



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

408 Permission Section

PUBLIC NOTICE

**REQUEST FOR PERMISSION TO ALTER A U.S. ARMY CORPS OF ENGINEERS
PROJECT UNDER SECTION 408**

TITLE: Salt Lake City International Airport Improvement Project - Surplus Canal Relocation (SL4922)

PUBLIC NOTICE COMMENT PERIOD:

Begins: May 28, 2025

Ends: June 27, 2025

REQUESTER: In compliance with U.S.C. Title 33, Chapter 9, Subchapter 1, Section 408, the Salt Lake City International Airport (requester) has requested permission through the Salt Lake County Public Works Department (non-federal sponsor of the federally authorized project) from the U.S. Army Corps of Engineers (USACE) to alter the Jordan River Project, an existing federal flood risk management project, authorized by the Flood Control Act of 1946.

LOCATION: The proposed project is located south of the Salt Lake City International Airport along the Surplus Canal at approximately 40.7685°N 111.9772°W NAD83 within Salt Lake County, UT (Figure 1, Figure 2).

REQUESTER'S PROPOSED ACTION: The Salt Lake City International Airport (SLCIA) owns approximately 300 acres of undeveloped land at the southerly end of the Airport campus. Part of the 300 acres served as the former Wingpointe Golf Course from 1990 to 2015. The SLCIA Masterplan prepared in 2022 designates this area for future parking and for an End Around Taxiway.

The purpose of this project is to enable development of the parking area and End Around Taxiway within the southerly property by relocating the Surplus and North Point Canals (Figure 1 - 3).

The existing North Point Diversion Structure would be relocated to the opposite side of the Surplus Canal to eliminate a redundant crossing (North Point Flume) downstream. The Surplus and North Point canals will be aligned parallel to each other from the North Point Diversion to their crossing at Terminal Drive. This alignment is similar to the parallel alignment constructed just downstream of Terminal Drive in 1995. The proposed canal would be constructed to USACE EM 1110 Standards and would eliminate the 40 existing violations through the project area. The proposed canal would also be fully armored on the levee slopes along with some armoring in the bottom which would

exceed the existing canal compositions. Freeboard is designed to be five feet on both the right and left bank levees which also exceeds the existing freeboard.

There are several critical utilities that currently cross the Surplus Canal and will need to remain in service. Utility crossings include water, sewer, gas, power, and communications. Currently, there are two permitted drainage outfalls from the Airport that presently penetrate the existing levees. Those two permitted outfalls and penetrations would also be relocated.

ENVIRONMENTAL IMPACTS OF PROPOSED ACTION:

The project area is located on the south edge of the Salt Lake City International Airport and, mostly, north of Interstate 80. This area is found in the north-central part of the broad Salt Lake Valley. Most of the area comprises the abandoned Wingpointe Golf Course, which opened in 1990. Vegetation across much of the area now consists of invasive plants resulting from past ground disturbance. Riparian vegetation can be found along the canals and other waterways in the area and is characterized by dense phragmites.

The Federal Aviation Administration (FAA) is acting as the lead federal agency on behalf of USACE for required consultations and compliance under Section 7 of the Endangered Species Act (ESA) and Section 662 of the Fish and Wildlife Coordination Act (FWCA). The FAA will complete the necessary consultations under the ESA and FWCA with the United States Fish and Wildlife Service.

Additionally, the FAA is responsible for compliance under Section 106 of the National Historic Preservation Act, including consultations with Native American Tribes and the State Historic Preservation Officer.

AUTHORITY: The authority to grant permission for temporary or permanent use, occupation or alteration of any USACE civil works project is contained in Section 14 of the Rivers and Harbors Act of 1899, as amended, codified at 33 U.S.C. 408 ("Section 408"). Section 408 authorizes the Secretary of the Army, on the recommendation of the Chief of Engineers, to grant permission for the alteration or occupation or use of a USACE project if the Secretary determines that the activity will not be injurious to the public interest and will not impair the usefulness of the project. The Secretary of Army's authority under Section 408 has been delegated to the USACE, Chief of Engineers. The USACE Chief of Engineers has further delegated the authority to the USACE, Directorate of Civil Works and Division and District Engineers, depending upon the nature of the activity.

LIMITS OF SECTION 408 AUTHORITY: A requester has the responsibility to acquire all other permissions or authorizations required by federal, state, and local laws or regulations, including any required permits from the USACE Regulatory Program under Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403), Section 404 of the Clean Water Act (33 U.S.C. Section 1344), and/or Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (33 U.S.C. 1413). In addition, an approval under

Section 408 does not grant any property rights or exclusive privileges nor does it authorize any injury to the property or rights of others.

EVALUATION FACTORS: The decision whether to grant the requested permission for project alteration under Section 408 will be based on several factors. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. Review of requests for alteration will be reviewed by a USACE technical review team considering the following factors:

1) Impair the Usefulness of the Project Determination. The review team will determine if the proposed alteration would limit the ability of the USACE project to function as authorized, or would compromise or change any authorized project conditions, purposes, or outputs. In order for an alteration to be approved, the requester must demonstrate that the alteration does not impair the usefulness of the federally authorized project.

2) Injurious to the Public Interest Determination. Proposed alterations will be reviewed to determine the probable impacts, including cumulative impacts, on the public interest. Factors that may be relevant to the public interest evaluation depend upon the type of USACE project being altered and the nature of the proposed alteration and may include, but are not limited to, such things as conservation, economic development, historic properties, cultural resources, environmental impacts, water supply, water quality, flood hazards, floodplains, residual risk, induced damages, navigation, shore erosion or accretion, and recreation. This evaluation will consider information received from the interested parties, including tribes, agencies, and the public. The benefits that reasonably may be expected to accrue from the proposal must be compared against its reasonably foreseeable detriments. The decision whether to approve an alteration will be determined by the consideration of whether benefits are commensurate with risks and by the net impact of the alteration on the public interest using the public interest factors.

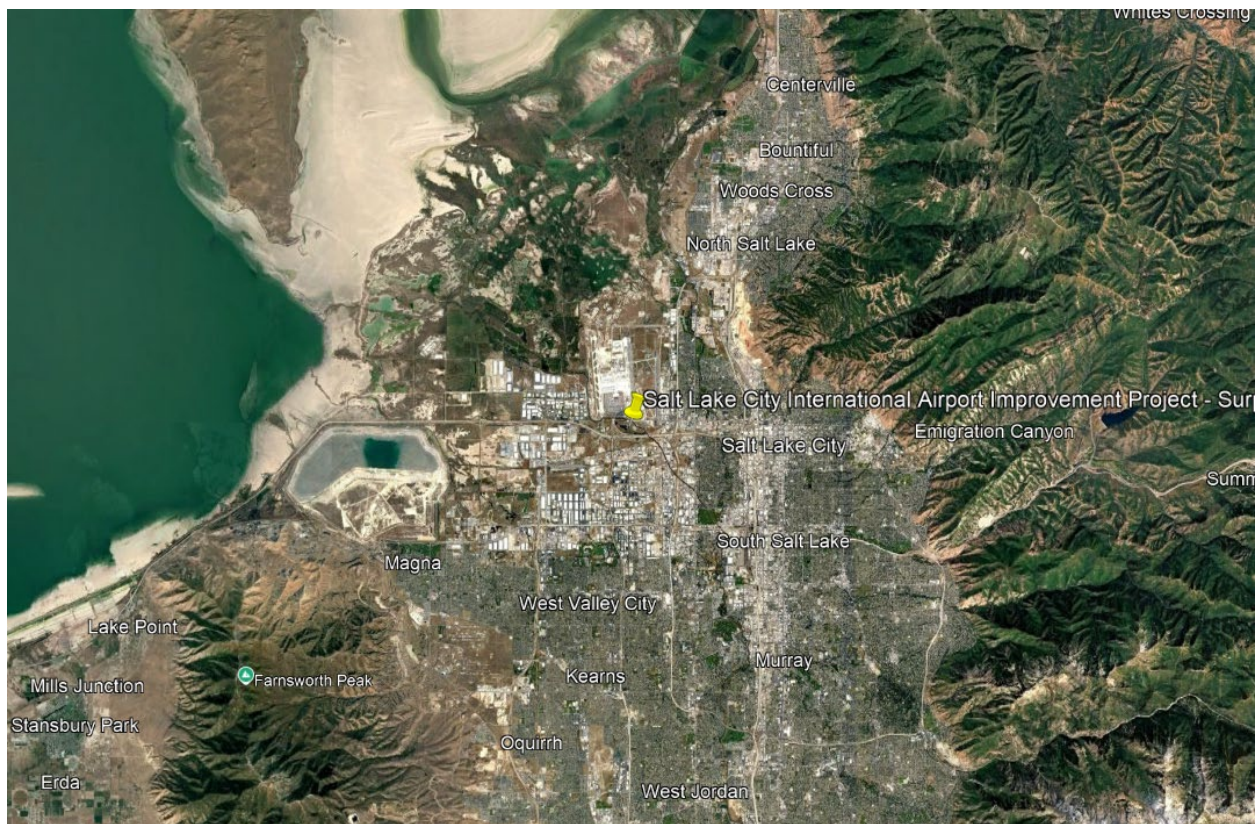
3) Environmental Compliance. A decision on a Section 408 request is a federal action, and therefore subject to the National Environmental Policy Act (NEPA) and other environmental compliance requirements. While USACE is responsible for ensuring environmental compliance, the requester is responsible for providing all information that the Sacramento District identifies as necessary to satisfy all applicable federal laws, executive orders, regulations, policies, and procedures. NEPA and other analysis completed to comply with other environmental statutes (e.g., Endangered Species Act) should be commensurate with the scale and potential effects of the activity that would alter the USACE project. The Sacramento District will work with the requester to determine the requirements, which will be scaled to the likely impacts of the proposed alteration and should convey the relevant considerations and impacts in a concise and effective manner.

PUBLIC INVOLVEMENT: The purpose of this notice is to solicit comments from the public; federal, state, and local agencies and officials; tribes; and other interested parties regarding the Salt Lake City International Airport Improvement Project - Surplus Canal Relocation, a proposed alteration to an existing federally authorized project. Comments received within 30 days of publication of this notice will be used in the evaluation of potential impacts of the proposed action on important resources and in the evaluation of whether the proposed alteration would be injurious to the public interest and/or would impair the usefulness of the authorized project. Only the specific activities that have the potential to occupy, use or alter the Jordan River Project will be evaluated. Please limit comments to the area of the alteration and those adjacent areas that would be directly or indirectly affected by the alteration to the Jordan River Project. Please note that all comment letters received are subject to release to the public through the Freedom of Information Act.

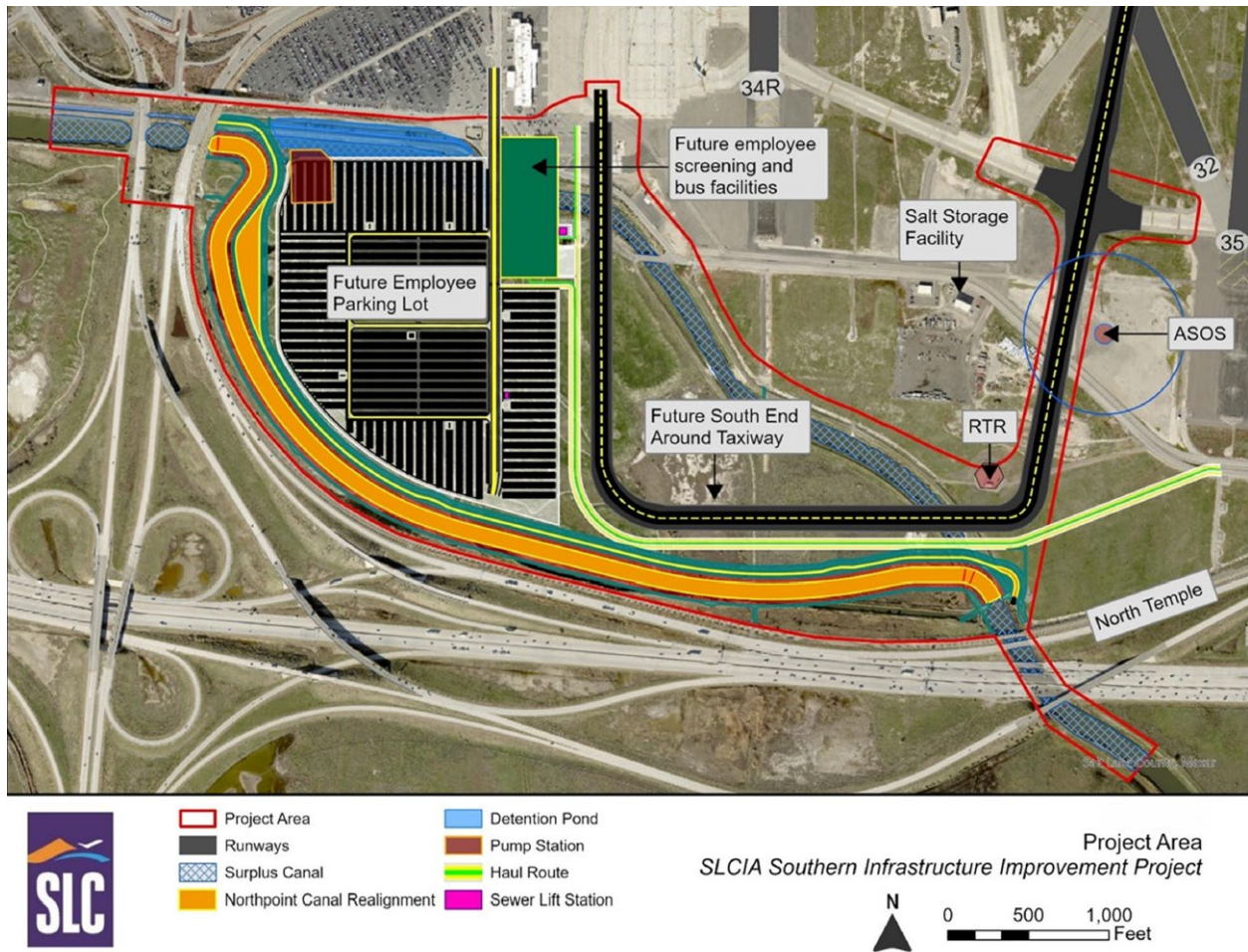
SUBMITTING COMMENTS: Written comments, referencing Identification Number SL4922 must be submitted to the office listed below on or before June 27, 2025.

Michael Fong, Project Manager
U.S. Army Corps of Engineers, Sacramento District
1325 J Street, Room 1460
Sacramento, California 95814-2922

Email: *CESPK-408-PN@usace.army.mil*



1) General vicinity map



2) Approximate project footprint map