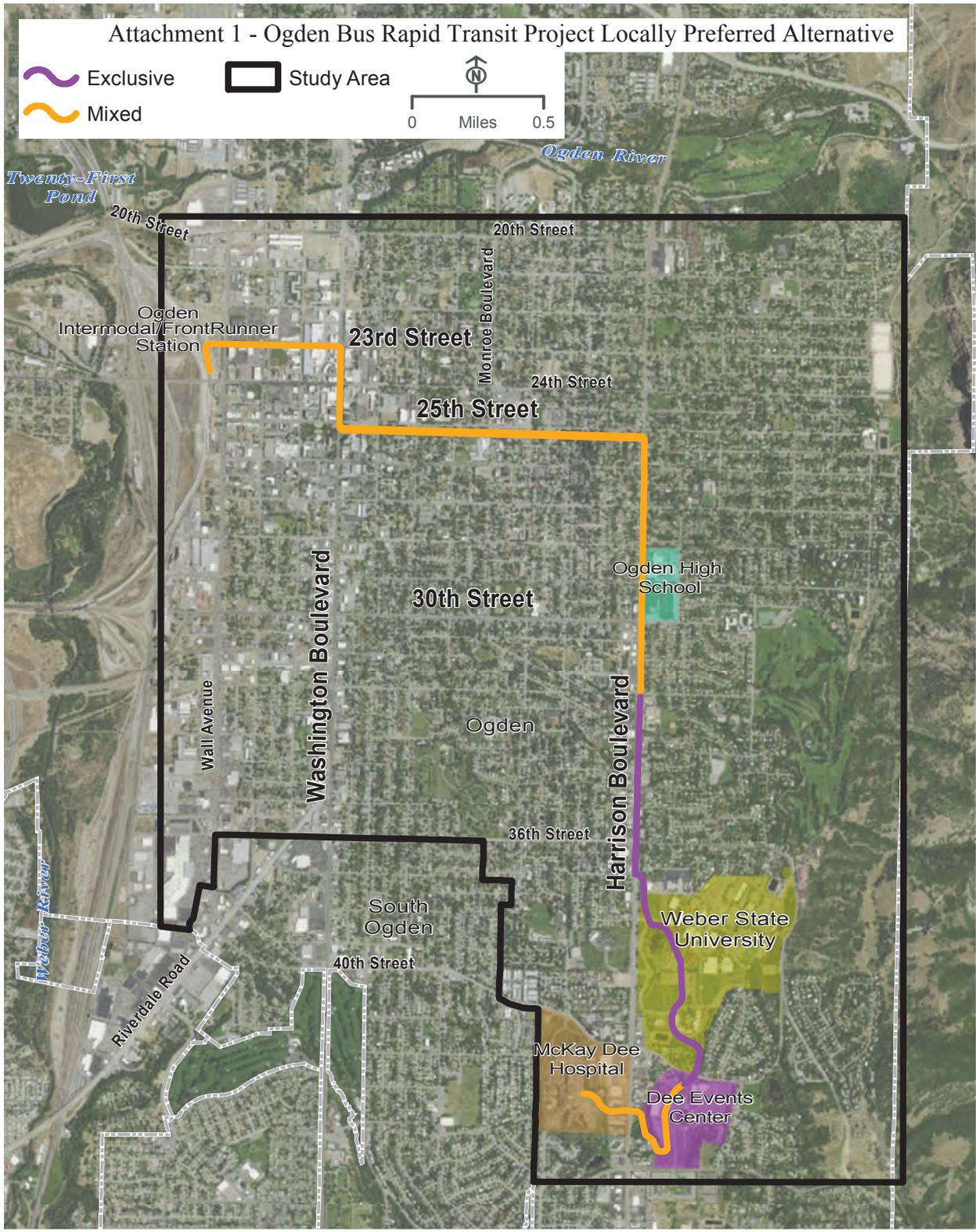
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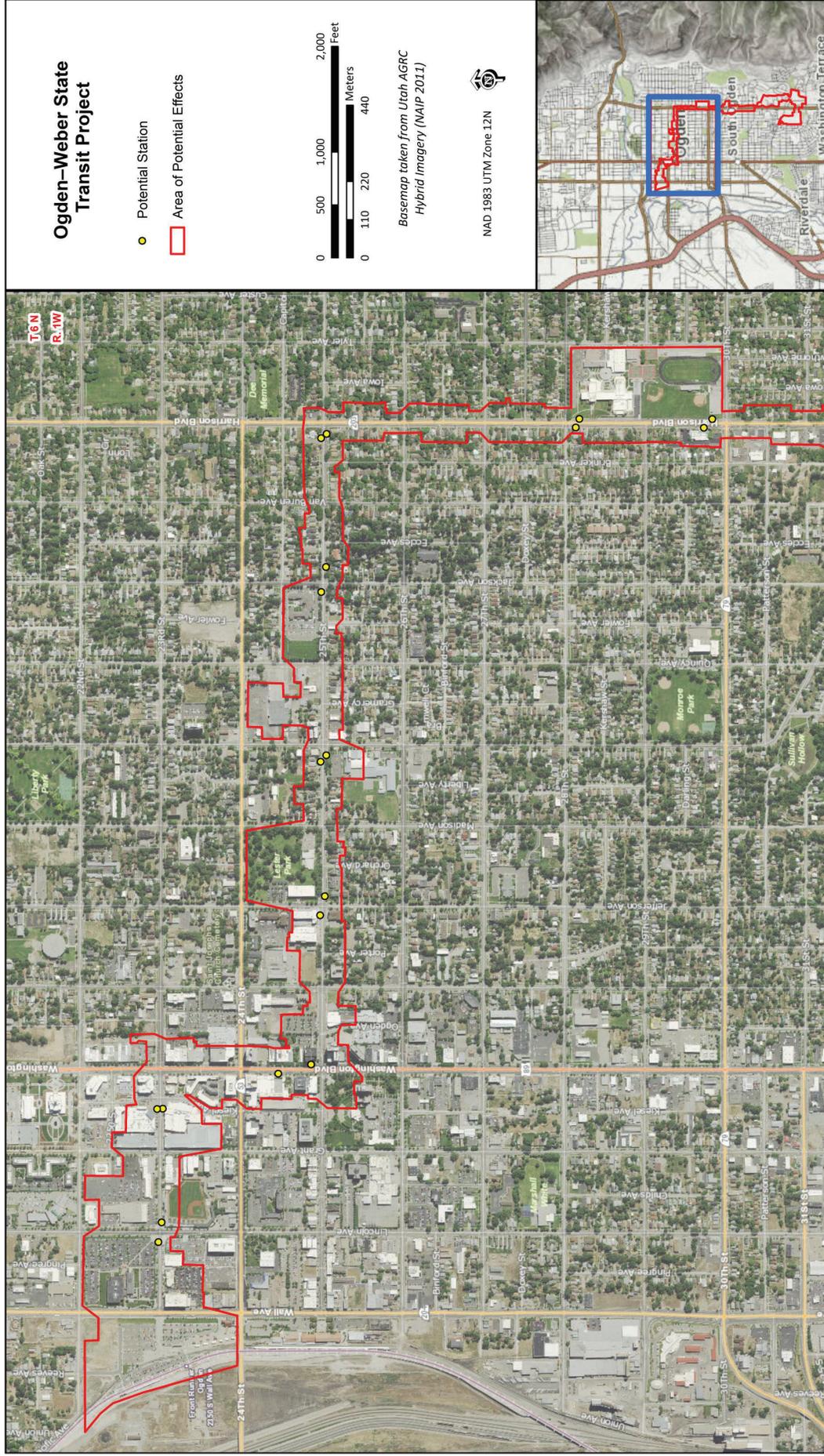
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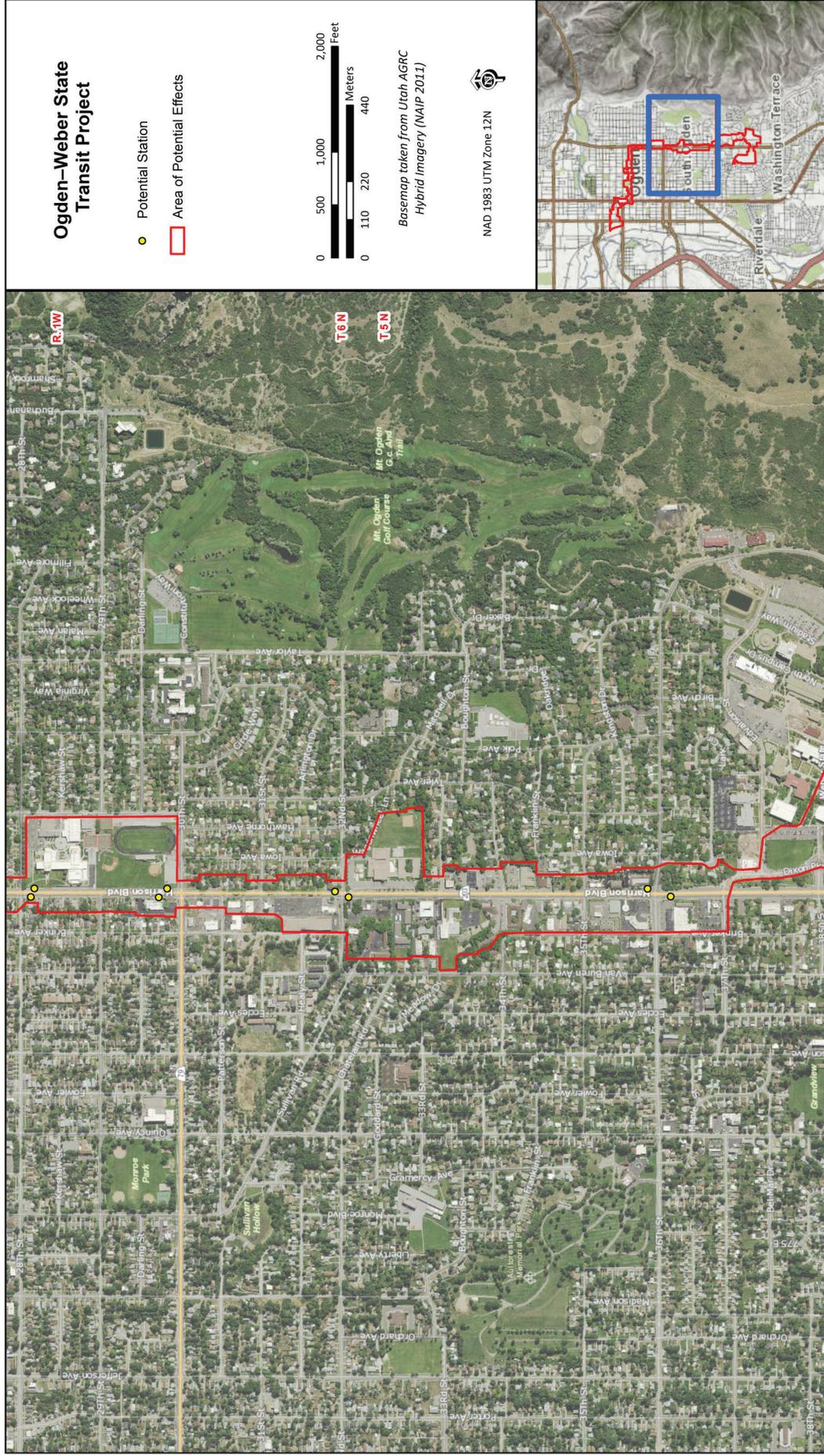
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May 6, 2016

Ms. Judy Mitchell
Ogden City Landmarks Commission
1875 28th Street
Ogden, UT 84401

Re: Initiation of Section 106 Consultation for the Ogden/Weber State University Transit Project
Ogden, Utah

Dear Ms. Mitchell:

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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If you have questions about the Project or the Section 106 process, please contact Kristin Kenyon or Tracey MacDonald at 303-362-2400. If you wish to be a consulting party in the Section 106 process for the Project, please respond by email at your earliest convenience to kristin.kenyon@dot.gov. FTA would appreciate receiving a response within 30 days of the date of this letter.

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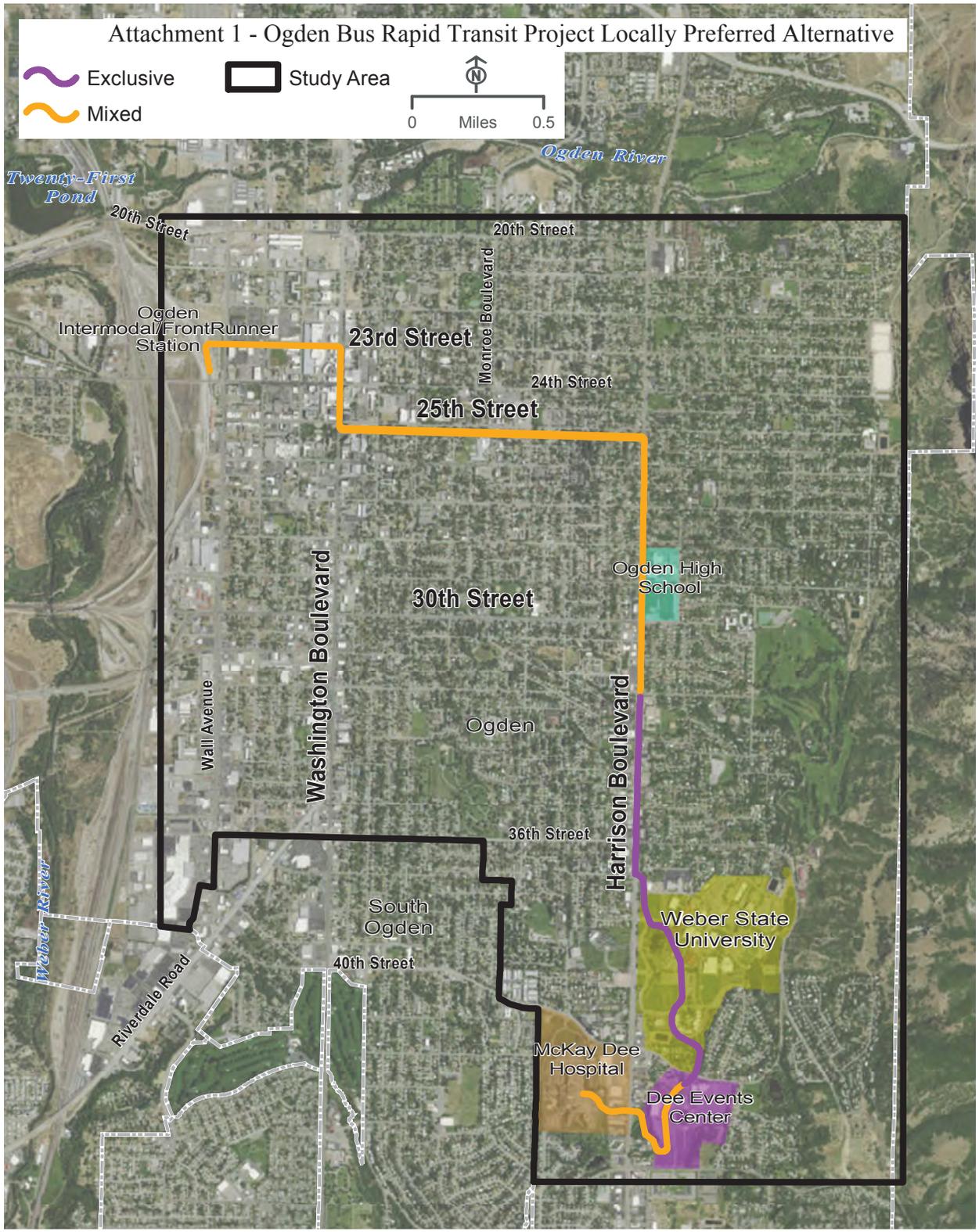
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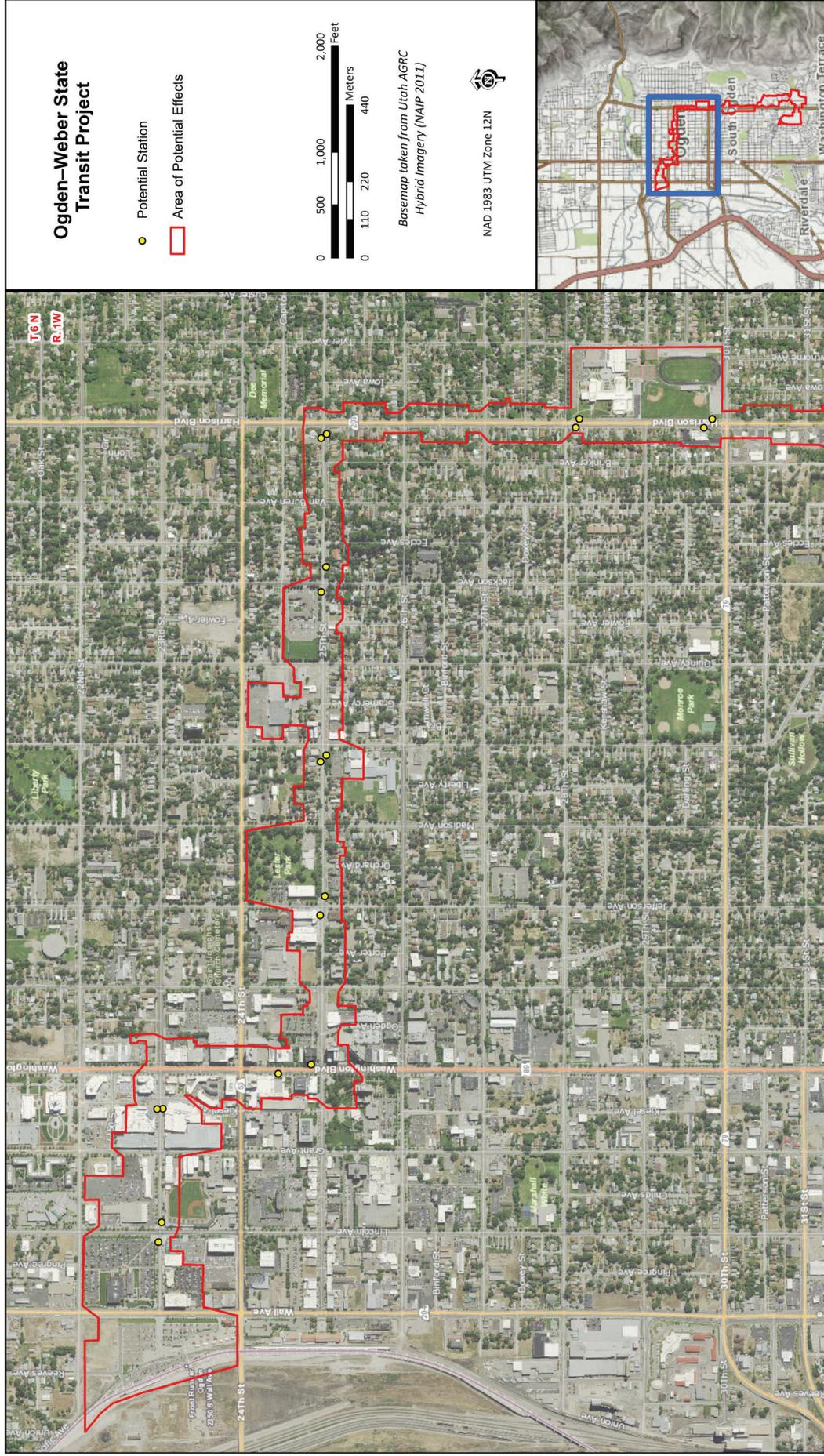
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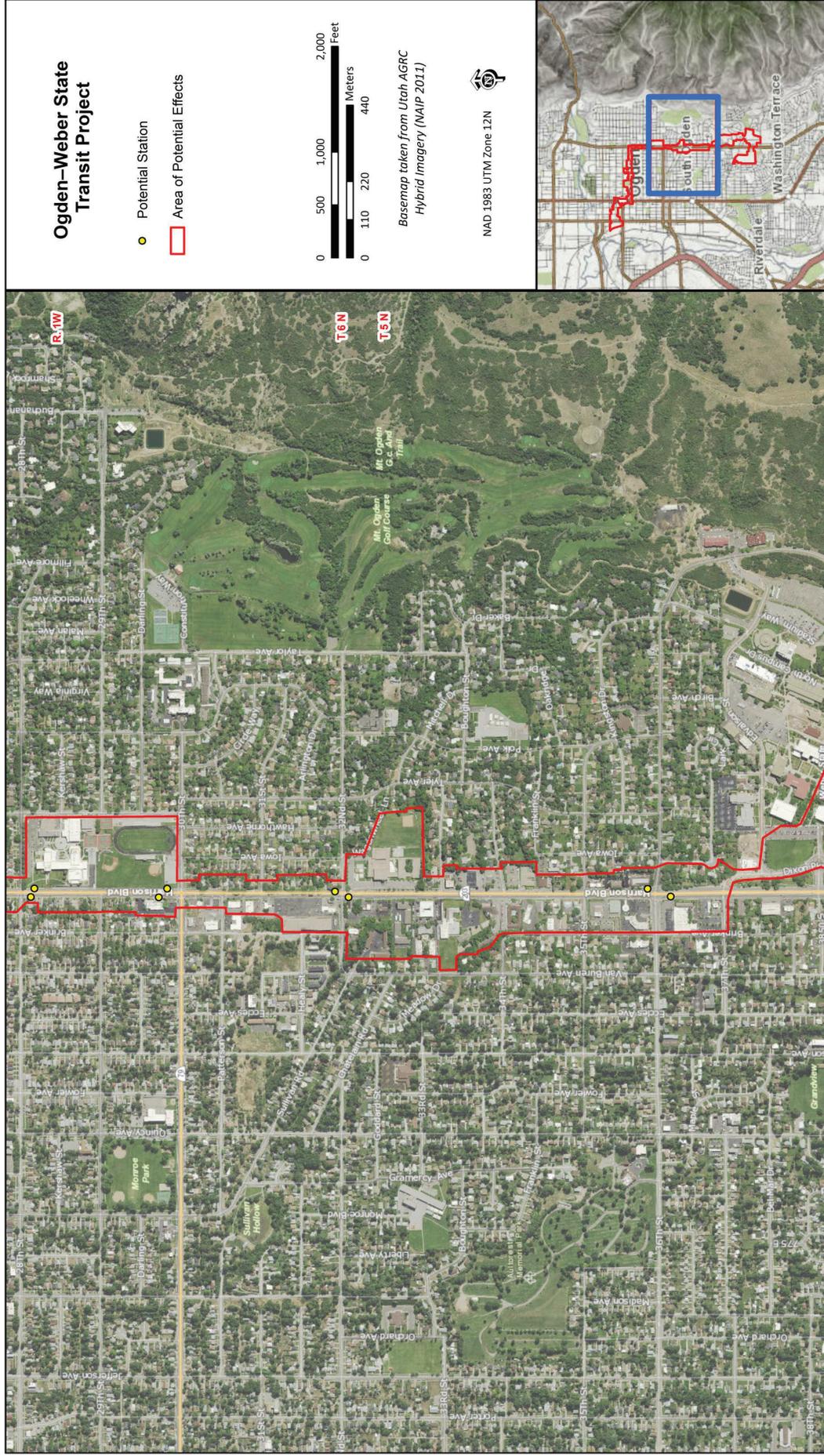
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May 6, 2016

Mr. Kirk Huffaker
Executive Director
Utah Heritage Foundation
375 Canyon Road
Salt Lake City, UT 84103

Re: Initiation of Section 106 Consultation for the Ogden/Weber State University Transit Project
Ogden, Utah

Dear Mr. Huffaker:

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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If you have questions about the Project or the Section 106 process, please contact Kristin Kenyon or Tracey MacDonald at 303-362-2400. If you wish to be a consulting party in the Section 106 process for the Project, please respond by email at your earliest convenience to kristin.kenyon@dot.gov. FTA would appreciate receiving a response within 30 days of the date of this letter.

Sincerely,

Darin Allan
Team Leader, Planning and Program Development

Attachments:

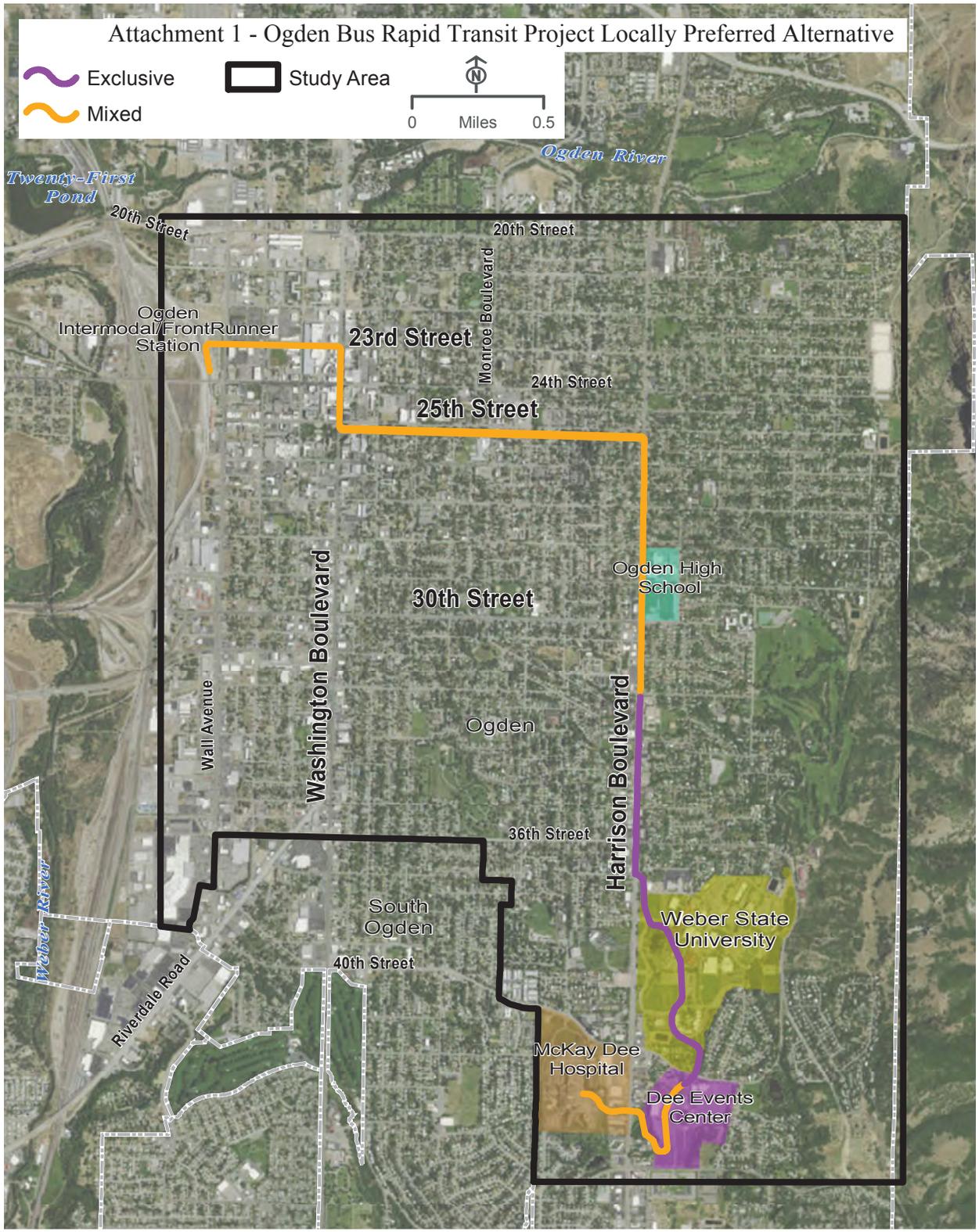
- Attachment 1 – Ogden Bus Rapid Transit Project Locally Preferred Alternative
- Attachment 2 – Proposed Area of Potential Effects
- Attachment 3 – Proposed Consulting Parties for the Ogden BRT Section 106 Process

cc: Patti Garver, UTA

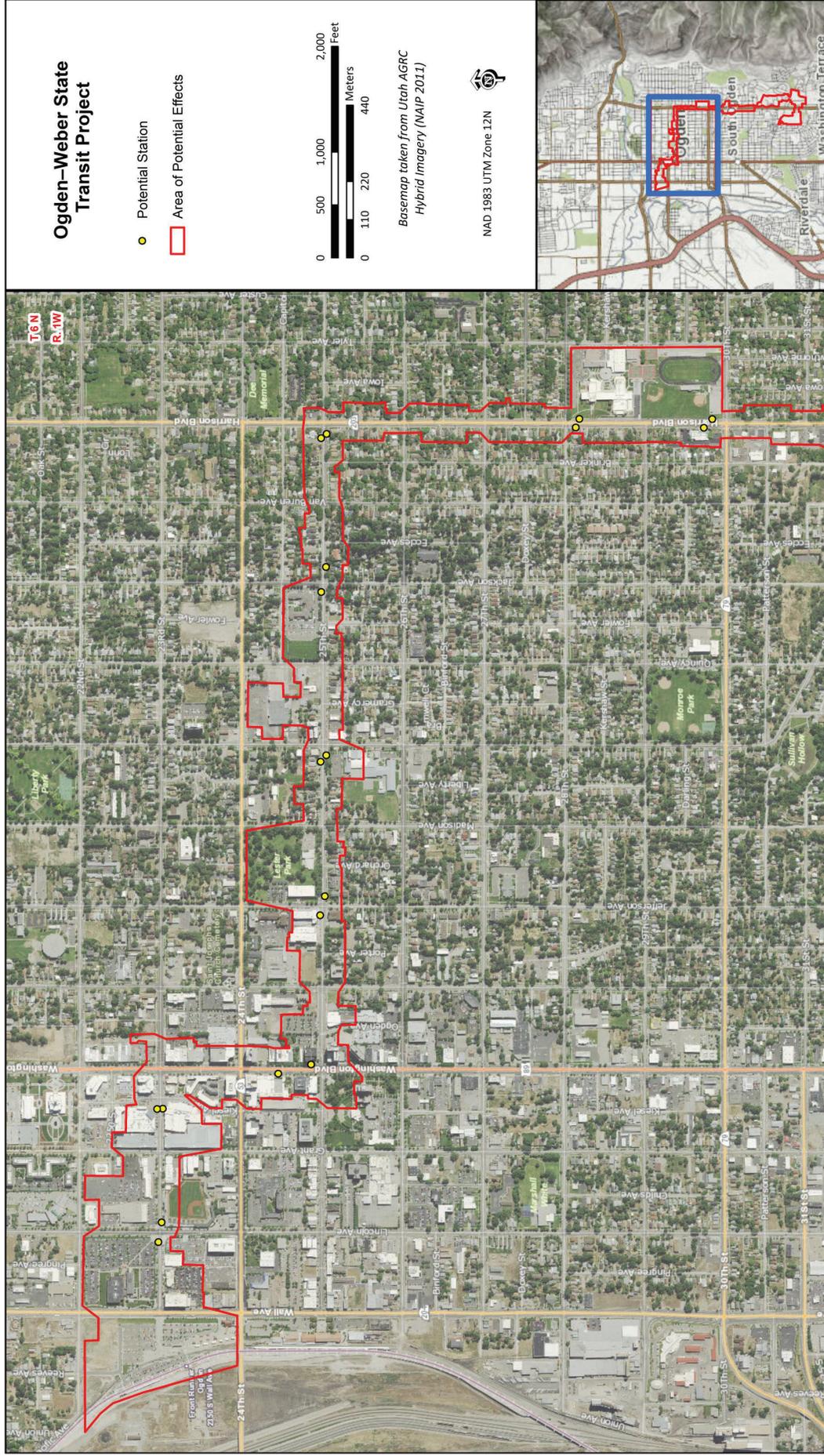
Attachment 1 - Ogden Bus Rapid Transit Project Locally Preferred Alternative

-  Exclusive
-  Mixed

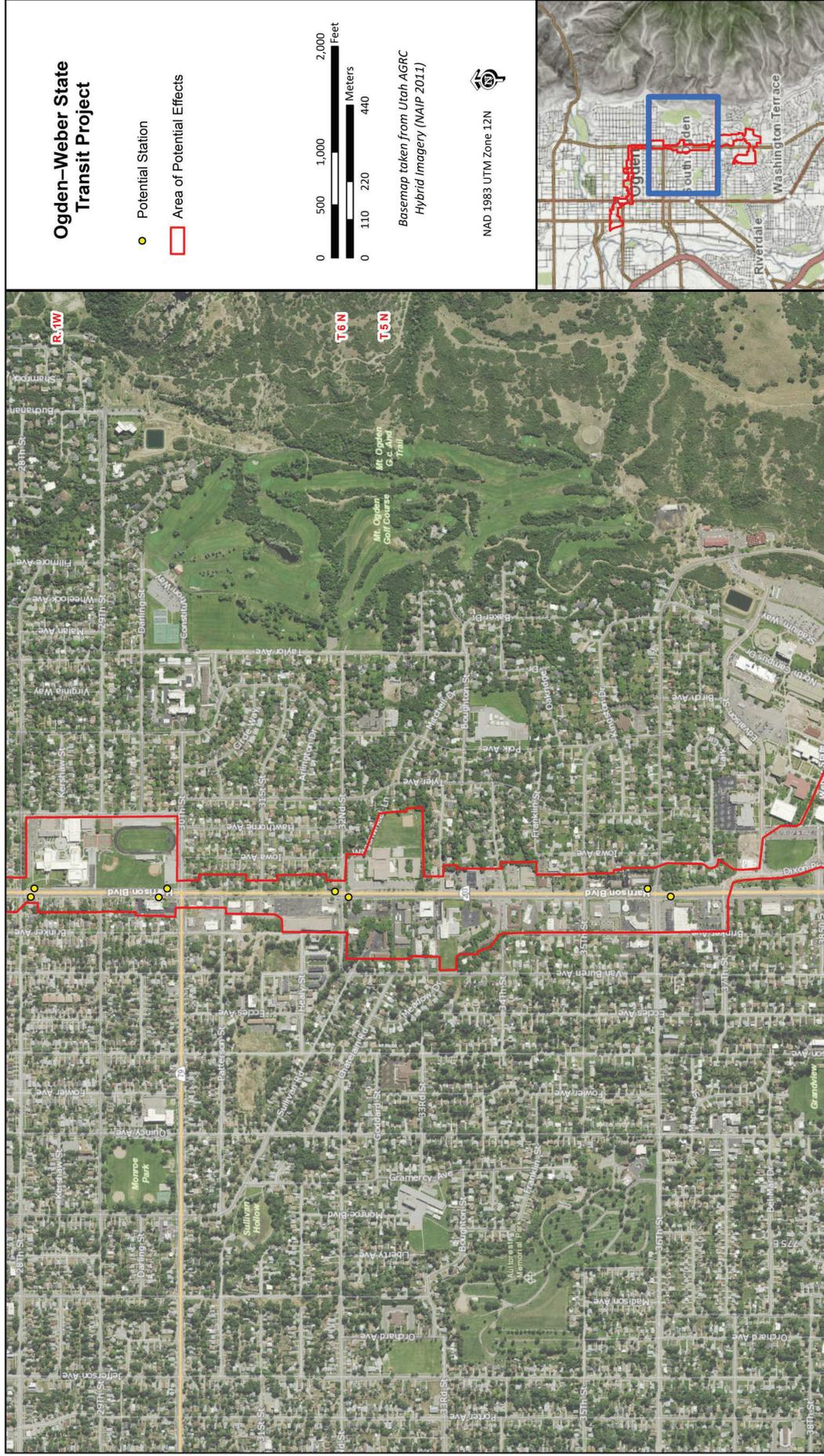
 Study Area



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

Alex Clift, President
Trolley District Community Council
2683 Jefferson Ave.
Ogden, UT 84401

Re: Initiation of Section 106 Consultation for the Ogden/Weber State University Transit Project
Ogden, Utah

Dear Mr. Clift:

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.

Because 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 proposed APE for the Project for purposes of both direct and indirect (i.e., visual) effects is depicted on Attachment 2 hereto.

If you have questions about the Project or the Section 106 process, please contact Kristin Kenyon or Tracey MacDonald at 303-362-2400. If you wish to be a consulting party in the Section 106 process for the Project, please respond by email at your earliest convenience to kristin.kenyon@dot.gov. FTA would appreciate receiving a response within 30 days of the date of this letter.

Sincerely,

Darin Allan
Team Leader, Planning and Program Development

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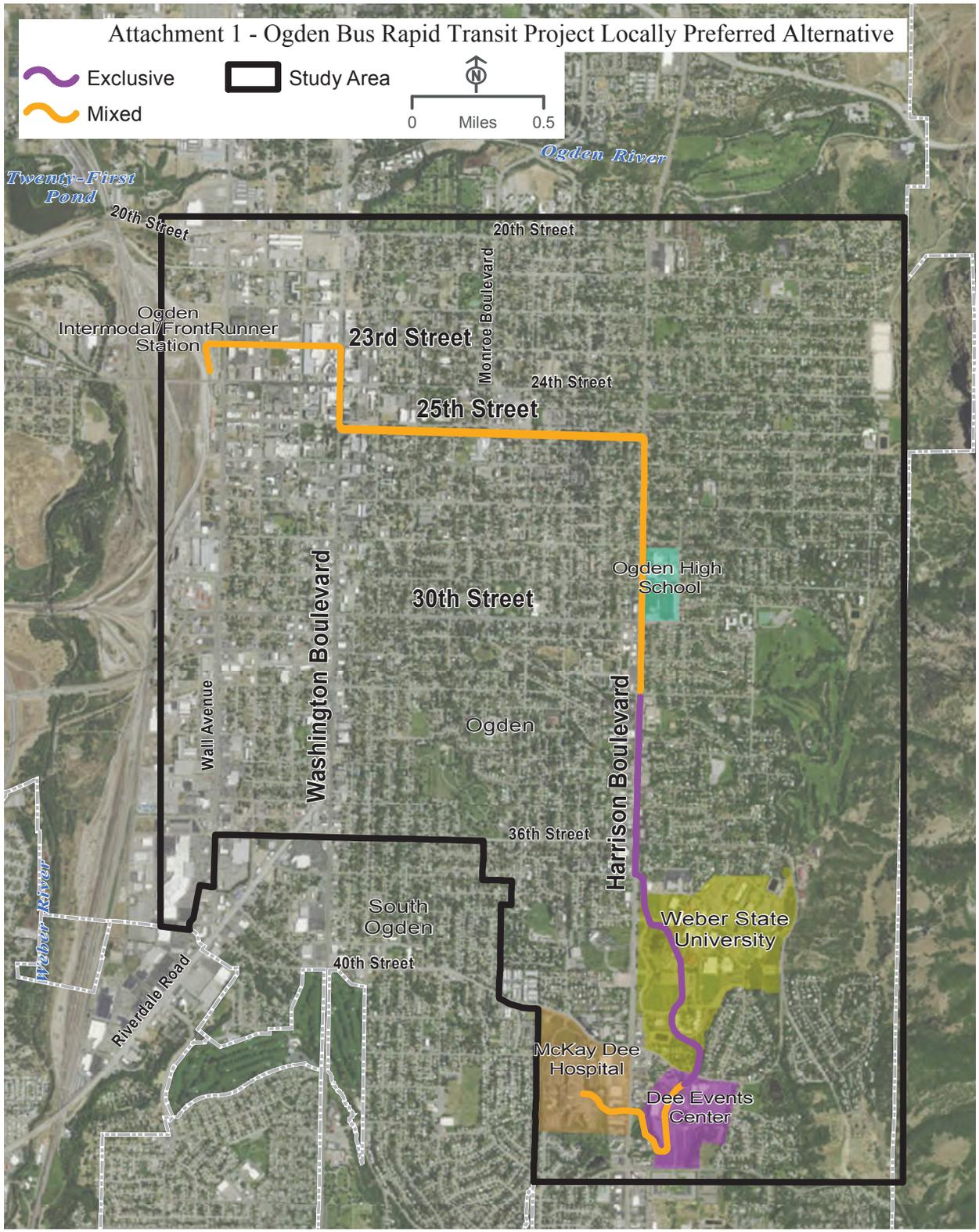
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cc: Patti Garver, UTA

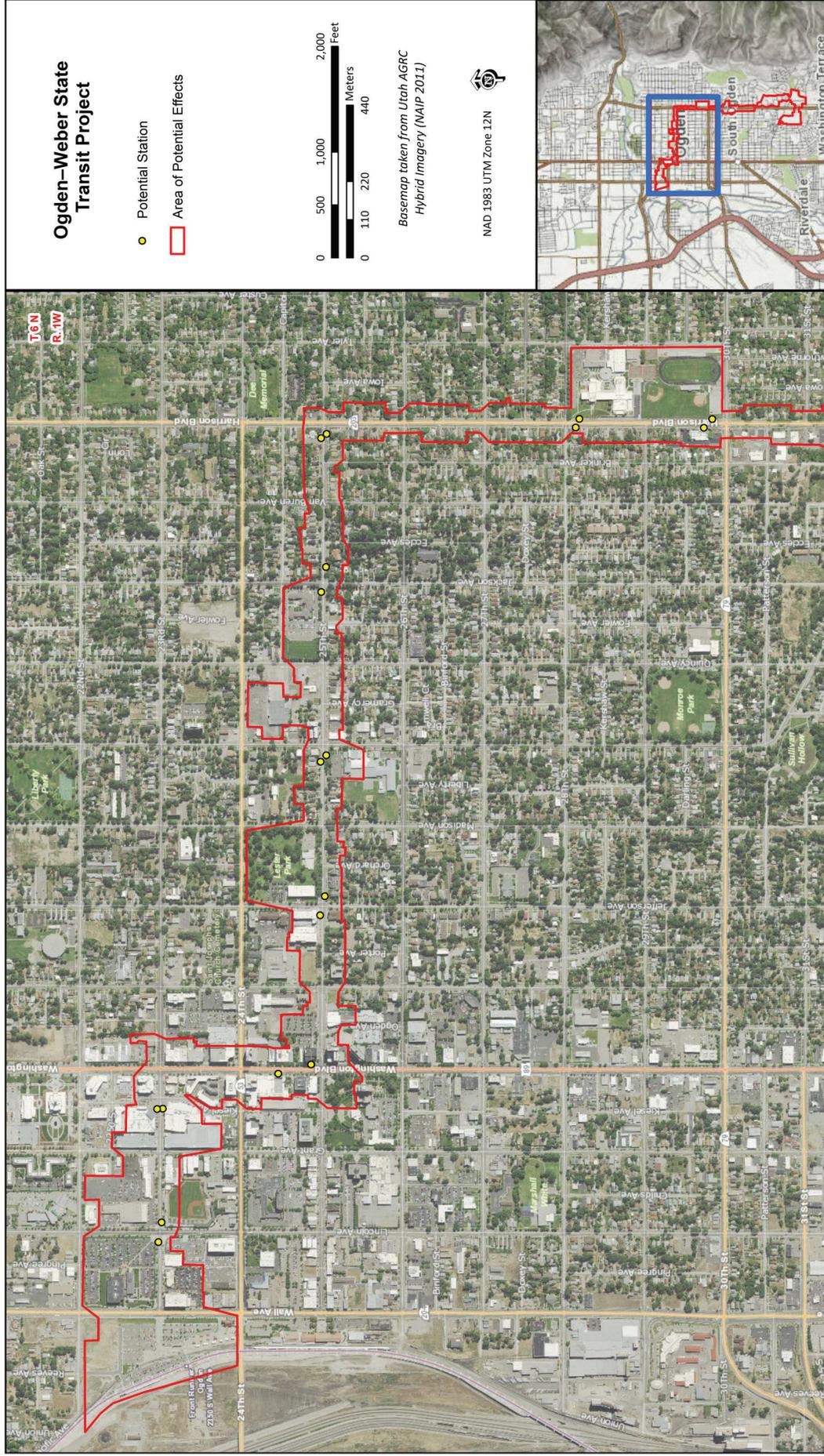
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-  Exclusive
-  Mixed

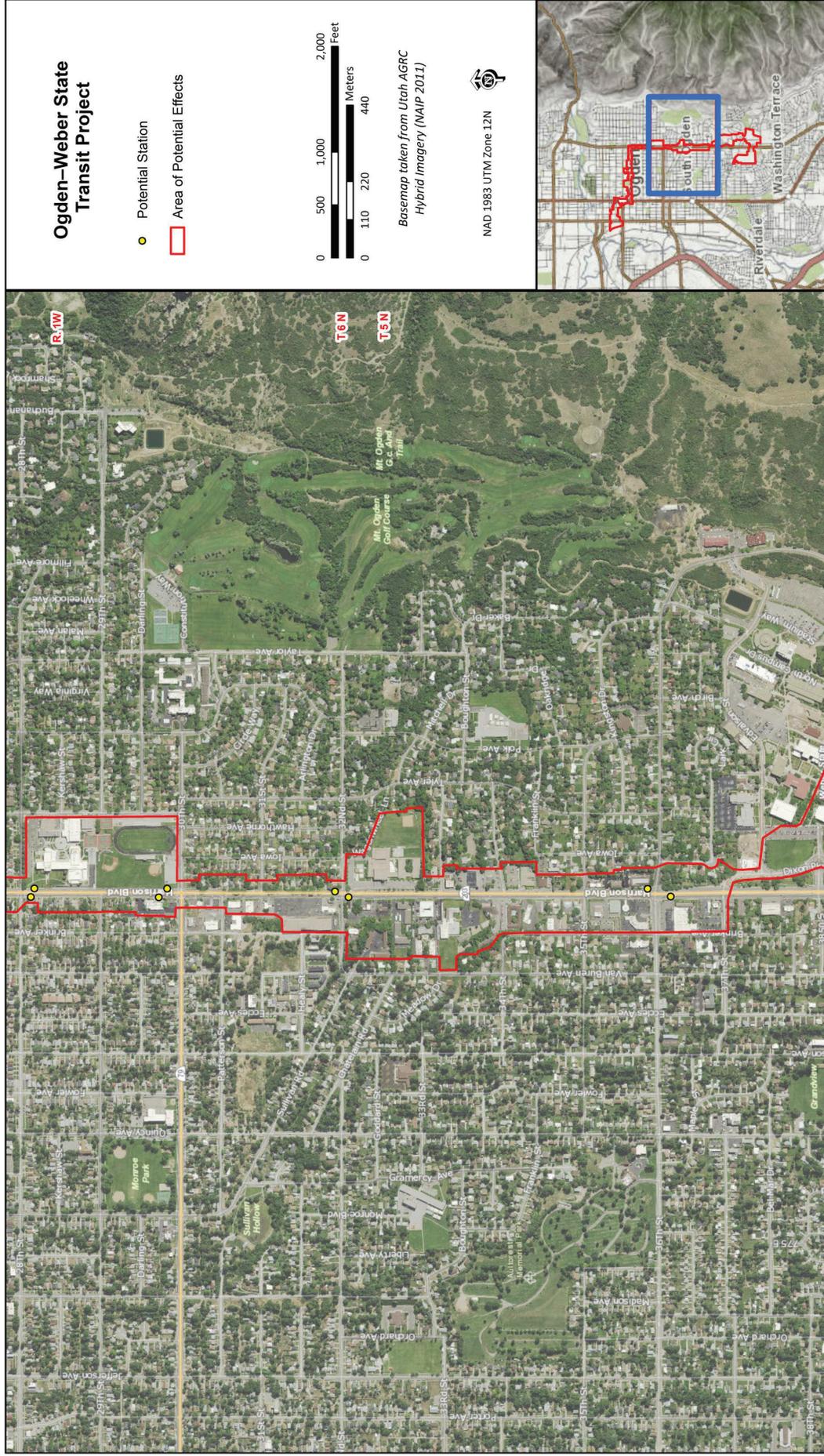
 Study Area



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 26, 2016

Ms. Richa Wilson
Weber County Heritage Foundation
3082 Circle Way
Ogden, UT 84403

Re: Initiation of Section 106 Consultation for the Ogden/Weber State University Transit Project
Ogden, Utah

Dear Ms. Wilson:

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.

Because 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 proposed APE for the Project for purposes of both direct and indirect (i.e., visual) effects is depicted on Attachment 2 hereto.

If you have questions about the Project or the Section 106 process, please contact Kristin Kenyon at 303-362-2391. If you wish to be a consulting party in the Section 106 process for the Project, please respond by email at your earliest convenience to kristin.kenyon@dot.gov. FTA would appreciate receiving a response within 30 days of the date of this letter.

Sincerely,

Darin Allan
Team Leader, Planning and Program Development

Attachments:

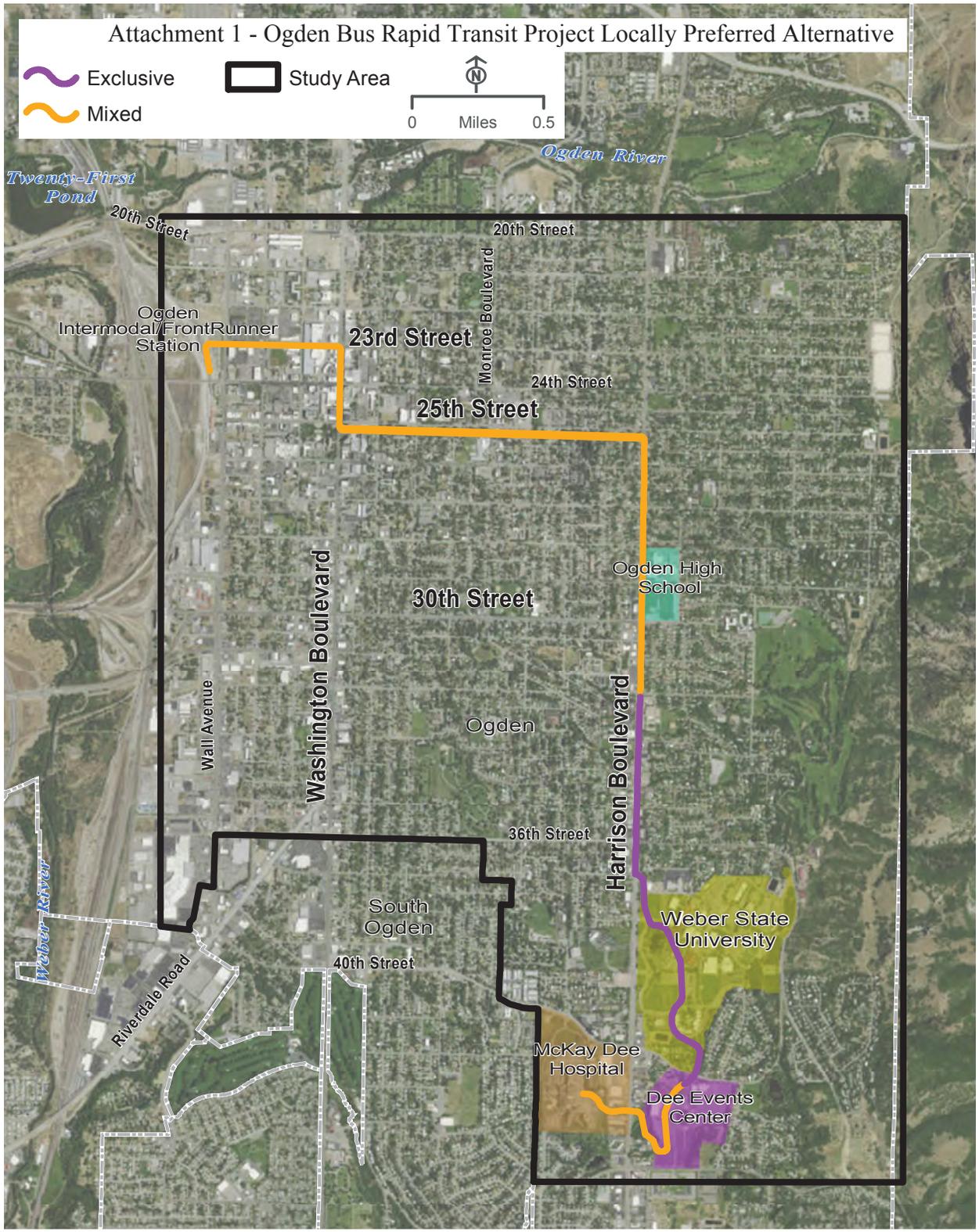
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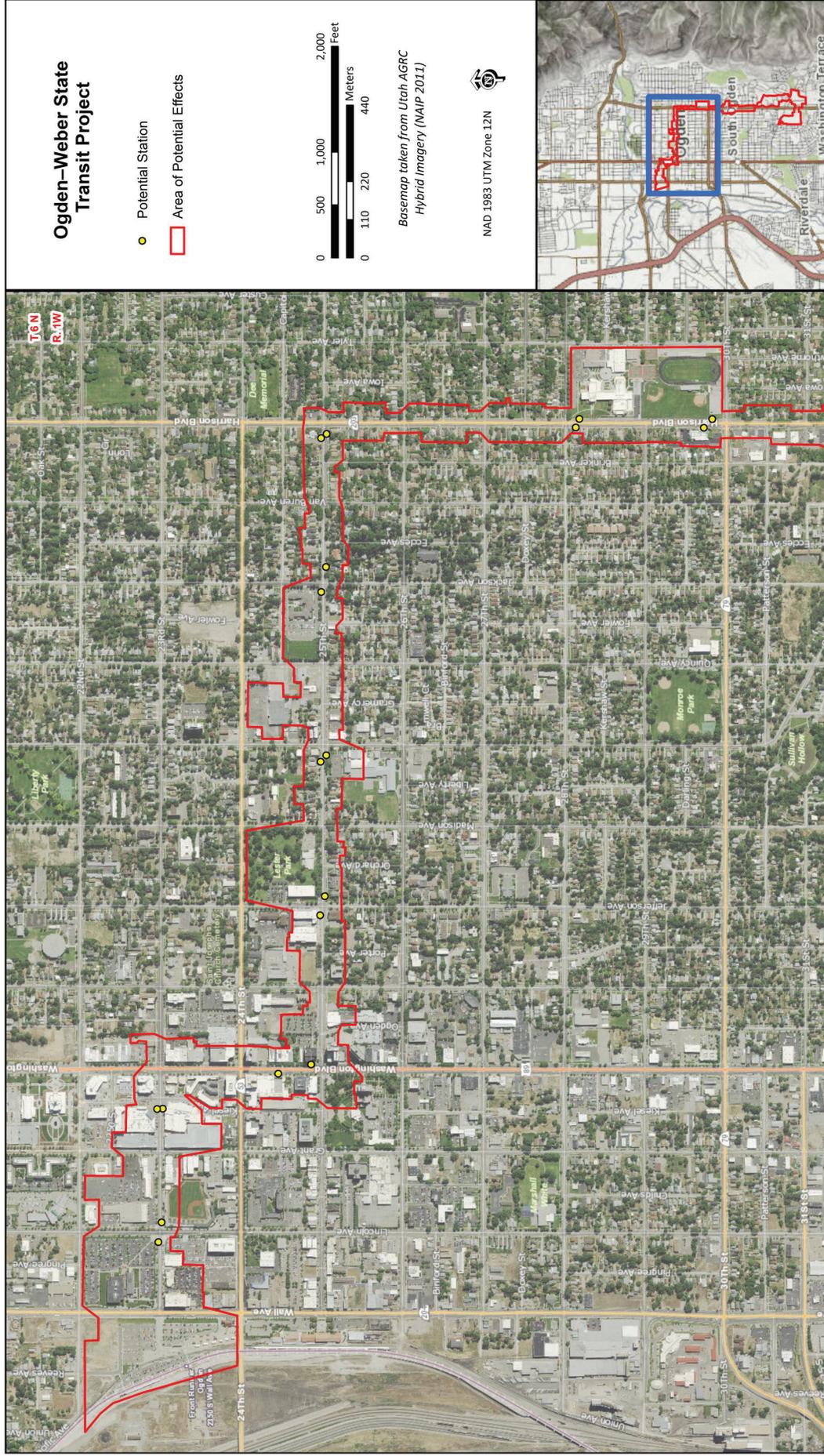
Attachment 1 - Ogden Bus Rapid Transit Project Locally Preferred Alternative

-  Exclusive
-  Mixed

 Study Area



ATTACHMENT 2: Figures – Area of Potential Effects



ATTACHMENT 2: Figures – Area of Potential Effects



From: [Garver, Patricia \(NEPA Project Administrator\)](#)
To: [Spoor, Heidi K.](#)
Subject: FW: Sec 106 Initiation letter
Date: Wednesday, May 18, 2016 9:44:51 AM

fyi

Patti Garver, P.E.
Utah Transit Authority

From: Kenyon, Kristin (FTA) [mailto:kristin.kenyon@dot.gov]
Sent: Wednesday, May 18, 2016 9:22 AM
To: Garver, Patricia (NEPA Project Administrator) <PGarver@rideuta.com>
Subject: FW: Sec 106 Initiation letter

I will follow up with Ms. Mitchell...

From: Judith Mitchell [mailto:jmitchell@weber.edu]
Sent: Wednesday, May 18, 2016 9:09 AM
To: Kenyon, Kristin (FTA); Judith Mitchell
Subject: Re: Sec 106 Initiation letter

I would like to be a consulting party in the Section 106 process for the Ogden-Weber State University Transit Project. I would appreciate receiving additional information on the process. My telephone # is 801-392-8588, and you have my email and mailing address.

Judith P. Mitchell, Ph.D.



FTA RECEIVED

October 11, 2016

19 OCT '16 AMB:35

David Beckhouse
Deputy Regional Administrator
Federal Transit Administration
Byron Rogers Federal Office Building
1961 Stout Street, Suite 13301
Denver, CO 80294

RE: Ogden/Weber State University Transit Project, Ogden, Utah

Dear Mr. Beckhouse,

Utah Heritage Foundation received your submission of the project referenced above and appreciates the opportunity to provide comments. As to the Area of Potential Effect, building survey methodology, and site determinations we provide our concurrence with the findings.

Thank you again for the opportunity and we hope that this project will continue moving in a positive direction for preserving historic properties. Please contact me if you have questions at (801) 533-0858 ext. 105 or kirk@utahheritagefoundation.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Kirk Huffaker".

Kirk Huffaker
Executive Director

cc: Chris Hansen, Utah Deputy SHPO

Garver, Patricia (NEPA Project Administrator)

From: Kenyon, Kristin (FTA) <kristin.kenyon@dot.gov>
Sent: Friday, May 27, 2016 10:37 AM
To: Richa Wilson
Cc: Cox Connie A; susievanhooser@gmail.com; Garver, Patricia (NEPA Project Administrator)
Subject: RE: Invitation to be a Consulting Party

Great – thank you for the prompt reply! We will keep you posted on progress.
Have a good weekend, Kristin and Patti

From: Richa Wilson [mailto:richavonwilson@gmail.com]
Sent: Friday, May 27, 2016 10:18 AM
To: Kenyon, Kristin (FTA)
Cc: Cox Connie A; susievanhooser@gmail.com; Garver, Patti (Environmental Analyst) (PGarver@rideuta.com)
Subject: Re: Invitation to be a Consulting Party

Dear Ms. Kenyon,
Thank you for inviting the Weber County Heritage Foundation to be a consulting party for UTA's proposed transit project. We accept your invitation and look forward to receiving more information as part of the Section 106 process.

Best regards,
Richa Wilson
801-726-8792

On May 26, 2016, at 3:57 PM, Kenyon, Kristin (FTA) <kristin.kenyon@dot.gov> wrote:

Dear Ms. Wilson
Mr. Chris Hansen at the Utah Division of State History suggested we add you folks to our list of those receiving an invitation to become a Consulting Party for the Section 106 process for UTA's proposed transit project.
I spoke earlier today with Ms. Cox, and she said our invitation should be directed to you.

Please feel free to contact me or Patti Garver of UTA if you have any questions. I have copied Patti on this email; she is located in Salt Lake and I am in Denver.

Thank you for your time,
Kristin Kenyon
Federal Transit Administration, Region 8
<Consulting Party Weber County Heritage.pdf>



GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

Jill Remington Love
Executive Director
Department of
Heritage & Arts



Brad Westwood
Director

July 3, 2018

Craig Sears
Real Property Business Manager
Weber State University

RE: WSU Master Plan Acquisitions Mitigation

For future correspondence, please reference Case No. 16-0844

Dear Mr. Sears:

The Utah State Historic Preservation Office received your submission of the documentation for the above-referenced project in March of 2017. SHPO acknowledges that the materials submitted to our office met the Stipulations outlined in the Memorandum of Agreement (MOA finalized 9-14-2016) and that the terms of the MOA have been fulfilled. Thank you for your work on this.

This information is provided to assist with state law responsibilities as per Utah Code Section 9-8-404. If you have questions, please contact me at (801) 245-7239 or by email at clhansen@utah.gov.

Sincerely,

Christopher Hansen
Preservation Planner/Utah 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 10, 2018

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

Dr. Christopher Merritt
Deputy SHPO – Antiquities Coordinator
Utah Division of State History
300 S. Rio Grande Street
Salt Lake City, Utah 84101

**Re: Ogdren/Weber State University Transit Project – Case No. 16-0616
Request for Consultation Regarding Determinations of Eligibility and Findings of Effect
and Notification of Section 4(f) *De Minimis* and Use Findings**

Dear Mr. Hansen and Dr. Merritt:

As you are aware, the Federal Transit Administration (FTA), in coordination with the Utah Transit Authority (UTA) and other public and private partners, is preparing to undertake the Ogdren/Weber State University Transit Project (the Project) to construct and operate a bus rapid transit (BRT) line in Ogdren, Utah, as shown in **Figure 1**. In accordance with Section 106 of the National Historic Preservation Act (NHPA), FTA and UTA hereby request consultation for this Project regarding the new area of potential effects (APE) for historic structures, determinations of eligibility, and concurrence on the revised findings of effect for historic properties under 36 Code of Federal Regulations (CFR) Part 800.

The proposed Project includes a BRT line that travels from the Ogdren Intermodal Transit Center at the western terminus, south on Washington Boulevard, east on 25th Street, and south on Harrison Boulevard to the Weber State University campus and McKay-Dee Hospital on the eastern terminus. The proposed Project is about 5.3 miles long and includes about 2 miles of exclusive bus lane. The Project buses would operate in mixed-flow traffic along the existing corridor right-of-way from the Ogdren Intermodal Transit Center to Harrison Boulevard and 31st Street via 25th Street, and in exclusive lanes on Harrison Boulevard south of 31st Street and through the Weber State University campus. The current design includes 16 stations along the route, though only 13 would be constructed for opening day.

As part of this undertaking, FTA and UTA have made an effort to identify historic properties that could be affected by the proposed Project 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 for these properties in accordance with Utah Code Annotated (UCA) 9-8-404; the implementing regulations of the NHPA at 36 CFR Part 800; and Section 4(f) of the Department of Transportation Act of 1966, 23 United States Code (USC) § 138 (as amended) and 49 USC § 303 (as amended).

History

Previously, two technical reports were completed for the proposed Project: *Selective Reconnaissance-Level Historic Structures Assessment for the Ogdren-Weber State University Bus Rapid Transit Project* (Certus, August 5, 2016) and *An Archaeological Resources Assessment for the Ogdren-Weber State*

University Bus Rapid Transit Project (Certus, May 27, 2016). Based on the information in these reports and consultation activities, the findings of effect for the proposed Project were described in a letter dated January 31, 2017, and in another letter dated March 13, 2017, which were submitted by FTA to your office. Your office concurred with FTA's findings in letters dated February 21, 2017, and March 16, 2017.

Since March 2017, the engineering design for the proposed Project has been refined to address steep slopes in the neighborhood between the north and south campuses of Weber State University. This refinement of the design required adjusting the alignment in this neighborhood, expanding the APE to include two additional properties, and revising the findings of effect.

In accordance with Section 106 of the NHPA, FTA and UTA are requesting consultation regarding the new APE for historic structures, determinations of eligibility, and concurrence on the revised findings of effect for historic properties under 36 CFR Part 800.

In accordance with 36 CFR §800.11, we have enclosed documentation of the work locations and properties within the APE as **Figures 4 to 8**. This letter also notifies you of our intended findings under Section 4(f) (23 CFR §774).

The location of the proposed Project is in the city of Ogden. Accordingly, in addition to initiating consultation with your office, a copy of this letter is being sent to the consulting parties listed below. Please let us know if we should include additional consulting parties in this effort.

- Ogden City Landmarks Commission
- Utah Heritage Foundation
- Weber County Heritage Foundation

This letter includes information from previous consultations with your office and changes to the proposed Project, and it supersedes all previous letters regarding determinations of eligibility and findings of effect for the proposed Project.

Description of Undertaking

The preferred project alternative is a BRT system that includes segments of both dedicated lane travel and shared travel and minimizes environmental impacts while still meeting the transit objectives. The project specifics have been refined, and updates are provided in this letter.

The proposed Project would include 16 stations, comprising of 13 opening-day stations and three future stations. These stations would include raised concrete platforms measuring about 100 feet long by 8 to 25 feet wide. The platforms would be elevated as much as 2 feet for stations located in the center of the road and would be at typical curb height for stations located along the side of the road.

Station shelters would be roughly comparable in size to existing UTA bus passenger shelters in the area, though somewhat longer. The shelters would be designed to include a combination of glass panels and solid support members that would have a minimal visual "footprint." Station canopies would be opaque features that provide shelter from the sun and rain. The total station height is anticipated to be about 10 to 15 feet. UTA anticipates that the final design of the shelters would be consistent with the context of the surrounding community while also being consistent with UTA's other BRT systems.

Figure 2 illustrates the proposed typical station design and a comparison to the existing bus shelter style that it would replace. If the final design is notably different from this proposal, UTA will reassess the visual impacts to adjacent properties, and FTA, in coordination with UTA, will re-open consultation with your office.

Area of Potential Effects

The APE was defined as an area that encompasses at least one parcel deep along the project corridor. Because of the adjustment to the alignment, the APE was expanded slightly westward in the Country Hills neighborhood (the neighborhood that separates the north and south campuses of Weber State University) to ensure appropriate consideration of the expected effects of the proposed Project. The new APE is shown in **Figures 4 to 8** and includes two additional properties, both of which include historic structures. Additional details are provided in the Determinations of Eligibility section below.

Determinations of Eligibility

The historic resources technical report for the proposed Project was updated to reflect the new APE. The technical report, *Revised – Selective Reconnaissance-Level Historic Structures Assessment for the Ogden-Weber State University Bus Rapid Transit Project* (Certus, March 29, 2018) describes the methodologies used to identify historic structures eligible for inclusion in the National Register of Historic Places (NRHP) within the APE.

The new APE includes two additional properties with NRHP-eligible structures. These two properties were previously identified to include NRHP-eligible structures in a separate Weber State University undertaking to assess cultural resources for the Weber State University Master Plan (Antiquities Project Number U16HY0648p, 2016). These properties are listed below and are shown in **Map Series 1** on Figure 26 of 30, attached.

- 1331 Country Hills Drive
- 4266 South 1325 East

Findings of Effect for Individual Resources

No Historic Properties Affected

FTA has determined that the proposed Project would result in **no historic properties affected** for 201 of the 223 NRHP-eligible historic structures and 2 of the 3 NRHP-eligible archaeological sites (42WB357 and 42WB534). These properties are listed in **Table 1**, attached, and are shown in the enclosed **Map Series 1**. Based on this finding, FTA has determined there would be **no use** of these properties under Section 4(f).

For nearly all of the 203 structures and 2 archaeological sites for which FTA has made a determination of **no historic properties affected**, the structures and sites would be avoided in their entirety, meaning that no project components would be placed within or near the resource boundaries, and no property acquisition would occur.

There are five exceptions:

1. 1348 East 4225 South
2. 1360 East 4225 South
3. 1361 East 4225 South
4. 1332 Country Hills Drive
5. 1350 Country Hills Drive

These five historic properties are located in or near the proposed transit corridor, and the building or parcel would be directly affected by the proposed Project. However, these properties have all been acquired by Weber State University with the intent to demolish them in support of the campus Master Plan. Per the Memorandum of Agreement (MOA) executed between Weber State University and the

SHPO regarding the demolition of a number of historical structures in support of the Weber State University Master Plan, FTA understands that mitigation efforts have been completed by Weber State University and approved by the SHPO and that the five properties listed above are covered under the MOA.

Because of the MOA, for the purpose of FTA's evaluation of potential effects, FTA has assumed that all five historic structures would no longer be present when construction activities related to the proposed Project begin. Thus, FTA has determined that the proposed Project would not affect these five historic properties. If demolition of the structures does not occur prior to construction of the proposed Project, FTA, in coordination with UTA, will re-open consultation with your office and re-evaluate the effects of the proposed Project on these properties.

With regard to the two archaeological sites for which FTA has made findings of **no historic properties affected**, site 42WB357 is a subsurface historic residential site that was at least partially excavated through construction activities conducted prior to and unrelated to this proposed Project, and site 42WB534 comprises historical stone entry posts at the Weber State University campus. FTA determined that the proposed Project would have **no effect** on site 42WB357 because the proposed Project in the area of the site would be surface-running (lacking subsurface components). Furthermore, the site appears to be bounded by the historical curb location and does not likely extend into the existing roadway where project-related disturbance would occur. The proposed Project would have **no effect** on site 42WB534 because all project components would avoid these features in their entirety.

No Adverse Effect

FTA has determined that the proposed Project would result in **no adverse effect** on 21 NRHP-eligible historic structures and 1 archaeological site (42WB373). **Table 2**, attached, summarizes these properties and the nature of the anticipated effects to each property. These properties are shown on the attached figures, **Map Series 1** and **Map Series 2**, which provide additional detail. Based on this **no adverse effect** finding, FTA intends to make a finding of *de minimis* use for these properties under Section 4(f).

In roughly half of these cases, the proposed Project would require taking a small strip of property from the parcels on which historic structures are located. However, in none of the cases are NRHP-eligible buildings or contributing features located within the area to be acquired. In other cases, new station platforms and shelters would be placed near NRHP-eligible structures but outside the parcel boundaries. Given the anticipated design of the shelters (described above in the section titled Description of Undertaking)—we do not anticipate any significant indirect visual effects on any adjacent historic properties. In other words, FTA does not anticipate that the stations would unduly compromise the historic setting or feeling of the properties, and the primary public views of the property from the adjacent sidewalks would remain intact.

The sole exception to a typical station design described above would be the proposed station located in front of the historic Peery's Egyptian Theater at 2415/2439 S. Washington Boulevard. The proposed station at this location would be placed on the curb in front of this NRHP-listed building. The station would be located in the public view of the building's façade when viewed from across the street. To reduce the visual impact of this station, UTA has prepared a conceptual design that incorporates elements of the Egyptian revival architecture of the theater building. An illustration of the proposed design is attached as **Figure 3**. FTA believes that this design is sensitive to the context of the historic property and does not create an undue visual intrusion. We have, therefore, determined that this station would have **no adverse effect** on the Peery's Egyptian Theater property.

For archaeological site 42WB373 (the Ogden Rail Yard site), FTA has determined that the portion of the site within which components of the proposed Project would be constructed has already been substantially

disturbed by the construction of the Ogden Intermodal Transit Center and that no surface remains of the archaeological site are present in this area. Additionally, the potential for subsurface resources to still be intact within the APE is extremely low. The proposed Project would require construction within the documented site boundary, but we do not anticipate any adverse effects to the site as a result of that construction.

Adverse Effect

FTA has determined that the proposed Project would result in one **adverse effect** to a historic property at 1341 Country Hills Drive (see **Table 3**, attached). The Action Alternative would directly impact the historic building on the property. Although this property is included in the MOA between Weber State University and the SHPO, the property is not currently owned by the University; therefore, FTA cannot assume that the historic building on this property would no longer be present when construction activities related to the proposed Project begin. Consequently, FTA makes a finding of full **use** of this historic property under Section 4(f) due to an adverse effect to the property under Section 106.

The project team has conducted an avoidance analysis. Several other alternatives through the Country Hills neighborhood were considered, but none were found to be prudent and feasible because of engineering and safety constraints, increased environmental impacts, additional right-of-way impacts including impacts to other NRHP-eligible properties, increased utility impacts, and increased costs compared to the proposed alignment.

Moving the alignment east to avoid 1341 Country Hills Drive would require about 600 additional feet of roadway improvements on Country Hills Drive because of the grade. This shift in the alignment would involve substantial cuts (about 5 feet) that would require substantially reconstructing Country Hills Drive, including large grading walls, utility relocations, and additional property impacts to both NRHP-eligible and non-eligible properties along Country Hills Drive. The cuts and grading walls would substantially alter the look and feel of Country Hills Drive and could block sight distances for side streets and driveways along the roadway. Additionally, there are a number of NRHP-eligible historic properties in the Country Hills neighborhood. Although Weber State University owns many of these properties and many are included in the MOA between the University and the SHPO in support of the University's Master Plan, several of the properties are not currently owned by the University and would therefore be subject to Section 4(f) analysis under the proposed Project.

Moving the alignment west to avoid 1341 County Hills Drive would affect the South Ogden City underground storage water tank, which is buried just southwest of 1341 Country Hills Drive, by crossing directly over it. The underground storage water tank is a large 1-million-gallon water reservoir, and South Ogden City has future plans to build another reservoir just west of the existing one on a currently empty lot. Therefore, shifting the alignment west to avoid the existing storage tank is not a feasible option. Moreover, shifting the alignment farther west to avoid the existing water tank would also directly affect other NRHP-eligible properties that are not owned by Weber State University (4266 South 1325 East and 1331 East 4225 South), and these other NRHP-eligible properties would therefore have Section 4(f) impacts from this proposed Project. Further, the engineering would be difficult because the alignment would eventually need to shift east in order for the busway to pass between the Weber County Ice Sheet and the Weber State University softball field.

Therefore, FTA has determined that the eastern and western alignments through the Country Hills neighborhood are "imprudent" Section 4(f) avoidance alternatives.

The project team attempted to minimize the impacts along Country Hills Drive by choosing an alignment with a 7% slope instead of the standard 6% slope (as agreed to by UTA as part of a design exception) as it crosses Country Hills Drive. With a steeper slope, the proposed alignment would have minor impacts to

the roadway—about 100 total feet of impact to Country Hills Drive, which is well within grading tolerances for minor road improvements—and would have little to no utility impacts.

FTA has determined that there is no prudent and feasible avoidance alternative, and has chosen an alignment with the least overall harm to resources in the area.

Findings of Effect for Historic Districts

As noted in our previous consultation with your office, the proposed Project would pass through portions of the following four NRHP historic districts: Crossroads of the West, Jefferson Avenue, Ogden Central Bench, and Eccles Avenue. Along most of the transit corridor, buses would travel on existing roads. Limited widening of pavement might be needed in some areas, primarily along Harrison Boulevard south of 31st Street where bus-only travel lanes are proposed. The only new busway construction would occur on and near the Weber State University campus, well outside any of the historic districts.

No Adverse Effect

FTA evaluated project activities in the historic districts to determine whether there would be any effects to the historic districts. As shown in **Table 2**, attached, the proposed Project would have **no adverse effect** on 21 individual historic properties. Of these 21 properties, 13 are located in the historic districts as follows: one is located in the Crossroads of the West Historic District, another is located in the Jefferson Avenue Historic District, nine are located in the Ogden Central Bench Historic District, and two are located in the Eccles Avenue Historic District. Eight of the properties for which FTA determined that the proposed Project would have **no adverse effect** are not located in any of the historic districts.

One new station platform and shelter is proposed in the Crossroads of the West Historic District; this is considered a future station location and would not be constructed for opening-day use. This station would be adjacent to the modern Lindquist Field baseball field, along the extreme north edge of the district boundary, and would not compromise the integrity of this historic district.

Nine new station platforms and shelters would be placed within the Ogden Central Bench Historic District. The effects of the stations on individual contributing resources are summarized in **Table 2**, attached, and are discussed in general terms above in this section. As noted above in this section, we do not anticipate any undue visual intrusion to individual historic properties from the stations, and, by extension, find that the stations would not compromise the integrity of the Ogden Central Bench Historic District.

One new station each would be placed within the boundaries of the Jefferson Avenue and Eccles Avenue Historic Districts. In both cases, the station would be along the extreme northern boundary of the district. The effects of the stations on individual contributing resources in these districts are summarized in **Table 2**, attached, and discussed in general terms above in this section. As noted above in this section, we do not anticipate any undue visual intrusion to individual historic properties from the stations, and, by extension, find that the stations would not compromise the integrity of either of these two historic districts.

No landscape features or other elements contributing to the historic districts would be affected by the proposed Project. Additionally, the few minor strip takes and limited placement of station locations in the districts would not compromise the overall cohesiveness and continuity of the districts.

Based on our assessment of effects, FTA has determined that the proposed Project would result in **no adverse effect** to the Crossroads of the West, Ogden Central Bench, Jefferson Avenue, and Eccles Avenue Historic Districts.

Mitigation Measures

Mitigation for the adverse effect to 1341 Country Hills Drive has been completed by Weber State University. While Weber State University does not currently own 1341 Country Hills Drive, the property was included in the MOA between Weber State University and the SHPO regarding the demolition of a number of historic buildings in support of the University's Master Plan. The mitigation obligations specified in the MOA between Weber State University and the SHPO required an Intensive-Level Survey (ILS) for the Halverson Subdivision, which includes an ILS for 1341 Country Hills Drive, and a neighborhood history for the area including the Halverson, Naisbitt, and College Heights subdivisions. In July 2018, the SHPO acknowledged that the mitigation commitments stipulated in the MOA between Weber State University and SHPO had been fulfilled.

Since the mitigation measures completed by Weber State University are the same mitigation measures that FTA would propose to complete, FTA has determined that mitigation measures for the adverse effect to 1341 Country Hills Drive from the proposed Project have been completed.

Conclusion

The Action Alternative would have a Section 4(f) **use** of 1341 Country Hills Drive by removing the structure to support the new busway. After taking into account the ability to mitigate impacts, the severity of the remaining harm, the significance of the resources, and the views of the officials with jurisdiction over the resources, FTA has concluded that there are no prudent or feasible avoidance alternatives to the Action Alternative, and, therefore, in accordance with 23 CFR 774.3(a), the Action Alternative would cause the least overall harm to Section 4(f) properties.

In addition to the one NRHP-eligible historic building that would have a full Section 4(f) **use** due to a finding of **adverse effect** under Section 106, the Action Alternative would also have a Section 4(f) **de minimis use** of 22 properties (21 NRHP-eligible historic buildings and one archaeological resource, site 42WB000373) and four historic districts—the Crossroads of the West, Ogden Central Bench, Jefferson Avenue, and Eccles Avenue Historic Districts—due to a finding of **no adverse effect** under Section 106.

During the public comment period for the Project's Environmental Assessment (EA), FTA and UTA will provide information to the public regarding the Section 4(f) **de minimis use** of 22 properties and 4 historic districts and the Section 4(f) **use** of 1 property. In addition, FTA and UTA will consult with the Advisory Council on Historic Preservation and with Native American tribes and will accept comments on the EA and the Section 106 and Section 4(f) processes during the public comment period when the EA is released to agencies and the public.

Request for Concurrence

We request your concurrence with the above updated findings of effect and completion of mitigation in writing to the Denver address shown in the letterhead. If you have any questions or would like more information, please contact Kevin Osborn in my office at (303) 362-2393.

Sincerely,

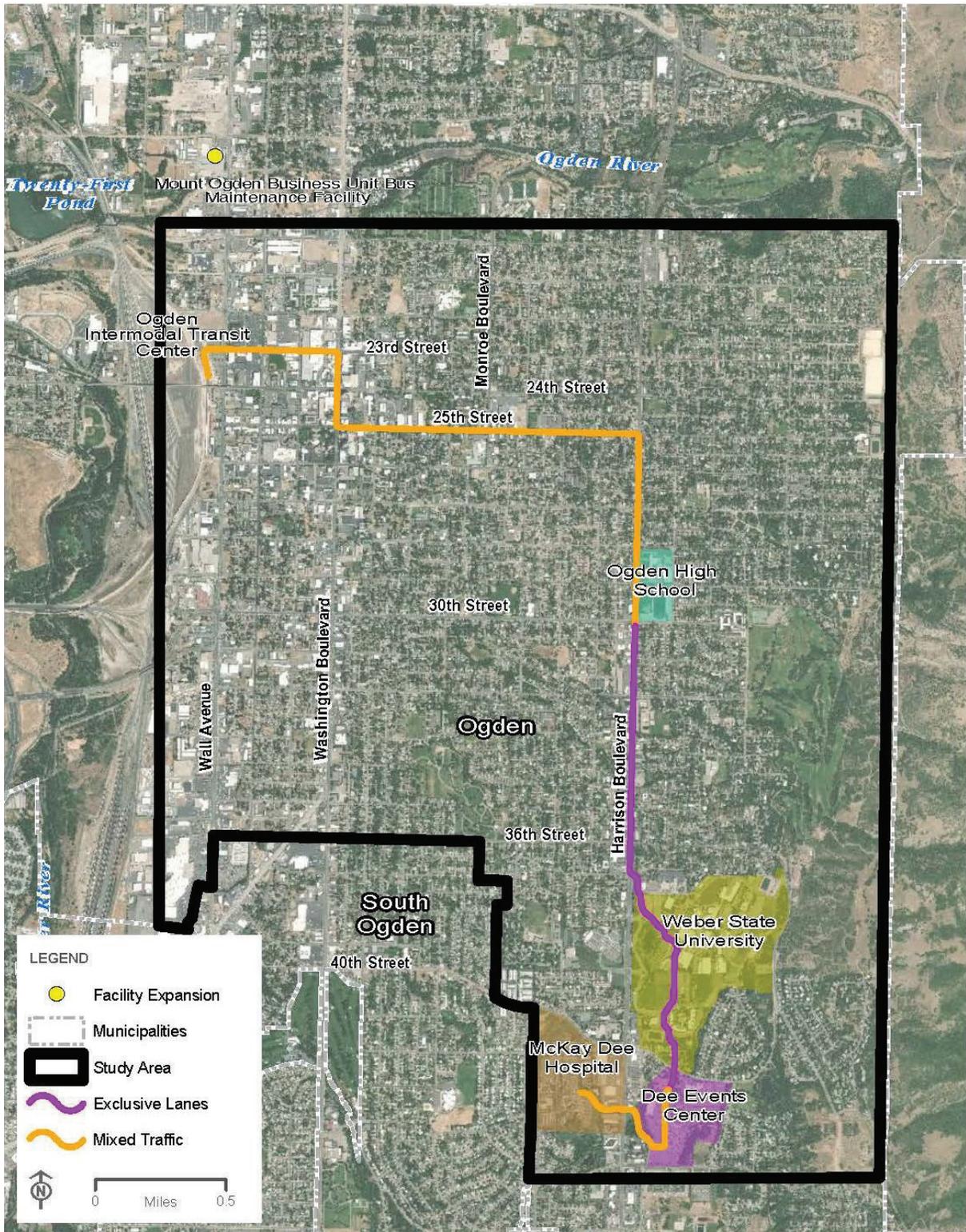
Cindy Terwilliger
Regional Administrator

Enclosures:

Figure 1. Project Study Area and Action Alternative
Figure 2. Typical Station
Figure 3. Perry's Egyptian Theater Station
Figures 4 to 8. Historic Properties APE
Table 1. Historic Properties – Findings of No Historic Properties Affected
Table 2. Historic Properties – Findings of No Adverse Effect
Table 3. Historic Properties – Findings of Adverse Effect
Map Series 1 – Historic Properties (set of 30)
Map Series 2 – Historic Properties Detail (set of 13)

cc: Autumn Hu, Utah Transit Authority
Hal Johnson, Utah Transit Authority
Kirk Huffaker, Utah Heritage Foundation
Dr. Judith Mitchell, Ogden City Landmarks Commission
Richa Wilson, Weber County Heritage Foundation

Figure 1. Project Study Area and Action Alternative



OGDEN/WEBER STATE UNIVERSITY TRANSIT PROJECT
ACTION ALTERNATIVE



Figure 2. Typical Station



Anticipated typical side/curb-located station design



Typical current bus stop shelter