

APPENDIX B

Agency Scoping Meeting Materials

SAFETEA-LU Agency Coordination and Public Involvement Plan

in support of the
West Davis Corridor Environmental Impact Statement

Federal Highway Administration
Utah Department of Transportation



UDOT Project No. S-0067(14)0

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SAFETEA-LU Coordination Plan Revision History

Revision Number	Date	Summary of Revisions
1	2/15/10	Revised Table 4-1 (list and status of cooperating and participating agencies), revised Figure 1

1.0 Introduction

This Coordination Plan will guide the West Davis Corridor (WDC) Environmental Impact Statement (EIS) project team through the agency and public coordination activities for the WDC project. The plan describes the activities that will take place during the National Environmental Policy Act (NEPA) environmental review process, beginning with scoping and ending with a NEPA determination in the form of a Record of Decision (ROD) from the Federal Highway Administration (FHWA). FHWA is the federal lead agency for the WDC EIS. The Utah Department of Transportation (UDOT) is the state lead agency.

This plan is designed to solicit early and continued feedback from agencies and the public to ensure that input will be incorporated in the decision-making process. The document is intended to be a living document that can respond to feedback and project changes as needed.

1.1 Purpose of the Coordination Plan

The purpose of this coordination plan is to define the process by which FHWA, UDOT, and its consultant team (collectively called the *project team*) will communicate information about the WDC project and how the project team will solicit and consider input from the public and participating agencies.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU; Public Law 109-059), codified as Section 139 of amended Chapter 1 of Title 23, United States Code (23 U.S.C. 139), requires the federal lead agency to develop a plan for coordinating public and agency participation and comments early in the environmental review process. The coordination plan should explain how the public, agencies, and other cities and counties are given opportunities to provide input.

This coordination plan:

- Describes the agency coordination and consultation plan for the EIS process
- Identifies opportunities for public involvement during the EIS process
- Describes the communication methods that will be used to support communication
- Describes the public meetings that will be held in the project area, the information that is likely to be presented at each meeting, and anticipated dates and locations of meetings
- Communicates upcoming meeting dates and the project schedule as it currently stands
- Communicates the expected document review schedule

This coordination plan will be updated periodically to reflect schedule updates and other changes such as modified meeting information.

Agency Consultation Objectives. FHWA and UDOT have specific objectives associated with the involvement of the other agencies throughout the project development process. The project development process includes scoping, developing the purpose of and need for the project, identifying alternatives, establishing methodologies to evaluate the expected impacts, preparing the Draft EIS, determining the preferred alternative, preparing the Final EIS, and obtaining permits, licenses, and approvals after the ROD is issued. The process will:

- Ensure the open exchange of information, ideas, and concerns between the coordinating and participating agencies and FHWA and UDOT throughout the project development process.
- Ensure the appropriate integration of the project into the communities through which the project would operate.
- Avoid substantial design changes during later permit reviews by identifying and addressing the permitting requirements of the agencies during conceptual and preliminary engineering to the extent practicable.

1.2 Agency Responsibilities

The agency coordination described in this plan will be based on specific agency roles. These roles are described by the Council on Environmental Quality (CEQ) regulations and Section 6002 of SAFETEA-LU.

As the lead agencies, FHWA and UDOT are responsible for supervising the preparation of the WDC EIS (23 Code of Federal Regulations [CFR] 771 and 40 CFR 1500–1508). SAFETEA-LU also requires lead agencies to identify and involve participating agencies; develop coordination plans; provide opportunities for public and participating agency involvement in defining the purpose and need statement and determining the range of alternatives; and collaborate with participating agencies in determining methodologies and the level of detail for the analysis of alternatives. Lead agencies must also provide increased oversight in managing the process and resolving issues.

Table 1-1 below lists the primary lead agency contacts for the WDC EIS process. Cooperating and participating agencies are identified in Section 4.2, Identifying Cooperating and Participating Agencies, and in Table 4-1, Cooperating and Participating Agency Status for the WDC EIS below.

Table 1-1. Lead Agency Contacts for the WDC EIS

Name and Organization ¹	Title	Contact Information
James Christian, FHWA	Utah Division Administrator	Phone: (801) 963-0078 x242 Email: James.Christian@dot.gov
Paul Ziman, FHWA	Region 1 Area Engineer	Phone: (801) 963-0078 x237 Email: Paul.Ziman@dot.gov
Ed Woolford, FHWA	Environmental Program Manager	Phone: (801) 963-0078 x235 Email: Edward.Woolford@dot.gov
Randy Jefferies, UDOT	Project Manager	Phone: (801) 620-1690 Email: rjefferies@utah.gov
Reed Soper, UDOT	Environmental Manager	Phone: (801) 910-2007 Email: rsoper@utah.gov
Chris Lizotte, UDOT	Region 1 Environmental Manager	Phone: (801) 620-1687 Email: clizotte@utah.gov
Vic Saunders, UDOT	Region 1 Public Involvement Coordinator	Phone: (801) 620-1641 Email: vsauanders@utah.gov
Kevin Kilpatrick, UDOT	Environmental Services NEPA Oversight	Phone: (801) 633-4896 Email: kkilpatrick@utah.gov

¹ The FHWA NEPA Program Office will also be involved in the EIS. Local FHWA representatives will seek prior concurrence from the NEPA Program Office on the draft EIS and final EIS .

CEQ defines a *cooperating agency* is any federal agency, other than the lead agency, that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative (40 CFR 1508.5). A state or local agency of similar qualifications or, when the effects are on lands of tribal interest, a Native American tribe may, by agreement with the lead agencies, also become a cooperating agency.

Under Section 6002 of SAFETEA-LU, the NEPA process must also accommodate *participating agencies*. A *participating agency* is a federal, state, tribal, regional, or local government agency that might have an interest in the project. Nongovernmental organizations and private entities cannot serve as participating agencies. The roles and responsibilities of participating agencies include but are not limited to:

- Participating in the NEPA process starting at the earliest possible time, especially with regard to the development of the purpose and need statement, range of alternatives, methodologies, and the level of detail for the analysis of alternatives.
- Identifying, as early as practicable, any issues of concern regarding the project’s potential environmental or socioeconomic impacts. Participating agencies also can participate in the issue resolution process described later in this guidance.
- Providing meaningful and timely input on unresolved issues.
- Participating in the scoping process. The scoping process should be designed so that, if an agency’s interest in the project comes to light as a result of initial

scoping activities, the agency is invited to participate and still has an opportunity for involvement (Public Law 109-59).

Accepting the designation as a participating agency does not indicate that an agency supports a project. It also does not provide an agency with increased oversight or approval authority beyond its statutory limits.

Under SAFETEA-LU, the standard for participating agency status is more encompassing than the standard for cooperating agency status. Cooperating agencies are, by definition, participating agencies, but not all participating agencies are cooperating agencies. Federal and state agencies invited to become cooperating agencies that decline this role will become participating agencies unless that agency informs FHWA that the invited agency has no jurisdiction or authority with respect to the project, has no expertise or information relevant to the project, and does not intend to submit comments on the project.

2.0 Coordination Milestones

Section 6002 of SAFETEA-LU facilitates the timely completion of the early stages of an environmental review process, which affects the overall schedule and the completion of EISs. This coordination plan describes the coordination processes associated with the following major project milestones:

- **NEPA Scoping and Development of the Project Purpose and Need** (Section 5.0 of this document). FHWA and UDOT will host an initial agency scoping meeting, at which the project team will present the coordination plan to the participating agencies and ask for comments on the scope of the WDC EIS. The project team will also sponsor public meetings to receive public comments on the scope of the EIS (these meetings will also be open to agency representatives). The project team will develop the purpose and need statement following the close of the scoping period. The project team will sponsor a meeting to discuss the purpose and need statement with the participating agencies.
- **Development and Screening of Alternatives** (Section 6.0 of this document). FHWA and UDOT will build on the information gained through scoping to develop a reasonable range of project alternatives that they will study in the EIS. The project team will provide additional opportunities for participating agencies and the public to comment on criteria for screening the alternatives through a cooperative and interactive process. FHWA and UDOT will consider comments submitted by the public and participating agencies as the project team develops proposed methodologies for alternatives screening and impact analysis. The project team will provide the proposed analysis methodologies to the participating agencies for their review before detailed alternatives analysis begins (SAFETEA-LU 6002, Section 139(4)(C)).
- **Completion of the Draft EIS** (Section 7.0 of this document). A notice of availability (NOA) of the Draft EIS will be published in the *Federal Register*. A 45-day comment period will follow publication of the Draft EIS. Cooperating and participating agencies will be included on the distribution list for the Draft EIS.
- **Completion of the Final EIS and Issuance of a Record of Decision** (Section 8.0 of this document). FHWA and UDOT expect to identify a preferred alternative based on the Draft EIS and the comments received on the Draft EIS. The preferred alternative will be included in the Final EIS along with copies of comments and responses to those comments. The Final EIS will be sent to the participating agencies, and an NOA will be published in the *Federal Register*. A 30-day waiting period will follow the NOA of the Final EIS. FHWA and UDOT will complete and issue a ROD after this waiting period. The ROD will contain the lead agencies' specific environmental decisions and approvals on the project and will itemize any mitigation measures incorporated into the project per 40

CFR 1505.2. The ROD will also incorporate any agency comments received on the Final EIS as well as responses to those comments. The ROD will be distributed to affected and interested agencies, and a Notice of Final Federal Agency Action will be published in the *Federal Register*.

3.0 Project Background

FHWA, in cooperation with UDOT, is preparing an EIS for the WDC to address expected transportation demand in 2040 in western Davis and Weber Counties. In general, the project team is focusing on the area west of Interstate 15 (I-15).

The WDC project was originally envisioned as part of a regional transportation facility in the 1960s. In 2001, the Wasatch Front Regional Council (WFRC) and UDOT completed a corridor study that focused on a north-south corridor in this part of Davis and Weber Counties. That study presented a recommended corridor in Davis County but did not recommend a specific corridor for Weber County (WFRC and UDOT 2001). In 2009, WFRC and UDOT completed a supplement to the 2001 study that makes a recommendation for the Weber County portion of this regional north-south transportation corridor (WFRC and UDOT 2009).

Based on the results of the 2001 study, WFRC included a north-south corridor west of I-15 in its 2007 Regional Transportation Plan (RTP) and accompanying air quality conformity analysis (WFRC 2007). In the plan, the WDC is shown as a Phase 2 (2016–2025) project between Farmington and 1200 South (also called 12th Street) in Marriott-Slaterville and a Phase 3 (2026–2030) project between 12th Street and I-15 in Willard (Box Elder County). After the WDC project was included in the Regional Transportation Plan, UDOT began preparing for the EIS process. The WDC project is in the 2009–2012 Statewide Transportation Improvement Program (STIP).

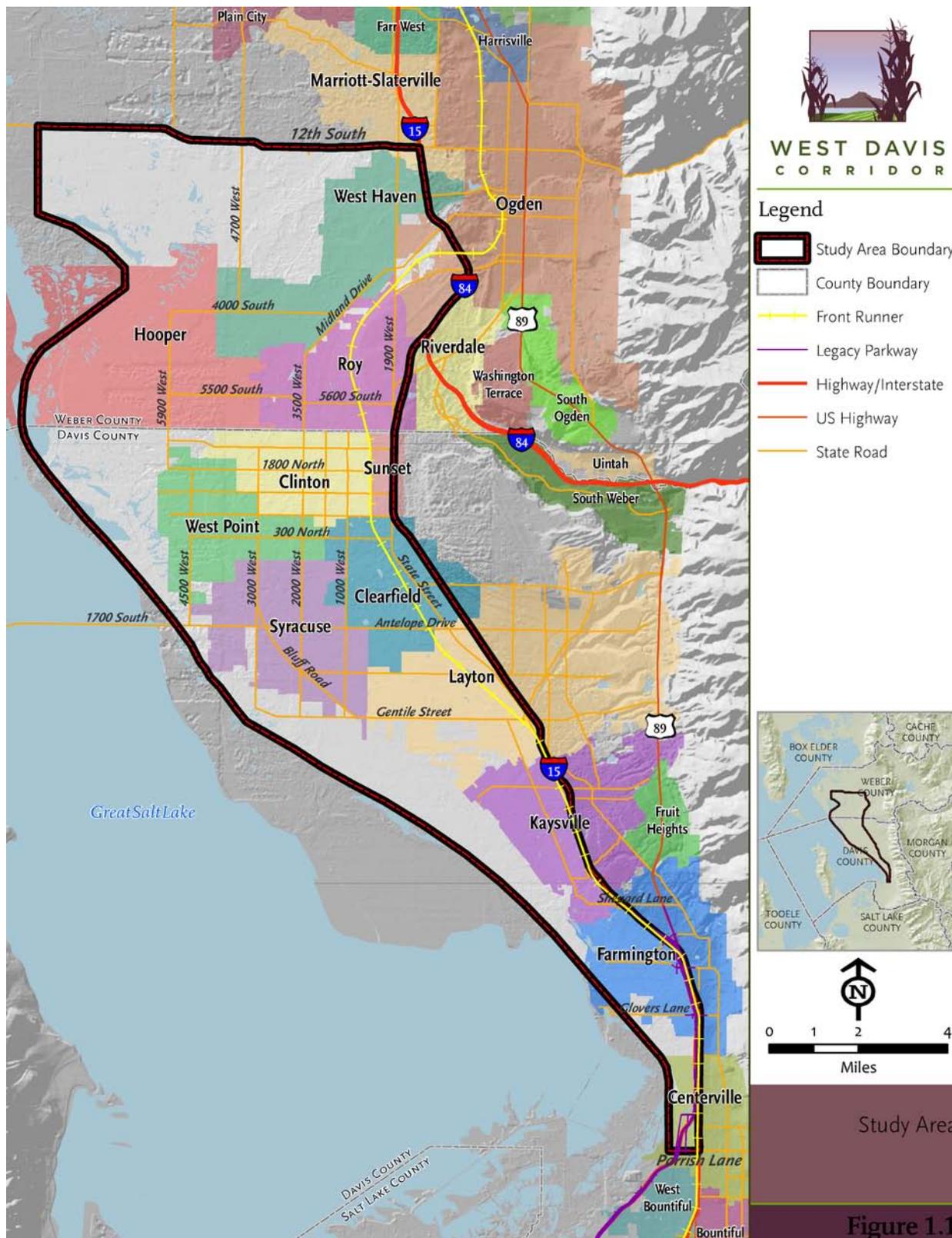
The WDC project EIS will consider the recommendations made in the 2001 plan, the 2007 Regional Transportation Plan, and the 2009 report on Weber County but will also consider other options to meet the purpose of and need for the project.

The initial WDC study area is bounded by I-15 on the east and generally by the Great Salt Lake on the west. The southern boundary of the study area is northern Centerville/southern Farmington, and the northern boundary is about 1200 South (12th Street) in Marriott-Slaterville. Figure 1 below shows the general study area limits.

The proposed project would address expected traffic congestion and mobility problems in the study area in 2040. The project team will document the specific transportation needs in the study area as part of the scoping phase of the project.

In addition to a No-Action Alternative, the EIS will evaluate a range of reasonable alternatives. The evaluation will include alternatives such as Transportation Systems Management (TSM) and options identified during the project scoping process. UDOT and FHWA will evaluate the environmental, social, and economic impacts of the alternatives studied in detail in the EIS. Expected impacts will be addressed for the long-term operation of each alternative and for the short-term construction period. Measures to avoid, minimize, or mitigate all adverse impacts will be identified, evaluated, and adopted as appropriate.

Figure 1. Study Area



4.0 Initial Coordination and Consultation

4.1 Notice of Intent (NOI)

UDOT and FHWA are in the process of preparing a Notice of Intent (NOI) to prepare an EIS. The NOI is a requirement of CEQ regulations in 40 CFR 1501.7. The NOI initiates the scoping process, which is mandated for all EISs. The NOI provides a short description of the project and preliminary alternatives. The NOI also describes the scoping process, identifies any upcoming formal public meetings that are associated with the project, and includes the name, address, and phone number of a contact person. Once the NOI text is approved, FHWA will forward the NOI for submittal to the *Federal Register*. FHWA and UDOT expect that the NOI will be published in the *Federal Register* in January 2010.

4.2 Identifying Cooperating and Participating Agencies

Concurrent with development of the NOI, FHWA and UDOT identified potential cooperating and participating agencies for the WDC project (see Table 4-1). For the purposes of this coordination plan, the governments of municipalities in the study area are considered “agencies.” See Section 4.3, Tribal Governments, for additional information about the participation of tribal governments.

Table 4-1. Cooperating and Participating Agency Status for the WDC EIS

Agency or Local Government	Type of Agency Invitation	Response
<i>Federal Agencies</i>		
Advisory Council on Historic Preservation	Cooperating & Participating	No response as of 2/9/10
Army Corps of Engineers	Cooperating & Participating	Accepted
Bureau of Indian Affairs	Cooperating & Participating	No response as of 2/9/10
Environmental Protection Agency	Cooperating & Participating	Accepted
Fish and Wildlife Service	Cooperating & Participating	Accepted
Bureau of Reclamation	Participating	Tentative
Federal Emergency Management Agency	Participating	Accepted
Natural Resources Conservation Service	Participating	Accepted
Utah Reclamation Mitigation and Conservation Commission	Cooperating & Participating	Accepted as cooperating or participating
<i>Tribal Governments</i>		
Northwestern Band of Shoshone Nation	Cooperating & Participating	No response as of 2/9/10
Shoshone-Bannock Tribes	Cooperating & Participating	No response as of 2/9/10
Uintah and Ouray Ute Tribe	Cooperating & Participating	No response as of 2/9/10
Paiute Indian Tribe of Utah	Cooperating & Participating	No response as of 2/9/10
Cedar Band of the Piutes	Cooperating & Participating	No response as of 2/9/10
Confederated Tribes of the Goshute Reservation	Cooperating & Participating	No response as of 2/9/10

Table 4-1. Cooperating and Participating Agency Status for the WDC EIS

Agency or Local Government	Type of Agency Invitation	Response
Skull Valley Band of the Goshute Indians	Cooperating & Participating	No response as of 2/9/10
Eastern Shoshone Tribe of the Wind River Reservation	Cooperating & Participating	No response as of 2/9/10
<i>State Agencies^a</i>		
Governor's Office of Planning and Budget Resource Development Coordinating Committee	Participating	Accepted
Department of Environmental Quality		
Division of Air Quality	Participating	Accepted
Division of Water Quality	Participating	Accepted
Division of Environmental Response and Remediation	Participating	Accepted
Department of Natural Resources		
Division of Parks and Recreation	Participating	No response as of 2/9/10
Division of Water Resources	Participating	No response as of 2/9/10
Division of Water Rights	Participating	No response as of 2/9/10
Division of Wildlife Resources	Participating	Accepted
Department of Agriculture and Food Division of Conservation and Resource Management	Participating	No response as of 2/9/10
Utah Division of State History State Historic Preservation Officer	Participating	Accepted
<i>Regional Governments or Agencies</i>		
Utah Transit Authority	Participating	Accepted
Wasatch Front Regional Council	Participating	Accepted
<i>Local Governments</i>		
Davis County	Participating	Accepted
Weber County	Participating	No response as of 2/9/10
Centerville City	Participating	Accepted
Clearfield City	Participating	Accepted
Clinton City	Participating	Accepted
Farmington City	Participating	Accepted
Farr West	Participating	No response as of 2/9/10
Hooper City	Participating	No response as of 2/9/10
Kaysville City	Participating	Accepted
Layton City	Participating	Accepted
Marriott-Slaterville City	Participating	Accepted
Ogden	Participating	Accepted
Plain City	Participating	No response as of 2/9/10
Riverdale	Participating	No response as of 2/9/10
Roy City	Participating	Accepted
Sunset City	Participating	No response as of 2/9/10
Syracuse City	Participating	Accepted
West Haven City	Participating	Accepted

Table 4-1. Cooperating and Participating Agency Status for the WDC EIS

Agency or Local Government	Type of Agency Invitation	Response
West Point City	Participating	No response as of 2/9/10

^a Not an exhaustive list of state departments and divisions. All state agency participation will be coordinated through the Resource Development Coordinating Committee (RDCC), which is listed as a participating agency on this table.

The project team will send invitation letters to agencies requesting their participation as either a cooperating and participating agency or a participating agency. The letters will contain a deadline for response, consistent with Section 6002 (23 U.S.C. 139(d)(2)). Letters to federal agencies will be presented on FHWA letterhead. Letters to state agencies will be presented on UDOT letterhead and sent through the Resource Development Coordinating Committee (RDCC). Letters to all other agencies will be presented on UDOT letterhead and sent by the project team. The cooperating and participating agencies will be listed on the project website.

If a federal agency chooses to decline to be a participating agency, the declining agency's response letter (electronic or hard copy) must state that the agency has no jurisdiction or authority with respect to the project, has no expertise or information relevant to the project, and does not intend to submit comments on the project. If a federal agency's response does not state the agency's position in these terms, then the agency will be treated as participating agency. However, any federal, state, or local agency that has an interest in the project but declines to be a participating agency is free to comment on the project in the same manner as a member of the public.

A state agency, tribal government, or local government must respond affirmatively to the invitation to be designated as a participating agency. If the state agency, tribal government, or local government fails to respond by the stated deadline or declines the invitation, regardless of the reasons for declining, the agency will not be considered a participating agency.

4.3 Tribal Governments

The project area does not include any tribal lands, but the Northwestern Band of Shoshone Nation, Uintah and Ouray Ute Indian Reservation, and Shoshone-Bannock Tribes are expected to have interests regarding natural and cultural resources.

Because of the government-to-government consultation responsibilities associated with tribes, FHWA will initiate consultation with these tribes and invite them to become participating agencies. The tribes will be invited to attend the agency scoping meeting, and FHWA and UDOT will continue to consult with the tribes as required under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, regarding potential cultural resource impacts of concern to the tribes throughout project development. Communications and agreements with the tribes will be documented. Table 4-2 lists the status of tribal governments contacted according to SAFETEA-LU. These

governments will also be contacted as part of the NHPA Section 106 consultation process.

Table 4-2. Contact Information for Participating Tribes on the WDC EIS

Tribe	Contact Person	Phone	Address
Northwestern Band of Shoshone Nation	Kenneth Timbana, Transportation Planning Coordinator / Environmental Protection Specialist	(208) 478-5712	353 East Lander Pocatello, ID 83201
Uintah and Ouray Ute Tribe	Betsy Chapoose	(435) 722-5141	P.O. Box 190 Fort Duchesne, UT 84026
Shoshone-Bannock Tribes	Carolyn B. Smith	(208) 478-3707	P.O. Box 306 Fort Hall, ID 83203
Eastern Shoshone Tribe of the Wind River Reservation	Ivan Posey	NA	P.O. Box 538 Fort Washakie, WY 82514
Paiute Indian Tribe of Utah	Jeanine Borchardt	NA	440 N. Paiute Drive Cedar City, UT 84720
Cedar Band of Paiutes	Lora Tom	NA	4655 N. Utah Trail Enoch, UT 84720
Confederated Tribes of the Goshute Reservation	Rupert Steele	NA	P.O. Box 6104 Ibapah, UT 84034
Skull Valley Band of Goshute Indians	Lawrence Bear	NA	P.O. Box 448 Grantsville, UT 84029

4.4 Negotiated Timeframes for Project Milestones

SAFETEA-LU Section 6002 states that, as part of the coordination plan, the federal lead agency may establish a schedule for completing the environmental review process for the project. This schedule should be developed in consultation with participating agencies and the project sponsor (UDOT).

The project team expects that major milestone timeframes will be developed at or in response to the initial participating agency meeting. Table 4-3 will be completed once timeframes are identified and will be updated throughout the EIS process as milestones are met.

Table 4-3. Milestones and Negotiated Timeframes for the WDC EIS Process

Milestone	Negotiated Timeframe	Date Completed
Finalize purpose and need statement	Participating agencies provide comments on the proposed purpose and need statement within ___ days of receipt.	
Finalize initial range of alternatives	Participating agencies provide comments on the initial range of alternatives within ___ days of receipt.	
Finalize alternative screening methodology and criteria	Participating agencies provide comments on the screening criteria and methodology within ___ days of receipt.	

Table 4-3. Milestones and Negotiated Timeframes for the WDC EIS Process

Milestone	Negotiated Timeframe	Date Completed
Finalize range of alternatives to be analyzed in detail	Participating agencies provide comments on the range of alternatives within ___ days of receipt.	
Complete Draft EIS	Participating agencies provide comments on the Draft EIS within 45 days of receiving the notice of availability.	
Complete Final EIS	FHWA and UDOT complete the Final EIS within 220 days (about 7 months) of the close of the Draft EIS comment period.	
Complete ROD	FHWA and UDOT complete the ROD within 70 days of project approval.	

5.0 NEPA Scoping and Development of the Project Purpose and Need

The initial step through which agencies and the public will be involved in the WDC project is the EIS scoping phase. The project team will use information gathered through the scoping process to help develop the project purpose and need statement and gather information on potential project alternatives, potential methods of analysis, and issues that should be examined in the EIS.

Scoping will be completed as a single phase, but the processes for participating and coordinating agencies and other interested parties will differ slightly.

5.1 Cooperating and Participating Agencies

Once FHWA and UDOT confirm the status of cooperating and participating agencies, the project team will distribute a project information packet to the agencies along with an invitation to provide comments on the scope of the EIS. An initial agency meeting is scheduled for February 17, 2010. This meeting has two purposes:

1. To review (and modify, if necessary) this coordination plan, to discuss the agencies' roles under SAFETEA-LU, and to discuss EIS milestone timeframes
2. To introduce representatives from participating agencies to the project and to collect comments on the scope of the WDC EIS

Preliminary information about the project purpose and need will also be presented at this initial meeting. Non-participating agencies will receive notice the public scoping meetings that will be held later in February 2010. Any federal, state, or local agency that has an interest in the project but declines to be a participating agency is free to comment on the project in the same manner as the public but will not be formally invited to participate in regularly-held participating agency meetings.

The information packet sent to the participating agencies in advance of the meeting will contain a cover letter that confirms the agency's role, a copy of this coordination plan, a brief project history, a map of the initial study area, a discussion of the project goals and objectives, and the estimated EIS schedule. A copy of the information packet that does not contain every cover letter will also be posted on UDOT's project website (www.udot.utah.gov/westdavis).

The major milestone associated with this phase is finalization of the project purpose and need statement. The participating agencies will meet again to discuss the purpose and need statement following the close of the scoping period. Prior to this meeting, the project team will consider all agency and public comment received during scoping as it prepares a final project purpose and need. This second meeting will probably occur in April or May 2010.

5.2 The Public and Other Interested Parties

The project team will seek input from the public and other interested parties (such as non-governmental organizations) concurrent with the participating and coordinating agency scoping process. The project team will distribute information to people who have previously expressed an interest in the project and will provide information through the project website. The information packet and project website will include a brief project history, a map of the initial study area, a list of the project goals and objectives, and the estimated EIS schedule. The public will be asked to provide comments on the scope of the EIS either in writing or in person at a scoping meeting. Public scoping meetings in Farmington, Syracuse, and West Haven are scheduled to occur in late February 2010.

In addition to providing an opportunity for the public to comment on the scope of the WDC project, the scoping meeting will provide an opportunity for the public to learn more about the project. The project team will present the same type of information at the scoping meetings as it presents through its information packets and project website: a project history, a map of the initial study area, a list of the project goals and objectives, and an estimated EIS schedule. Once the scoping period ends, the project team will consider all comments from the public and other interested parties as well as those of the participating agencies as it develops a final purpose and need.

FHWA and UDOT will continue to communicate with stakeholders and members of the public through regular workshops and milestone-based meetings. The project team will also encourage the public to comment on the draft and final EIS documents. Those comments will be considered as the team prepares the documents.

Other local, state, and federal agencies and organizations (referred to as non-participating agencies and organizations) will be contacted as necessary to obtain information about the project area.

6.0 Development and Screening of Alternatives

SAFETEA-LU states that FHWA and UDOT must, as early as practicable, give participating agencies and the public the chance to become involved in defining the range of alternatives. The project team will emphasize the importance of providing comments and recommendations on alternatives through the scoping process described in Section 5.0 but will also provide opportunities for agencies and the public to review preliminary alternatives and provide comments on those preliminary alternatives.

Under SAFETEA-LU, FHWA and UDOT must determine, in collaboration with the participating agencies, the appropriate methodology to be used for screening and selecting alternatives as well as the level of detail required in the alternatives analysis. Consensus is not required, but FHWA and UDOT must consider the views of the participating agencies with relevant interests before making a decision on a particular methodology. After FHWA and UDOT have collaborated with the participating agencies on the methodology and level of detail, FHWA and UDOT will make the decision on the methodology and level of detail to be used.

To accomplish the goals of public and agency involvement in developing the range of alternatives to be studied and agency involvement in developing alternative screening methodologies, the project team will hold meetings that focus on the alternatives development process. The project team will begin by compiling a list of preliminary alternatives based on the project purpose and need statement, agency and public scoping comments, and previous studies. The team will then present this preliminary list to the public through open houses in Farmington, Syracuse, and West Haven and to the participating agencies at a special alternatives development meeting. The public meetings, which are expected to occur in about June 2010, will present the preliminary alternatives and will request additional input. The project team will consider public comments on the preliminary list of alternatives as it continues the alternatives development process.

During this same time, the project team will begin to develop alternatives screening criteria. Once the preliminary criteria are developed, the team will meet with the participating agencies to present and discuss the list of preliminary alternatives and the preliminary screening criteria and to discuss the appropriate level of detail for the alternatives analysis. The team will then consider agency comments along with the public comments to finalize the preliminary list of alternatives, the screening criteria, and the expected level of detail for the alternatives analysis. The team will present this information to the participating agencies for their review and comments before the team screens and before FHWA and UDOT select alternatives to be studied in the EIS.

7.0 Preparation of the Draft Environmental Impact Statement

Once FHWA and UDOT have developed the purpose and need statement and the range of alternatives to be carried forward for detailed study, the project team can begin the analyses that will support completion of the Draft EIS. This phase of the project is analysis intensive, and the project team might call subject-related meetings with one or more participating agencies as it completes the analyses. For example, the project team might need to meet with an agency representative separate from the larger participating agency group to discuss how that agency's regulatory requirements might affect the implementation of a specific alternative. In cases such as this, calling for a meeting of all participating agencies and/or inviting all members of the public would not be appropriate. Currently, the project team expects to hold meetings with participating agencies and the public as needed as a means to provide updates on the progress of the project and to present information for review as appropriate.

The project team expects to complete the Draft EIS in about October 2011. When the Draft EIS is completed and ready for public release, FHWA will post an NOA of the draft document in the *Federal Register*. The project team will mail one electronic copy of the Draft EIS along with the NOA to each participating agency. The public will be notified of the release through direct mail or e-mail notification (for people on the project mailing list), announcements in local newspapers, and an announcement on the project website.

The agency and public review period for the Draft EIS will be 45 days. Agencies and the public will be able to comment by mail, by e-mail, and in person at public meetings held during the comment period. As in the previous phases, meetings will be held in multiple locations. Currently, the project team expects to hold meetings in Farmington, Syracuse, and West Haven. The precise dates for the public hearings are not known at this time, but the meetings will probably occur in October or November 2011.

The project team will compile all comments received on the Draft EIS and compose responses to the comments. The team might also need to meet with one or more participating agencies to discuss agency comments as responses are developed. Comments received and responses to comments will be included in the Final EIS.

8.0 Preparation of the Final Environmental Impact Statement and Record of Decision

The project team might need to modify the contents of the Draft EIS based on the comments received. The Final EIS will reflect these changes and will include other responses to comments. FHWA and UDOT are expected to identify a “preferred” alternative in the Final EIS; this decision will be based on the EIS analyses and comments on the Draft EIS. The project team might meet with one or more participating agencies during this phase to discuss the agencies’ comments.

The project team expects to complete the Final EIS in about August 2012. Once the Final EIS is completed, an NOA will be published in the *Federal Register*, and the project team will distribute an electronic copy of the document to the participating agencies. The public will be notified of the availability of the Final EIS through direct mail or e-mail notification (for people on the project mailing list), announcements in local newspapers, and an announcement on the project website.

FHWA’s NEPA guidance identifies a 30-day “wait” period after the completion of a Final EIS before the agency can make a decision on the proposed action. The project team will use this time to review and respond to any new agency comments on the Final EIS as needed. These responses will be included in the ROD, which FHWA will review and sign. The project team might meet with one or more participating agencies during the 30-day wait period to discuss comments made on the Final EIS.

9.0 Additional Agency Coordination

9.1 Project Development

In addition to the coordination necessary to meet the milestones described in this coordination plan, the project team will engage in continued coordination with agencies as appropriate throughout project development.

If needed, the project team will schedule additional meetings with representatives of the cooperating and participating agencies to discuss specific concerns and ideas. These meetings might involve only one agency or several agencies having interest in a particular subject (such as a meeting with the U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency to discuss wetland regulatory issues). Subsequent meetings with agencies will be scheduled as needed to ensure the appropriate level of coordination as the project proceeds. The purpose of these meetings will be to identify and resolve major issues as early as practicable in the design and environmental processes. These additional meetings will support the documentation of official communications and agreements between FHWA/UDOT and these agencies. The project team will fully document additional coordination and any decisions.

9.2 Permits, Licenses, and Approvals

Coordination during project development would support the completion of other approvals needed to support the NEPA process (e.g., National Historic Preservation Act Section 106 consultation, Endangered Species Act compliance). Coordination would also address the same issues and concerns that regulatory agencies normally consider as part of necessary permit, license, and other approval processes that would take place after issuance of a ROD. For example, by working closely with the U.S. Army Corps of Engineers during the NEPA process, UDOT and FHWA would ensure that necessary future permitting actions taken by the Corps could rely on the work done as part of the EIS. This would enable FHWA and UDOT to address subjects that are of importance to the Corps and would allow the Corps to more efficiently process a Section 404 authorization. Table 9-1 below summarizes permits, licenses, and approvals that might be needed to support the project if a build alternative is selected. Because the needed permits, licenses, and approvals would depend on the types of resources that could be affected by a specific build alternative, the final list of permits, licenses, and approvals would be developed once FHWA and UDOT select a preferred alternative.

Table 9-1. Permits, Licenses, and Approvals that Might be Needed after Issuance of a ROD to Support a West Davis Corridor Build Alternative

Permit, License, or Approval	When Needed	Authorizing or Approving Agency
Clean Water Act Section 404 General Permit or Standard Permit	If construction would result in the discharge of fill material to waters of the United States	U.S. Army Corps of Engineers
Clean Water Act Section 401 Authorization (Water Quality Certification)	If the project requires a Section 404 authorization, then the project must also receive water quality certification under Section 401	Utah Department of Environmental Quality Division of Water Quality
Stream Alteration Permit	If construction would require major alteration or modification of a stream subject to the jurisdiction of the state of Utah	Utah Department of Natural Resources Division of Water Rights
Utah Pollutant Discharge Elimination System: Construction Stormwater Permit (Clean Water Act Section 402)	If construction would disturb more than one acre of land	Utah Department of Environmental Quality Division of Water Quality
Blanket Certificate(Section 7(c) of the Natural Gas Act)	If construction would require changes the connections of major natural gas lines	Federal Energy Regulatory Commission
Air Quality Approval Order	Required to build, own, or operate a facility that pollutes the air	Utah Department of Environmental Quality Division of Air Quality
Conditional Letter of Map Revision or Letter of Map Revision,	If construction would result in modification of the existing regulatory floodway, the effective Base Flood Elevations, or Special Flood Hazard Areas	Local Floodplain Administrator in coordination with the Federal Emergency Management Agency (FEMA)
Floodplain Development Permit	If construction would occur within a 100-year floodplain as designated by FEMA	Local Floodplain Administrator

10.0 Issue Identification and Resolution

Through the coordination activities defined in this plan, FHWA, UDOT, and cooperating and participating agencies have the opportunity for early and ongoing identification of environmental issues that could substantially delay or prevent approval of the project. Every attempt will be made to resolve issues between the lead, cooperating, and participating agencies as they arise. If coordination as described in this plan is not adequate to resolve issues, UDOT can ask FHWA to convene meetings focused on resolving issues that could delay completion of the environmental review process or could result in denial of any approvals required for the project.

FHWA can also use its 2002 guidance on interagency dispute resolution. The dispute could also be addressed using the CEQ referral process under 40 CFR 1504.

SAFETEA-LU Section 6002 provides a formal process for resolving serious issues. The project sponsor or the governor of the state in which the project is located may invoke this process for issue resolution at any time. If issues cannot be resolved using the SAFETEA-LU Section 6002 dispute resolution process, FHWA must notify the governor, Congress, and CEQ. FHWA would publish any unresolved issues in the *Federal Register* (SAFETEA-LU Section 6002, Section 139(h)). Although the Section 6002 dispute process is a tool that is available for conflict resolution, other options such as mediated dispute resolution will be attempted first.

11.0 Schedule

Table 11-1 provides an overview of the participating agency milestones, participants, actions, and expected completion dates.

Table 11-1. Schedule for the WDC EIS Process

Milestone or Activity	Participants	Action(s)	Expected Completion Date
Project initiation	FHWA and UDOT	UDOT sends a project initiation letter to FHWA.	June 2009
Notice of Intent (NOI)	FHWA and UDOT	Prepare and publish the NOI.	January 2010
Letters of invitation	Project team	Prepare invitation letters for cooperating and participating agencies.	January 2010
Scoping			
Agency meeting	Project team and participating agencies	Prepare for and hold the agency meeting.	February 2010
Public meetings	Project team	Prepare for and hold public scoping meetings.	February 2010
Scoping report	Project team	Prepare a report that summarizes scoping activities and comments.	March 2010
Purpose and need	Project team and participating agencies	Document the project purpose and need.	May 2010
Alternatives			
Develop initial range of alternatives	Project team and participating agencies	Use information received during scoping and agency comments to identify initial alternatives.	June 2010
Develop methodology for alternatives screening and selection	Project team and participating agencies	Develop criteria and document how alternatives will be screened.	June 2010
Identify appropriate level of detail for alternatives analysis	Project team and participating agencies	Develop and document guidelines for the appropriate level of detail for the alternatives analysis.	June 2010
Identify alternatives to be carried forward for review in the EIS	Project team and participating agencies	Screen alternatives using agreed-on methodology and identify alternatives to be analyzed in the EIS.	September 2010
Prepare Draft EIS	Project team	Characterize environmental conditions and analyze environmental effects of project alternatives; prepare and release document.	September 2010 – March 2011
Compile and respond to comments on Draft EIS	Project team	Compile, sort, categorize, and respond to comments received on the Draft EIS.	December 2011
Prepare Final EIS	Project team	Prepare and release a Final EIS that responds to comments and identifies a preferred alternative.	February–August 2012
Project approval	FHWA and UDOT	Approve the project.	August 2012
ROD			
Complete ROD	Project team	Document the project approval in the ROD.	December 2012
File ROD	FHWA	Sign and file the ROD.	January 2013

Appendix A. SAFETEA-LU 6002 Environmental Review Process Checklist

The following checklist will be used as the West Davis Corridor Project advances through the EIS process. An active Microsoft Excel version of the checklist will be developed for day-to-day use by the project team.

1. FHWA has received a project initiation letter from the State prior to the start of the NEPA process.
2. A copy of the Project Initiation Letter has been placed in the official project file.
3. Participating agencies and cooperating agencies have been identified.
 - 3a. Notification letters on participating and cooperating agency status have been sent to identified agencies and placed in official project file.
4. Lead/joint lead agency status has been determined and documented.
5. A coordination plan has been developed with the consultation of participating agencies and placed in the official project file.
6. A schedule for the environmental review process has been developed through consultation with participating agencies and placed in the official project file.
7. Opportunity for involvement of participating agencies and the public on the purpose and need has occurred, and details of involvement are documented in the official project file.
8. Opportunity for involvement of participating agencies and the public in the range of alternatives has occurred, and details of involvement are documented in the official project file.
9. The appropriate methodology to be used and level of detail required in the analysis has been determined in collaboration with participating agencies and documented in the official project file.
10. Optional:
 - Has a higher level of detail for the preferred alternative been developed?
 - Was a statute of limitations notice published in the *Federal Register*? Has a copy been placed in the official project file?
 - Has there been consultation with FHWA legal staff? Has consultation been documented in the official project file?
 - Has a copy of the notice been included in the official project file?



WEST DAVIS
CORRIDOR

Meeting Agenda

Meeting Topic: SAFETEA-LU Participating Agency Roles and Expectations
Meeting Date: February 17, 2010
Meeting Location: Davis County Legacy Events Center, 151 South 1100 West, Farmington, Utah
Meeting Time: 11:00 AM

Expected Meeting Attendees:

<u>Name</u>	<u>Representing</u>
Paul Ziman	FHWA
Ed Woolford	FHWA
Randy Jefferies	UDOT
Reed Soper	UDOT
Becky Stromness	UDOT
Chris Lizotte	UDOT
Nathan Darnall	U.S. Fish and Wildlife Service
Jason Gipson or Tim Witman	U.S. Army Corps of Engineers
Robin Coursen	U.S. Environmental Protection Agency
Dick Marvin or Russ Findlay	Bureau of Reclamation
John Rice	Utah Reclamation Mitigation and Conservation Commission
Pam Kramer	Utah DNR, Division of Wildlife Resources
Bill Damery	Utah DEQ, Division of Water Quality
Mary DeLoretto or alternate	Utah Transit Authority
Ben Wuthrich	Wasatch Front Regional Council
John Petroff or P. Bret Milburn	Davis County
Cory Snyder	Centerville
Lynn Vinzant	Clinton
Adam Lenhard	Clearfield
Scott Harbertson	Farmington
Andy Thompson	Kaysville
Bill Wright, Peter Matson, or Woody Woodruff	Layton
Scott Van Leeuwen	Marriott-Slaterville
Willard Cragun	Roy
Rodger Worthen or Troy Noyes	Syracuse
Justin Anderson	Ogden
Jared Preisler	Hooper
Bruce Burrows	Riverdale
West Point	Erik Craythorne

**West Davis Corridor EIS
Project No. S-0067(14)0**



WEST DAVIS
CORRIDOR

11:00 am – 12:00 PM

1. Welcome and project introduction
2. SAFETEA-LU coordination
Discuss topics such as legal requirements, the SAFETEA-LU Coordination Plan, expected meeting schedule, review timeframes, document distribution
3. EIS Scoping and other opportunities to engage agencies and city and county representatives

12:00 PM – 1:30 PM

1. Lunch
2. Study Overview
3. Breakout Sessions
 - Overview
 - Breakout Sessions
4. Summary

West Davis Corridor EIS

Initial Participating Agency Meeting
February 17, 2010



WEST DAVIS
CORRIDOR

Purpose of Today's Meeting

11 AM to Noon (SAFETEA-LU Agencies)

Review and discuss:

- SAFETEA-LU and SAFETEA-LU coordination
- Agencies' and local governments' roles under SAFETEA-LU
- EIS milestone and review timelines

Noon to 1:30 PM (Agencies and Stakeholders)

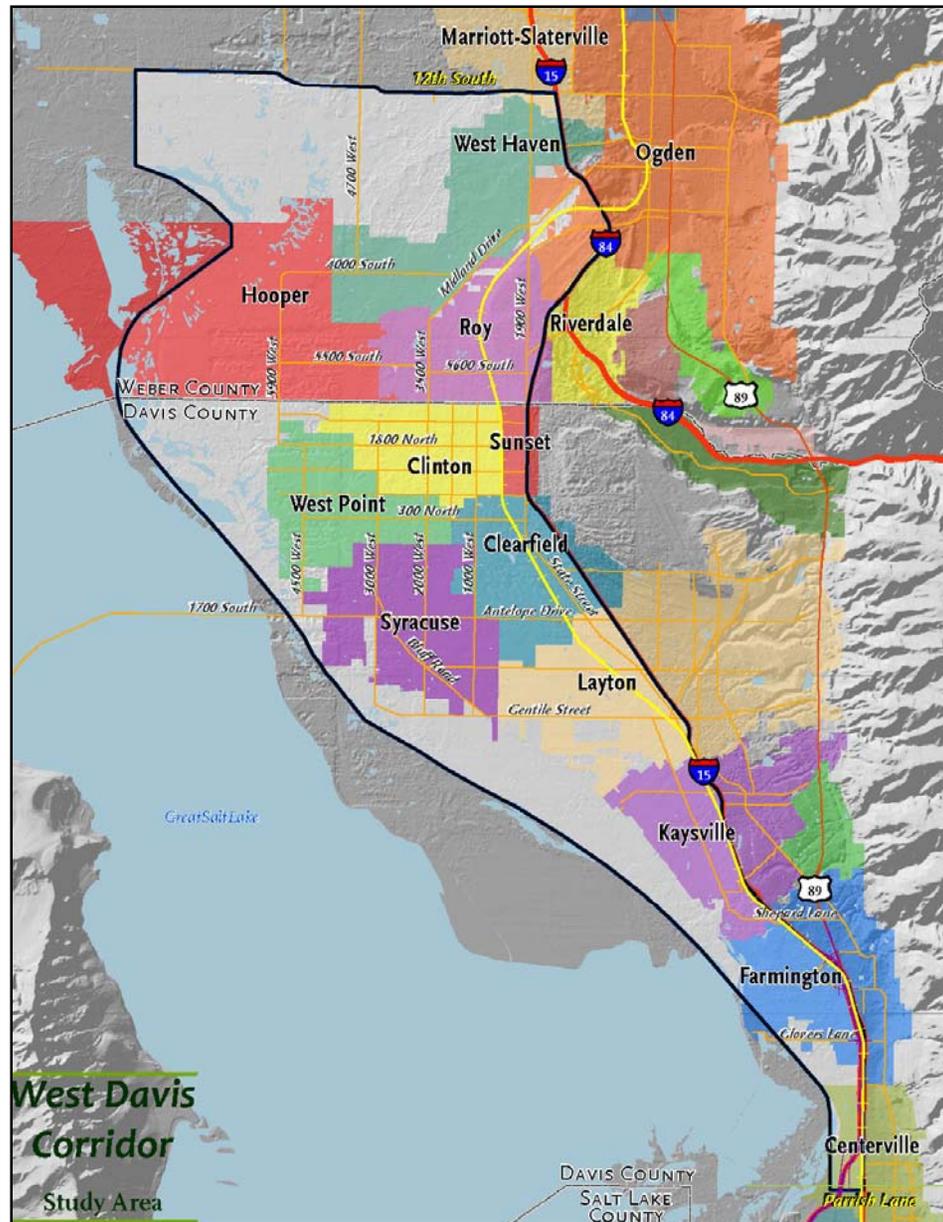
To introduce the project and share information about the project and study area



WEST DAVIS
CORRIDOR

Study Area

- Northern Boundary: 12th South (Marriott-Slaterville)
- Southern Boundary: Parrish Lane (Centerville)
- Eastern Boundary: I-15
- Western Boundary: Great Salt Lake



WEST DAVIS
CORRIDOR

Corridor Studies and Regional Transportation Plan

- To date, the WDC has been examined in corridor studies and is included in the RTP
- A corridor study is the first **planning** document that is completed
 - “Big Picture”
 - Corridor study findings not “final”
 - WFRC might include a suggested corridors in the RTP if it determines that the project might be funded during the planning period
- If the transportation agency (UDOT) chooses to move forward with a project suggested by a corridor study and if that agency is seeking federal funding, *then* the proposal is further evaluated consistent with NEPA



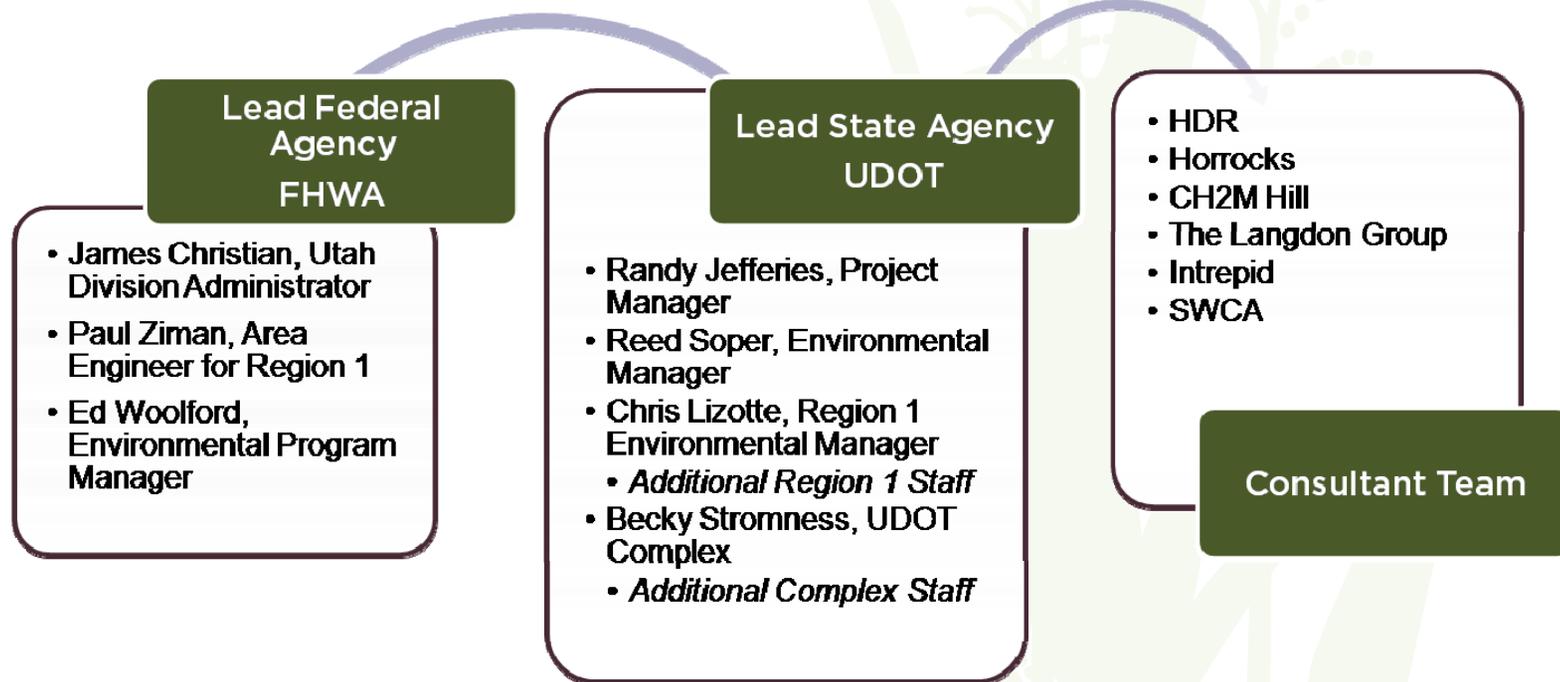
Why NEPA?

- National Environmental Policy Act
- Must be completed for all federal actions (e.g., funding, permits)
- WDC might need federal authorization through Section 404 Clean Water Act
- NEPA requires lead agencies to evaluate a reasonable range of alternatives even if they are different from what might have been presented in a corridor study



WEST DAVIS
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EIS Team Organization



SAFETEA-LU 6002 (Safe, Accountable, Flexible, Efficient Transportation Equity Act)

- A part of the “federal transportation funding bill”: SAFETEA-LU
- Section 6002 specifically addresses the NEPA process
 - Requires lead agencies (FHWA and UDOT) to identify and coordinate with other agencies, local governments, tribal representatives, and the public during the EIS process
- Section 6002 directs UDOT and FHWA to:
 - Identify and invite cooperating and participating agencies
 - Develop coordination plan
 - Develop coordinated schedule (contained in approved coordination plan)
 - Identify milestone-based opportunities for coordination (see page 12 of plan)



SAFETEA-LU 6002, Continued

▪ Cooperating Agencies

- Normally identified during NEPA process (not a new category)
- Agencies that have regulatory authority over the project (e.g., issue a permit) or manage land in the project area
- Close coordination regarding resource-specific methodologies, requirements for future permitting
- Listed on page 9-10 of Coordination Plan

▪ Participating Agencies

- New category under SAFETEA-LU
- Provides additional opportunities for other federal, state, and local agencies that have an interest in the project or project area to participate
- Work with team and other agencies throughout process
 - Provide feedback and comment
 - Provide supplemental information
- Cooperating agencies are always participating agencies
- Also on page 9-10 of Coordination Plan



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SAFETEA-LU 6002, Continued

- Accepting the designation as a participating agency does *not*:
 - Indicate that an agency supports a project
 - Provide an agency with increased oversight or approval authority beyond its statutory limits

- The project team will seek input from the public and other interested parties (such as non-governmental organizations) concurrent with the participating and coordinating agency scoping process
 - Other stakeholders will be present after noon today



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Participating Agency Expectations

- Participate in the NEPA process starting at the earliest possible time
 - Milestone-based meetings (development of the purpose and need, identification of a range of alternatives, and alternatives screening)
- Participate in the scoping process
 - All agencies and the public encouraged to provide input, not just participating agencies
- Identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts
 - Participating agencies can also participate in the issue resolution process
- Provide meaningful and timely input on unresolved issues



WEST DAVIS
CORRIDOR

Expected Schedule

(see page 22 of Coordination Plan for detail)

- **January 2010:** NOI Published
- **February 2010:** Hold scoping meetings and collect scoping comments
- **May 2010:** review and finalize project purpose and need
- **May - September 2010:** identify action alternatives that will be studied in the EIS and develop screening criteria
- **Fall 2011:** complete draft EIS
- **Summer 2012:** complete final EIS
- **Winter 2012/2013:** sign and file ROD



WEST DAVIS
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Review Timeframes

Milestone	Targeted Review Time
Finalize purpose and need	<u>CA/PA</u> provide comments within 20 days of receipt
Finalize initial range of alternatives	<u>CA/PA</u> provide comments within 20 days of receipt
Finalize alternatives screening methods and criteria	<u>CA/PA</u> provide comments within 20 days of receipt
Complete Draft EIS (DEIS)	<u>CA/PA/public</u> provide comments on the DEIS within 45 days of Notice of Availability
Complete Final EIS (FEIS)	FHWA/UDOT complete FEIS within about 7 months of close of comment period on DEIS
Complete ROD	FHWA/UDOT complete ROD within 70 days of project approval

Note: all days listed above are **calendar** days.



WEST DAVIS
CORRIDOR

West Davis Corridor EIS

Stakeholder Working Group Meeting

February 17, 2010



UDOT Project Manager, Randy Jefferies:

- Excellent number of attendees at the Stakeholder Working Group Meeting. Randy stated that this shows the high level of commitment to the study.
- Explained that previous to the Stakeholder Working Group Meeting there was a meeting with the Cooperating and Participating Agencies for the formal NEPA coordination
- This meeting is an opportunity for stakeholders to share their comments and learn about the study
- Introductions

STUDY TEAM

- ▣ Project Manager – Randy Jefferies
- ▣ UDOT Environmental – Reed Soper
- ▣ Environmental Consultant - HDR
- ▣ Public Involvement Consultant – The Langdon Group



Anyone from the study team might contact Stakeholder Working Group participants in the future for different reasons. Desire is for all to function as one team.

STUDY AREA

- Northern Boundary: 12th South (Marriott-Slaterville)
- Southern Boundary: Parrish Lane (Centerville)
- Eastern Boundary: I-15
- Western Boundary: Great Salt Lake



- cursory review of the travel needs to 2040. Based on current data at this time, the study will go no further north than 12th street.
- Not all of the alternatives will go to the study limits. The termini may be anywhere within the study limits.

HISTORY

- 1962 – West Davis Highway conceptualized
- 1995 – Western Transportation Corridor
Major Investment Study
- 2001 – North Legacy Corridor Study
 - 2007 Connector Study
 - 2009 Supplemental Study
- 2010 – West Davis Corridor EIS



The study is using the title “corridor” instead of “highway” because it is not known what the outcome will be. Outcome will be based on the need.

NEED

Looking out to 2040:

- ▣ Population and Households – 180%
- ▣ Employment – 150%



Figures listed are preliminary

TRANSPORTATION PLANS

- WFRC 2007 – 2030 RTP
 - Davis County – Four-lane arterial
 - Weber County – Two-lane arterial
- Wasatch Choices 2040
 - Expressway along 2001 Identified Corridor
- Local Municipalities
 - Farmington, Kaysville, Layton, Syracuse, West Point, West Haven show a corridor on their transportation plans.



- There has been a lot of transportation planning in the study area.
- Planning efforts have taken place to prepare for future transportation needs.
- The purpose for this current environmental study is to gain clearance for something that could be built – or to find out that nothing needs to be built

STUDY APPROACH

- ▣ An Open Process
- ▣ Objectivity
- ▣ Consider all options
- ▣ True partnership
- ▣ Consensus



“Trust the Process”



- There is no expectation for a particular outcome from UDOT’s senior leaders
- Study will look at all modes of transportation, and all possibilities
- The clear stated objective is wanting to work closely with stakeholders and the public so the study can arrive at a good, balanced decision

GOALS of the STUDY

1. Conduct a thorough, objective, and technically sound environmental study resulting in a context-sensitive transportation solution that:
 - Addresses the transportation need;
 - Is an asset to the community; and
 - Is compatible with the natural and built environment
2. Engage all stakeholders in a proactive and cooperative manner to solicit feedback, build consensus, and resolve concerns throughout the process
3. Provide comprehensive, accurate, and well-organized documentation of the process
4. Complete the EIS within 3 years
5. Complete the study within budget



- First and foremost: the study itself is sound and meets its objectives. UDOT typically has a good handle on the transportation need. The study team needs the stakeholders' help with the other two elements: to be an asset and to be compatible with the natural and built environment. An understanding of the community is critical and comes from the stakeholders.
- Second goal: to listen and to build consensus
- Third goal: the document is a quality record of the level of effort put into the process
- Fourth goal: the study has an ambitious schedule. UDOT does not want to rush it, but does want to make sure the process is moving along
- Fifth goal: to meet the budget

EIS SCHEDULE

□ Phase 1 Milestones

- Feb. 2010 – Release Notice of Intent
- Feb. 2010 – Public Scoping Meetings
- Feb. – May 2010 – Purpose and Need

□ Phase 2 Milestones

- May – Dec. 2010 - Alternative development and screening
- Jan. 2011 – Alternatives

□ Phase 3 Milestones

- Fall 2011 – Draft EIS
- Summer 2012 – Final EIS
- Winter 2012/2013 – Record of Decision



- A phased approach will keep the study from getting too far ahead of itself. First the need must be determined.
- As the process moves forward, all of the moving parts must be brought along at the same pace
- It is important to seek consensus on the work done in each phase before moving to the next phase.

BE INVOLVED

□ Agency Coordination

- Request to be a Cooperating or Participating Agency
- Request to provide scoping comments
- (EIS Scoping Period – February 4 – March 22, 2010)

□ Upcoming Meetings

- Agency Scoping/Stakeholder Meeting – February 17, 2010
- Public Scoping Meetings – Open House 4:30 – 8:00 p.m.

SYRACUSE

Tuesday, February 23
Syracuse High School

FARMINGTON

Wednesday, February 24
Legacy Events Center

OGDEN

Thursday, February 25
West Weber Elementary

STUDY WEBSITE: www.udot.utah.gov/westdavis



The presentations given today will be on the study Web site.

TEAMWORK

■ Our Commitment to You:

- Keep you informed
- Involve you in analysis and decision making
- Early notification of upcoming reviews and events
- Deliver review documents on time
- Respond in a timely manner

■ Partnering Expectations

- Open communication
- Commitment of resources
- Timely document review
- Early communication of concerns
- Foster consensus



UDOT does not know what the final solution will be, but it is doubtful that every organization will get everything it wants out of the study. Still, the goal is to gain consensus.

Questions from participants:

Darnall: Open communication – Will everything be posted on the web site? Can we see what others are saying?

- The notes from meeting will be sent to the group
- Presentations will be posted on the Web site
- Updates will be sent by email
- Request for suggestions if there are some other preferred means of communication

Carroll: Even though you're saying we haven't decided on anything, it looks like you're looking at north-south

- Past studies have looked primarily at north-south, but for the purposes of this study, that question remains open. The data may show that there is a greater need for east-west improvements than north-south

Vinzant: There are other studies going on that are looking at east-west needs. Davis County is currently updating the Davis Weber East-West study

- Yes. Those efforts will be considered as well.

WE NEED YOU

Purposes of the Stakeholder Working Group

- ▣ Share ideas
- ▣ Represent others
- ▣ Discuss issues
- ▣ Provide feedback
- ▣ Build Consensus



- UDOT does not pretend to know everything
- The best solution will come from collaboration
- Other organizations may be added to this group over time
- Each organization has been asked to bring just one representative to the meetings so work can proceed efficiently and each organization is represented equally.

TODAY'S OBJECTIVE

Answer two questions about this study:

1. What is success for your organization?
2. What should the study consider to achieve it?



The group broke into three smaller break-out groups (green, orange, yellow) and discussed the questions above. The notes from the breakouts are included on the following pages.

Notes from the green group

What is success?	What to consider
<ul style="list-style-type: none"> •Consideration of all modes of transportation •Improve mobility in the region with consideration of individual and commercial transportation needs •Avoid or minimize wetland impacts •Look at alternatives with fewer emission impacts •Reduce poor air quality impacts. Seek to improve air quality. •Encourage use of transit systems •Not bisect community •Maintain state water quality standards •Balanced approach to multiple transportation modes •Reduce vehicle mile traveled •Provide ample pedestrian access •Do not impact the “view corridor” •Limit impacts to the remaining natural areas •Encourage open space •Have the facility enhance economic development •Do not have a future north/south facility become a physical barrier to east/west access •Encourage smart growth communities •The future facility be part of the integrated trail network •Minimize residential impacts •Reduce congestion •Protect and enhance wildlife •Accommodate Park Lane needs (i.e. reduce gridlock) •Future facility be compatible with transportation needs and land use needs •UDOT and UTA coordinate with each other •Promote access and connection to commuter rail •Unsure use of state of the art mitigation tools for design, speed, adjacent land, etc. •Study and limit impacts to schools and “Hot spots” •Coordination between UDOT and cities so that after UDOT acquires funding for construction the cities are prepared for what facilities they will inherit and how they will fund future maintenance. •UDOT help fund transit component of multi-modal solution and not just rely on UTA 	<ul style="list-style-type: none"> •ROW impacts •Impacts to residents •Distribution of travel •Define and identify where wetlands are located •Identify and incorporate previous transportation studies, transportation and master plans •Identify growth patterns •Air quality impacts throughout region •Monitor ambient environmental impacts (in general) •Establish current conditions and best practices •Involve the youth today since the study will be looking 40 years into the future when these individuals will be adults using the facility •Incorporate and evaluate alternatives using Context Sensitive Design •Look at land use and planning impacts •Identify where community services are provided and transportation needs (schools, churches, businesses, etc.) •Coordinate with existing utilities •Identify and study subsurface and surface hydrologic conditions •Coordinate with Hill AFB to accommodate flight patterns •Consider how transportation impacts human behavior and travel habits •Consider how the use or non use of gasoline will impact the use of the facility into the future •Cost •Understand current and future wildlife patterns and use of the area



Notes from the orange group

What is success?	What to consider
<ul style="list-style-type: none"> •Is there a need? •Beneficial to community •LEDPA (Least Environmentally Damaging Practicable Alternative) •Improves quality life (using different modes of transportation) •Maintain ecosystem •Maintain the integrity of ecosystem •Maintain the Resiliency of ecosystem •Include transit that results in progressive land planning – reduces travel and emissions •Roads and transit in same corridor •Solution that can reach consensus •Considers community (built environment) •Solution that moves people and improves air quality •Legally defensible •Solution meets need of population – community •Avoid URMCC mitigation and TNC lands along lakeshore (Including DNR lands) •Impacts mitigated •Solution considers the natural environment (wetlands) •Avoids fragmentation of wildlife habitat •Avoid APA (Agricultural Protection Areas) Lands •Respects property owners 	<ul style="list-style-type: none"> •Why project is needed •Existing Communities (Define Communities) •Community plans •Connectivity between communities •Purpose and need •VMT growth and air quality •Induced travel from project •Induced growth •Identify best alignment for entire project •Comprehensive mitigation for impacts to environmental resources •Bike and pedestrian trails •Wetlands, wildlife •Mass transit alternatives •Land use changes resulting from the alternatives (patterns of growth) •Impacts on economies – land use changes •Green house gases •Dynamics of Great Salt Lake (lake levels) •Impacts to climate (use guidance in FHWA Technical Advisory) •Consider climate change studies in Great Basin



Notes from the yellow group

What is success?	What to consider
<ul style="list-style-type: none"> •Closure •Access needs for industrial areas •Accommodate future needs •Well thought out termini •Protect wildlife/Habitat •Community compatible •Protect wildlife mgt areas/ conservation easements •Reducing emissions/encourage mass transit •Multi-Modal •Decentralization of employment centers •Meet transportation need and avoid community/environmental impacts 	<ul style="list-style-type: none"> •Impacts to wetlands •Consolidate/coordinate with energy/utility corridors •Identify /work on crossing agreements with water resources, etc. •PM2.5/effects to nearby residents •Consider a corridor with many beneficial uses •Public lands •Riparian/flood plains / Great Salt Lake flood plain/ Buffer zone •Sensitive species •Transportation needs for future growth •Comprehensive traffic study / level of service •East/west transportation needs/ good transportation connections •Lake stink •Accommodate storm run-off now and in the future •Fragmentation of cities/wildlife habitat •Cost of solution •Agriculture and home relocations •Economic Projections •Diesel is bad/limit truck traffic •Consequences (unintended) of no action •Archaeological resources

