

LEVEL 1
ENVIRONMENTAL
SCREENING REPORT

May 2025

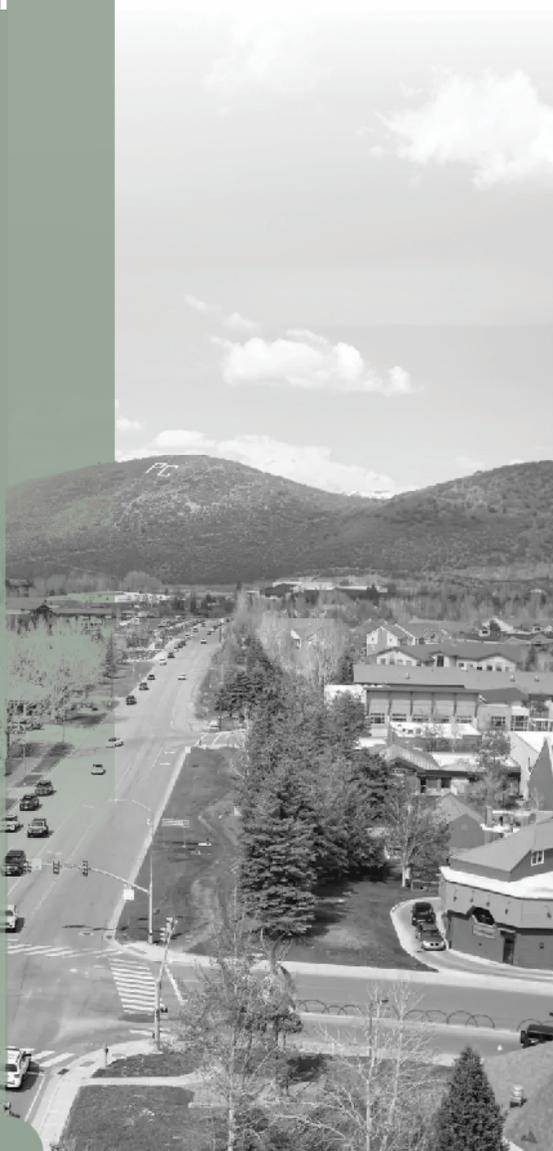


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Acronyms and Abbreviations

AGT	Automated Guideway Transit
APA	Agriculture Protection Area
BRT	Bus Rapid Transit
CFR	Code of Federal Regulations
DEQ	Department of Environmental Quality
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FPPA	Farmland Protection Policy Act
GIS	Geographic Information Systems
LPA	Locally Preferred Alternative
LRT	Light Rail Transit
LUST	Leaking Underground Storage Tank
NEPA	National Environmental Policy Act
NPL	National Priorities List
OTTC	Old Town Transit Center
PCMC	Park City Municipal Corporation
Rail Trail	Historic Union Pacific Rail Trail
Re-create 248	Re-create 248 Transit Study
ROW	Right-of-Way
UDOT	Utah Department of Transportation
UST	Underground Storage Tank

1 PROJECT SUMMARY

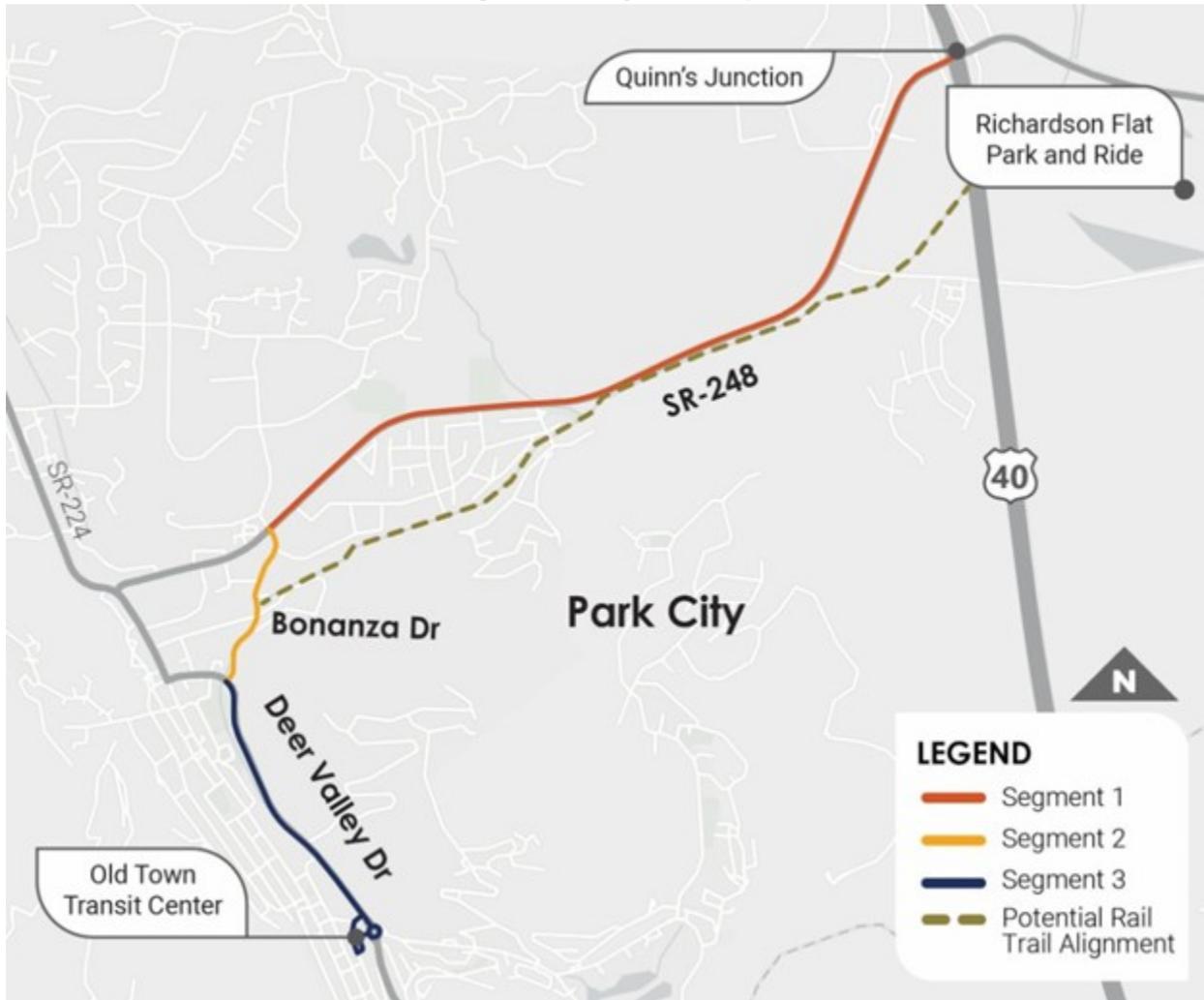
Park City Municipal Corporation (PCMC), located in Summit County, Utah, in collaboration with the Utah Department of Transportation (UDOT), has initiated the Re-create 248 Transit Study (Re-create 248). The study is aimed at enhancing reliable high-capacity transit service between US-40 and the Old Town Transit Center (OTTC) that can be advanced to the next phase of project development, which is a National Environmental Policy Act (NEPA)-level environmental study and preliminary engineering. This study will identify a locally preferred alternative (LPA) that will include a definition of areas to be served, a transit mode, and logical termini (project limits).

2 STUDY AREA

The study area for Re-create 248 comprises two alignments (see the study area map in Figure 1):

- The on-corridor alignment follows SR-248 from Quinn's Junction to Bonanza Drive with a connection to Richardson Flat Park and Ride (Segment 1), continues along Bonanza Drive from SR-248 to Deer Valley Drive (Segment 2), and follows Deer Valley Drive from Bonanza Drive to the OTTC (Segment 3).
- The off-corridor Rail Trail alignment follows the Historic Union Pacific Rail Trail (Rail Trail) from Quinn's Junction to Bonanza Drive.

Figure 1. Study Area Map



3 EVALUATED ALTERNATIVES

Three alternatives were evaluated for both the on-corridor and Rail Trail alignments. These alternatives include bus rapid transit (BRT), light rail transit (LRT), and automated guideway transit (AGT). These alternatives were recommended to advance into Level 1 Screening from the Purpose and Need Screening Report, which was published in January 2025 and can be found on the study website.

This Level 1 Screening is an initial screening process that includes developing high-level footprints and identifying preliminary impacts based on general alignment assumptions for the three alternatives and the two alignments.

4 ENVIRONMENTAL SCREENING APPROACH

This memorandum is a high-level summary of environmental resources that may potentially be impacted by the alternative(s). Each alternative was analyzed individually to determine potential impacts. This memo documents these potential impacts to inform future phases of work, particularly the NEPA environmental study.

No fieldwork was conducted as part of this analysis. Environmental resources were reviewed and evaluated using available Geographic Information Systems (GIS) data, aerial imagery, and environmental information from the SR-248 Environmental Assessment (2020). The following is a list of environmental resources that were identified as potentially influencing the alternatives analysis. During the future NEPA phase, additional environmental resources will be reviewed in greater detail.

Environmental resources that were evaluated as part of this Level 1 Screening included:

- Right-of-Way (ROW) (acquisitions and relocations)
- Farmland
- Floodplains
- Wetlands and Waters of the U.S.
- Streams
- Hazardous Materials:
 - National Priorities List (NPL)
 - Underground Storage Tanks (USTs) and Leaking Underground Storage Tanks (LUSTs)

5 ENVIRONMENTAL RESOURCES

5.1 RIGHT-OF-WAY (ACQUISITIONS AND RELOCATIONS)

Commercial relocations may potentially be required. The on-corridor alternatives have the greatest number of potential ROW impacts. The on-corridor LRT alternative is potentially the most impactful, affecting four commercial properties that could require relocation.

Potential ROW impacts are based on Geographic Information Systems (GIS) data and limited design and are subject to change as additional information is gathered and design is advanced. Table 1 lists the potential number of affected parcels by alternative.

Table 1. Potential Property Impacts by Alternative

	ON-CORRIDOR			RAIL TRAIL		
	BRT	LRT	AGT	BRT	LRT	AGT
Number of Potentially Affected Parcels	2 commercial relocations	4 commercial relocations	2 commercial relocations	1 commercial relocation	2 commercial relocations	0 commercial relocations

5.2 FARMLAND

The Farmland Protection Policy Act (FPPA) (7 Code of Federal Regulations [CFR] 358.2a) requires federal agencies to account for adverse effects on prime, unique, or statewide important farmland. Under the FPPA, the definition of prime, unique, or statewide important farmland excludes land already in, or committed to, urban development or water storage. Additionally, Utah Code Annotated Title 17, Chapter 41 allows for the formation of Agriculture Protection Areas (APAs), which grant additional protections to any agricultural land granted APA status.

A desktop analysis of the study area confirmed that the proposed project is not currently located in any officially designated Urbanized Areas and is therefore subject to the FPPA. There are no APAs along the evaluated alignments. Table 2 lists the potential amount of farmland each alternative may affect. All the alternatives may affect farmland of statewide importance. The Rail Trail BRT, LRT, and AGT alternatives impact the greatest amount of protected farmland.

Table 2. Farmland, in acres, Potentially Impacted by Each Alternative

RESOURCE	ON-CORRIDOR IMPACTS (ACRES)			RAIL TRAIL IMPACTS (ACRES)		
	BRT	LRT	AGT	BRT	LRT	AGT
Farmland (of Statewide Importance)	1.7	1.1	0.7	2.2	3.5	3.7

5.3 AQUATIC RESOURCES

5.3.1 Floodplains

All alternatives may potentially impact identified Federal Emergency Management Agency (FEMA) regulatory floodways and FEMA Special Flood Hazard Areas. All alternatives would potentially impact floodplains near Bonanza Drive and the roundabout on Deer Valley Drive, with the Rail Trail alternatives having greater impacts to mapped floodplains.

RESOURCE	ON-CORRIDOR IMPACTS (ACRES)			RAIL TRAIL IMPACTS (ACRES)		
	BRT	LRT	AGT	BRT	LRT	AGT
100-year Floodplain	0.9	0.6	0.2	1.9	2.3	2.4

5.3.2 Wetlands and Waters of the U.S.

Aquatic resources maps from the SR-248 Environmental Assessment (2020) were used to perform a high-level analysis of potentially affected wetlands and Waters of the U.S. All alternatives may potentially affect wetlands except for the on-corridor AGT alternative. Table 3 shows the potential impacts in acres by alternative. The Rail Trail alignment is much more likely to impact wetlands, with the LRT and AGT alternatives likely to create the greatest impact.

Table 3. Wetlands and Waters of the U.S. Potentially Impacted by Alternative

RESOURCE	ON-CORRIDOR IMPACTS (ACRES)			RAIL TRAIL IMPACTS (ACRES)		
	BRT	LRT	AGT	BRT	LRT	AGT
Wetlands	0.3	0.2	0	1.5	3.3	3.4

5.3.3 Streams

All alternatives may potentially affect streams, except for the on-corridor AGT alternative. Each Rail Trail alternative would likely impact streams more than any of the three on-corridor alternatives. Table 4 shows the potential impacts in linear feet for each alternative.

Table 4. Streams Potentially Impacted by Alternative

RESOURCE	ON-CORRIDOR IMPACTS (LINEAR FEET)			RAIL TRAIL IMPACTS (LINEAR FEET)		
	BRT	LRT	AGT	BRT	LRT	AGT
Streams	479	454	0	4,071	4,238	3,697

5.4 HAZARDOUS MATERIALS

Hazardous materials sites in proximity to the alignments were evaluated by reviewing records from the Utah Department of Environmental Quality (DEQ) and the Environmental Protection Agency (EPA). Sites that may pose a hazardous materials risk to the alternatives were reviewed based on the standard distances identified in Table 5.

Table 5. Potential Hazardous Materials Sites and Search Radius Distances

SITE TYPE	SEARCH RADIUS BEYOND ALIGNMENTS	DISCUSSION ITEMS
National Priorities List (NPL)	1 mile	NPL sites contain chemicals listed under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) and have been identified as priorities for cleanup.
Underground Storage Tank (UST)	Study Area or Adjacent Property	UST sites are locations that are currently being or have been used to store petroleum products such as gasoline or diesel fuel.
Leaking Underground Storage Tank (LUST)	0.5 miles*	LUSTs are UST sites where a leak has been detected.

**Properties outside the study area alignments that have been closed by DEQ with no evidence of contamination extending beyond the property boundary were not included.*

5.4.1 National Priorities List

The NPL is a tool that provides information needed to designate Superfund sites. All alternatives, except the on-corridor AGT, may potentially impact the Richardson Flat Tailing Superfund site. Table 6 shows the potential impacts in acres for each alternative.

Table 6. Potential Richardson Flat Tailing Superfund Site Impacts by Alternative

TYPE	LOCATION	EPA ID	ON-CORRIDOR IMPACTS (ACRES)			RAIL TRAIL IMPACTS (ACRES)		
			BRT	LRT	AGT	BRT	LRT	AGT
NPL	1 mile east of Park City near US-40 NW ¼ sec 1 T2S R 4E Park City, UT 84060	UTD980952840	2.9	2.2	0.0	7.3	10.1	10.7

5.4.2 Underground Storage Tanks and Leaking Underground Storage Tanks

Two UST sites are in proximity to most alternatives. The Maverick #317 Site would be directly impacted by the on-corridor LRT and AGT alternatives. No direct impacts are anticipated to the Iron Horse Bus Garage. One LUST site would be directly impacted all alternatives (see Table 7).

Table 7. UST and LUST sites

TYPE	SITE NAME	ADDRESS	DERR ID	ON-CORRIDOR IMPACTS			RAIL TRAIL IMPACTS		
				BRT	LRT	AGT	BRT	LRT	AGT

TYPE	SITE NAME	ADDRESS	DERR ID	ON-CORRIDOR IMPACTS			RAIL TRAIL IMPACTS		
				Direct Impact	Direct Impact	Direct Impact	Direct Impact	Direct Impact	Direct Impact
LUST	Ski Rail LLC	1555 Lower Iron Horse Loop	7000123	Direct Impact	Direct Impact	Direct Impact	Direct Impact	Direct Impact	Direct Impact
UST	Maverick #317	1635 Bonanza Drive	7000065	Direct Impact	Direct Impact	No Direct Impact	No Direct Impact	No Direct Impact	No Direct Impact
UST	Iron Horse Bus Garage	1053 Iron Horse Drive	7000157	No Direct Impact	No Direct Impact	No Direct Impact	No Direct Impact	No Direct Impact	No Direct Impact

6 SUMMARY TABLES

Table 8 summarizes the potential ROW impacts by alternative. Table 9 summarizes the environmental resources that may be impacted, and Table 10 summarizes hazardous materials that may be impacted. More detailed analyses of impacts will be conducted during the NEPA process.

Table 8. Potential Property Impacts by Alternative

	ON-CORRIDOR			RAIL TRAIL		
	BRT	LRT	AGT	BRT	LRT	AGT
Number of Potentially Affected Parcels	2 commercial relocations	4 commercial relocations	2 commercial relocations	1 commercial relocation	2 commercial relocations	0 commercial relocations

Table 9. Potentially Impacted Environmental Resources Listed by Alternative

ENVIRONMENTAL RESOURCE	MEASUREMENT OF IMPACTS	ON-CORRIDOR IMPACTS			RAIL TRAIL IMPACTS		
		BRT	LRT	AGT	BRT	LRT	AGT
Farmland (of Statewide Importance)	Acres	1.7	1.1	0.7	2.2	3.5	3.7
Wetlands	Acres	0.3	0.2	0	1.5	3.3	3.4
Streams	Linear Feet	479	454	0	4,071	4,238	3,697

Table 10. Potential Impacts to Hazardous Materials

TYPE	SITE NAME	ADDRESS	EPA ID/ DERR ID	ON-CORRIDOR IMPACTS			RAIL TRAIL IMPACTS		
				BRT	LRT	AGT	BRT	LRT	AGT
NPL	Richardson Flat Tailing Superfund Site	1 mile east of Park City near US-40 NW ¼ sec 1 T2S R 4E Park City, UT 84060	UTD980952 840	2.9 acres	2.2 acres	0.0 acres	7.3 acres	10.1 acres	10.7 acres
LUST	Ski Rail LLC	1555 Lower Iron Horse Loop	7000123	Direct Impact	Direct Impact	Direct Impact	Direct Impact	Direct Impact	Direct Impact
UST	Maverick #317	1635 Bonanza Drive	7000065	Direct Impact	Direct Impact	No Direct Impact	No Direct Impact	No Direct Impact	No Direct Impact
UST	Iron Horse Bus Garage	1053 Iron Horse Drive	7000157	No Direct Impact	No Direct Impact	No Direct Impact	No Direct Impact	No Direct Impact	No Direct Impact