

Coordination Plan

I-15 Environmental Impact Statement Farmington to Salt Lake City

Lead agency:
Utah Department of Transportation

Revision 0

July 14, 2022

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1.0 Introduction

The Utah Department of Transportation (UDOT) is preparing an environmental impact statement (EIS) to improve safety, replace aging infrastructure, provide better mobility for all travel modes, strengthen the state and local economy, and better connect communities along Interstate 15 (I-15) from Farmington to Salt Lake City. The EIS will be prepared according to the procedural provisions of the National Environmental Policy Act (NEPA) and other laws, regulations, and guidelines of the Federal Highway Administration (FHWA). This document conforms to the requirements of UDOT, the project sponsor and lead agency.

1.1 Purpose of This Coordination Plan

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 United States Code Section 139), requires the federal lead agency to develop a coordination plan for all projects for which an EIS is prepared under NEPA. The purpose of the plan is to coordinate public and agency participation and comment on the NEPA environmental review process. The plan should explain how the public, agencies, and local governments are given opportunities to provide input.

What is the purpose of this coordination plan?

The purpose of the plan is to coordinate public and agency participation and comment on the NEPA environmental review process.

This coordination plan will guide the lead agency through the agency and public coordination activities for the I-15 EIS. As a result of NEPA Assignment, UDOT is the lead agency (for more information, see the paragraph on page 2 titled *NEPA Assignment*). Section 2.1, *Lead Agency*, lists the lead agency contacts for the project.

This coordination plan defines the process by which UDOT will communicate information about the I-15 project and how input from cooperating and participating agencies will be solicited and considered. The plan will be updated periodically to reflect schedule updates and other changes such as modified meeting information. 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
- Describes the public meetings that will be held in the project area, the information that is likely to be presented at each meeting, and the anticipated dates and locations of the meetings
- Communicates upcoming meeting dates and the current project schedule
- Communicates the expected document review schedule

Cooperating Agencies. The Council on Environmental Quality (CEQ) defines a cooperating agency as 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 Code of Federal Regulations (CFR) Section 1508(e)]. A state or local agency of similar qualifications (or, when the project could affect land of tribal interest, a Native American tribe) may, by agreement with the lead agency, also become a cooperating agency. Cooperating agencies for the I-15 EIS are discussed further in Section 2.2, *Cooperating Agencies*.

What is a cooperating agency?

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.

Participating Agencies. Participating agencies are defined by SAFETEA-LU as those agencies that have an interest in a project. Federal, tribal, regional, state, or local government agencies may serve as participating agencies. Nongovernmental organizations and private entities cannot serve as participating agencies. Participating agencies for the I-15 EIS are discussed further in Section 2.3, *Participating Agencies*.

What is a participating agency?

A participating agency is an agency that has an interest in a project.

NEPA Assignment. NEPA Assignment allows UDOT to assume the responsibilities of FHWA under NEPA. This assumption of responsibilities applies to FHWA's responsibilities for environmental reviews, consultation, and other actions required under other federal environmental laws such as the Endangered Species Act and the Clean Water Act. Because UDOT has received NEPA Assignment, the environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by UDOT pursuant to 23 United States Code (USC) Section 327 and a Memorandum of Understanding dated May 26, 2022, and executed by FHWA and UDOT.

Major Project. This project is considered a "major project" pursuant to 23 USC Section 139, and all authorization decisions necessary for construction are anticipated to be completed not later than 90 days after the date when a Record of Decision (ROD) is issued. Based on the timing and availability of project funding, UDOT, acting as the lead federal agency, may make a decision before the approval of the Final EIS to extend the deadline for permits pursuant to the extension procedures in 23 USC Section 139(d)(10)(C).

1.2 Project Overview and History

1.2.1 Project Overview

Overview of I-15. I-15 is a major transportation corridor in the western United States that begins near the border of the United States and Mexico in San Diego County and continues north to Alberta, Canada, passing through California, Nevada, Arizona, Utah, Idaho, and Montana. I-15 is a vital link to the economies of the western United States and the entire nation, connecting the ports in California to inland population centers. I-15 is the primary north-south transportation corridor in Utah, and most of the Utah population lives near the interstate. The I-15 corridor is an important local and regional transportation artery that facilitates access to commercial centers, industrial developments, residential areas, and community services and amenities.

Needs Summary. Between Farmington and Salt Lake City, I-15 has aging infrastructure and worsening operational characteristics for the current and projected travel demand in 2050 which contribute to decreased safety, increased congestion, lost productivity, and longer travel times. East-west streets that access or cross I-15 are important to connect communities and support other travel modes such as biking, walking, and transit. When I-15 and its interchanges do not support travel demand, traffic is added to the local streets, thereby affecting both the regional and local transportation system and safe, comfortable, and efficient travel by other modes. Figure 1 shows a map of the I-15 EIS study area.

What is travel demand?

Travel demand is the expected number of transportation trips in an area. Travel demand can be met by various modes of travel, such as automobile, bus, light rail, carpooling, and bicycling.

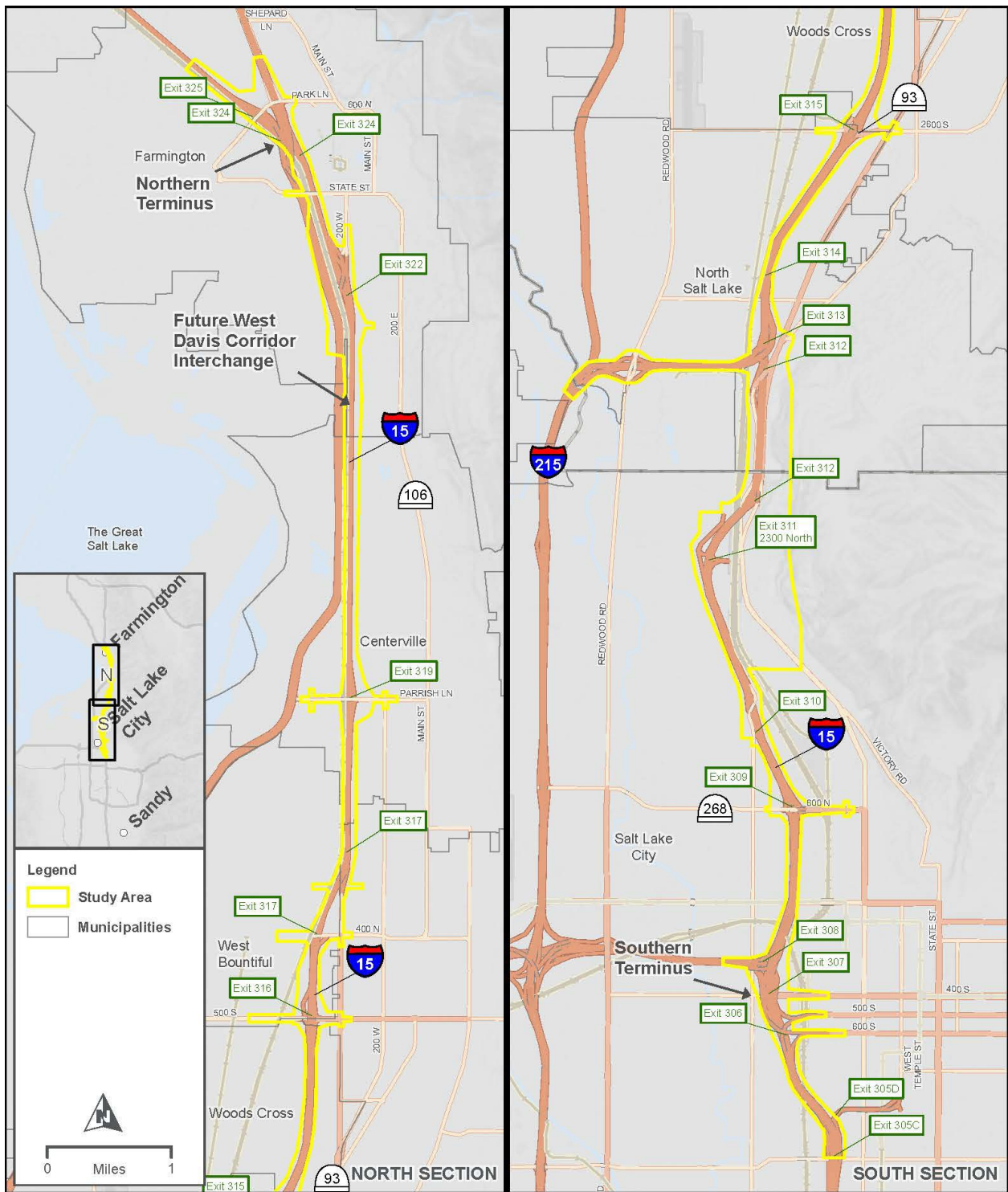
Study Area. UDOT will prepare an EIS to evaluate transportation solutions to improve mobility and safety on I-15 from the Park Lane interchange (I-15 milepost 325) in Farmington to the 400 South interchange (I-15 milepost 308) in Salt Lake City. The boundaries for the study area extend north of the north terminus and south of the south terminus to include ramps that begin or end at these interchanges.

Early Scoping Summary. UDOT initiated an early scoping process in the fall of 2021 to provide information and solicit input. During early scoping, UDOT conducted a traffic and safety technical analysis, conducted Smart Growth America workshops and field visits, and met with local governments and other stakeholders to identify transportation needs and potentially significant environmental issues.

Scoping and Draft Purpose and Need Schedule. Based on early scoping and existing information from previous studies, UDOT developed a draft purpose and need statement for the project. The *Draft Purpose and Need* was made available on the project website at <https://i15eis.udot.utah.gov> on April 11, 2022. An agency scoping meeting was held on April 7, 2022. And, a 30-day public scoping period and comment period on the *Draft Purpose and Need* began on April 11, 2022, and closed on May 13, 2022. UDOT summarized, in the *I-15 EIS Farmington to Salt Lake City Scoping Summary Report*, the scoping activities that occurred and comments that were received. UDOT published the report to the project website on June 28, 2022.

Preliminary Purpose of the Project. The preliminary purpose of the I-15 project is to improve safety, replace aging infrastructure, provide better mobility for all travel modes, strengthen the state and local economy, and better connect communities along I-15 from Farmington to Salt Lake City.

Figure 1. Project Area



NEEDS ASSESMENT STUDY AREA
I-15 EIS: FARMINGTON TO SALT LAKE CITY

Anticipated Range of Alternatives. UDOT will consider a range of alternatives based on the purpose of and need for the project and taking into account agency and public input. The currently contemplated alternatives are:

1. Taking no action;
2. Making capacity improvements to I-15 such as adding general-purpose, high-occupancy, or auxiliary lanes and interchange improvements;
3. Building additional or modified accesses to and from I-15;
4. Building additional or modified road, bicycle, and pedestrian crossings of I-15;
5. Building additional or modified multimodal connections to FrontRunner stations and regional trails;
6. Implementing Transportation Systems Management (TSM);
7. Combinations of any of the above; and
8. Other reasonable alternatives identified during the EIS process.

Alternatives that do not meet the project's purpose or that are otherwise not reasonable will not be carried forward for detailed consideration in the EIS.

2.0 Lead, Cooperating, Participating, and Other Agencies and the Public

2.1 Lead Agency

The lead agency for the I-15 EIS is UDOT. UDOT's contacts for the project are listed in Table 1.

Table 1. Lead Agency Contacts

Name and Organization	Title	Contact Information
Tiffany Pocock UDOT	Project Manager	[Redacted]
Brandon Weston UDOT	Environmental Lead	[Redacted]

Responsibilities

The CEQ regulations for NEPA lead agencies are codified in 40 CFR Section 1501.5. The lead agency is responsible for supervising the preparation of the EIS. The lead agency also must:

- Provide increased oversight in managing the process and resolving issues
- Identify and involve participating agencies
- Develop coordination plans
- Provide opportunities for public and participating agency involvement in defining the purpose of and need for the project and determining the range of alternatives
- Collaborate with participating agencies in determining methodologies and the level of detail for the analysis of alternatives
- Be responsible for project milestones, agency coordination, and scheduling

2.2 Cooperating Agencies

Cooperating agencies are agencies or tribes that have jurisdiction by law or that have special expertise regarding the evaluation of the project. The cooperating agencies for the I-15 EIS and their representatives are listed in Table 2.

Table 2. Cooperating Agency Contacts

Name and Organization	Title	Contact Information
Nicole Fresard U.S. Army Corps of Engineers	Project Manager	[Redacted Contact Information]
Julie Smith U.S. Environmental Protection Agency	Transportation Lead, NEPA Branch	[Redacted Contact Information]
Brittany White U.S. Bureau of Reclamation	Fish and Wildlife Biologist	[Redacted Contact Information]

Responsibilities

Cooperating agencies share responsibility with the lead agency for developing information and environmental analyses related to their respective areas of expertise. Cooperating agencies also share the responsibilities of participating agencies, including the responsibilities to participate in the NEPA process at the earliest possible time and to participate in the scoping process.

2.3 Participating Agencies

Participating agencies are federal, state, tribal, regional, or local government agencies that have an interest in a project. The participating agencies for the I-15 EIS and their representatives are listed in Table 3.

UDOT also sent participating invitation letters to eight tribes. To date, none of the tribes have responded to the participating agency invitations. UDOT will continue to consult with tribes and other parties that express an interest in becoming a consulting party under Section 106 of the National Historic Preservation Act as part of the development of the I-15 EIS.

Table 3. Participating Agency Contacts

Name and Organization	Title	Contact Information
Jillian Cosgrove U.S. Fish and Wildlife Service	Fish and Wildlife Biologist	[Redacted]
Roger Knowlton National Park Service (Omaha – Land and Water Conservation Fund)	Land and Water Conservation Fund Coordinator	[Redacted]
Quasigovernmental Agencies		
Autumn Hu Utah Transit Authority	NEPA Project Administrator	[Redacted]
Jory Johner and Kip Billings Wasatch Front Regional Council	Director of Long-range Planning Senior Transportation Engineer and Air Quality Analyst	[Redacted]
Matthew Meier Weber Basin Water Conservancy District	Engineer	[Redacted]
State Agencies		
Pitt Grewe and Susan Zarekarizi Utah Division of Outdoor Recreation	Director (Pitt Grewe) National Park Service State Liaison Officer Alternate (Susan Zarekarizi)	[Redacted]

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Table 3. Participating Agency Contacts

Name and Organization	Title	Contact Information
Cities and Counties		
Jon Larsen Salt Lake City	Director, Transportation Division	[Redacted]
Ken Leetham North Salt Lake City	City Manager	[Redacted]
Bryce Haderlie Woods Cross City	City Administrator	[Redacted]
Gary Hill Bountiful City	City Manager	[Redacted]
Duane Huffman West Bountiful City	City Administrator	[Redacted]
Kevin Campbell and Mike Carlson Centerville City	City Engineer and Public Works Director	[Redacted]
Dave Petersen and Lyle Gibson Farmington City	Community Development Director and Assistant Community Development Director	[Redacted]
Helen Peters Salt Lake County	Regional Planning and Transportation Director	[Redacted]
Bartly Mathews Davis County	Transportation Planner	[Redacted]

Responsibilities

Participating agencies are responsible for identifying, as early as practicable, any issues of concern regarding the project's expected environmental or socioeconomic impacts. A participating agency's role is to:

- Participate in the scoping process
- Provide meaningful and early input regarding defining the purpose of and need for the project, determining the range of alternatives to be considered, and determining the methodologies and level of detail required for the alternatives analysis
- Participate in coordination meetings and joint field reviews as appropriate
- Review and comment in a timely manner on the pre-draft or pre-final environmental documents
- Provide meaningful and timely input regarding unresolved issues
- Participate in meetings to resolve issues that could delay completion of the environmental review process or result in denial of approvals required for the project under applicable laws

3.0 Project Schedule and Public and Agency Involvement

The lead agency is responsible for preparing a project's environmental document, including coordinating agency and public involvement.

3.1 Project Schedule

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. The schedule should be developed in consultation with participating agencies and the local lead agency (in this case, UDOT is the local lead agency and also has the authority of the federal lead agency). Table 4 summarizes key coordination activities and the expected completion dates.

Table 4. Schedule for the I-15 EIS Process

Milestone or Activity	Participants	Actions	Anticipated Completion Date
Notice of Intent and Scoping			
Notice of Intent (NOI)	Lead agency	Lead agency prepared and published in the Federal Register the NOI to prepare an EIS. The NOI included information about the 30-day scoping period (April 11–May 13, 2022) and solicited comments on the draft purpose and need, the range of alternatives for the EIS, and the scope of the NEPA analysis. The NOI included a link to the website for the <i>Draft Purpose and Need and Alternatives Screening Methodology</i> documents to allow the public to review and provide input during the 30-day scoping period. Notice of the scoping process was published in newspapers, social media, and email updates.	March–April 2022
Letters of invitation	Lead agency	Lead agency prepared and mailed invitation letters for cooperating and participating agencies.	March 2022
Agency meeting	Lead, cooperating, and participating agencies	Lead agency prepared and held an agency scoping meeting.	April 7, 2022
Coordination plan	Lead agency	Lead agency developed a coordination plan to disclose the agency and public involvement plan. The coordination plan will be updated as the project progresses.	First version summer of 2022
Scoping report	Lead agency	Lead agency prepared a report that summarized scoping activities and comments.	June 2022
Purpose and Need, Alternatives			
Develop purpose and need	Lead, cooperating, and participating agencies, and public	Lead agency developed a draft purpose and need statement. Lead agency sought agency and public input during the 30-day comment period for scoping (April 11–May 13, 2022).	April–May 2022
Develop methodology for alternatives screening and selection	Lead, cooperating, and participating agencies, and public	Lead agency developed a methodology and criteria for how alternatives will be screened. Lead agency sought agency and public input during the 30-day comment period for scoping (April 11–May 13, 2022).	April–May 2022
Develop initial range of alternatives	Lead, cooperating, and participating agencies, and public	Lead agency identified an initial range of alternatives for the project. Lead agency sought additional input on alternatives and screening criteria during the 30-day comment period for scoping (April 11–May 13, 2022).	April–May 2022
Identify appropriate level of detail for alternatives analysis	Lead agency	Lead agency develops and documents guidelines for the appropriate level of detail for the alternatives analysis.	May–October 2022
Identify alternatives to be carried forward for review in the EIS	Lead, cooperating, and participating agencies, and public	Lead and cooperating agencies screen alternatives using agreed-on methodology and identify alternatives to be analyzed in the EIS. Lead agency will seek input on alternatives to be carried forward for review in the EIS during a 30-day comment period for alternatives development and screening (anticipated in the fall of 2022).	October 2022

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Table 4. Schedule for the I-15 EIS Process

Milestone or Activity	Participants	Actions	Anticipated Completion Date
EIS Preparation			
Prepare Draft EIS	Lead agency	Lead agency characterizes environmental conditions and analyzes the environmental effects of the project alternatives. Lead agency prepares and releases a Draft EIS, which identifies a preferred alternative.	November 2022 – September 2023
Identify the preferred alternative	Lead and cooperating agencies	Lead agency identifies the preferred alternative with input from cooperating agencies.	August 2023 – September 2023
Provide Draft EIS public comment period and hold hearing	Lead, cooperating, and participating agencies, and public	Lead agency publishes a Draft EIS Notice of Availability (NOA) in the Federal Register. Lead agency holds a public hearing on the Draft EIS and seeks input during a 45-day comment period on the Draft EIS .	September 2023 – November 2023
Compile and respond to comments on Draft EIS	Lead agency	Lead agency compiles, categorizes, and responds to comments received on the Draft EIS.	November 2023 – December 2023
Prepare Final EIS and ROD	Lead agency	Lead agency prepares the Final EIS and ROD, which responds to comments received on the Draft EIS.	January 2024
Release Final EIS and ROD	Lead agency	Lead agency releases the Final EIS and ROD with the NOA in the Federal Register.	April 2024

3.2 Public and Agency Involvement

Specific study elements will be directly influenced by public and agency involvement. Public and agency involvement will focus on the following five key processes.

Scoping. The public and agency scoping process is intended to identify key project concerns and possible solutions that UDOT can use in developing the final purpose and need statement, developing the alternatives, and gathering data for impacts analysis.

UDOT published the NOI after it developed the draft project purpose and need statement. The NOI provided information about the 30-day comment period for scoping, the draft purpose and need, the alternatives screening methodology, the range of alternatives to be considered in the EIS, and the resources anticipated to be included in the NEPA analysis. The NOI included a link to the project website for the *Draft Purpose and Need* and the *Alternatives Screening Methodology* documents to allow the public to review and provide input during the 30-day scoping comment period (April 11 to May 13, 2022). Notice of the scoping process was published in newspapers, social media, and email updates.

UDOT summarized, in the *I-15 EIS Farmington to Salt Lake City Scoping Summary Report*, the scoping activities that occurred and comments that were received. UDOT published the report to the project website on June 28, 2022. UDOT asked the cooperating and participating agencies to submit during the scoping period comments that summarize their interests related to the project area. UDOT held an agency scoping meeting on April 7, 2022. During the scoping process, UDOT coordinated with all appropriate agencies regarding the purpose of and need for the project, alternatives development and screening, and methodologies for documenting environmental conditions and assessing impacts.

Development and Screening of Alternatives. UDOT will build on the information gained through scoping to develop a range of project alternatives that will be evaluated in the EIS. UDOT provided opportunities for participating agencies and the public to comment on the criteria for screening the alternatives during the public scoping period (held April 11 to May 13, 2022). UDOT considered comments submitted by the public, cooperating agencies, and participating agencies as it developed and revised the methodologies for alternatives screening and impact analysis.

UDOT will provide the revised analysis methodologies to the participating agencies and the public before detailed alternatives analysis begins [pursuant to SAFETEA-LU Section 6002, Subsection 139(4)(C)]. UDOT will prepare an alternatives screening report that documents the results of the alternatives development and screening process. UDOT will make the draft alternatives screening report available for public and agency review (anticipated in the fall of 2022) and is anticipating providing public meetings and a 30-day comment period to take comments on the draft alternatives screening report.

Completion of the Draft EIS. UDOT will publish a Notice of Availability (NOA) of the Draft EIS in the Federal Register. A 45-day comment period will follow publication of the Draft EIS. A public hearing on the Draft EIS will be held during the comment period. Cooperating and participating agencies will be included on the distribution list for the Draft EIS. Cooperating and participating agencies will be notified of the availability of the Draft and Final EIS documents and will be given appropriate opportunities to comment (see Table 4 above). UDOT will also coordinate with appropriate agencies to obtain the necessary permits after UDOT issues its ROD.

Completion of the Final EIS and Issuance of the ROD. Per Section 1319 of the Moving Ahead for Progress in the 21st Century Act (MAP-21), UDOT will release a combined Final EIS and ROD to cooperating and participating agencies and the public and will publish an NOA in the Federal Register.

Communication throughout the Project. The methods of communication that UDOT will use with the public throughout the project are summarized below.

- **Project Website.** UDOT developed a website for the project (<https://i15eis.udot.utah.gov>) that includes project information, this coordination plan, an electronic comment form, and contact information. The information presented during the public meetings and the public hearing will be available on the website. The website will be updated as needed.
- **Project Newsletters and Videos.** Newsletters, videos, and fact sheets will be mailed and emailed by UDOT to those on the mailing list. The newsletters, videos, and fact sheets will also be available on the project website and at other public meetings or gatherings.
- **Press Releases.** Press releases will be prepared by UDOT before each public meeting or as warranted. All media releases will be approved and released by UDOT.
- **Social Media.** Project information will be shared on the EIS-specific Facebook group and the Twitter and Instagram channels maintained by UDOT.

4.0 Additional Agency Coordination

4.1 Project Development

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

UDOT 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 an interest in a particular subject (such as a meeting with the U.S. Army Corps of Engineers [USACE] 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 UDOT and these agencies. UDOT will fully document additional coordination and any decisions. UDOT will schedule additional meetings with representatives of the cooperating and participating agencies to discuss specific concerns and ideas.

4.2 Permits, Licenses, and Approvals

Coordination during project development would support obtaining other approvals needed for the NEPA process (for example, National Historic Preservation Act Section 106 consultation and 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 a ROD is issued. For example, by working closely with USACE during the NEPA process, UDOT would ensure that necessary future permitting actions taken by USACE could rely on the work done as part of the EIS. This coordination would enable UDOT to address subjects that are important to USACE and would allow USACE to more efficiently process a Clean Water Act Section 404 authorization.

Table 5 summarizes the permits, licenses, and approvals that might be needed to support the I-15 project if an action alternative is selected. Because the needed permits, licenses, and approvals would depend on the types of resources that could be affected by a specific action alternative, the final list of permits, licenses, and approvals would be developed once UDOT selects a preferred alternative.

This project is considered a “major project” pursuant to 23 USC Section 139, and all authorization decisions necessary for construction are anticipated to be completed not later than 90 days after the date when a ROD is issued. Based on the timing and availability of project funding, UDOT, acting as the lead federal agency, may make a decision before the approval of the Final EIS to extend the deadline for permits pursuant to the extension procedures in 23 USC Section 139(d)(10)(C).

Table 5. Permits, Licenses, and Approvals That Might Be Needed to Support an Action Alternative

Permit, License, or Approval	When Needed	Authorizing or Approving Agency
Clean Water Act Section 404 General Permit or Standard Permit	Needed if construction would discharge 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, the project must also receive water quality certification under Section 401.	Utah Division of Water Quality
U.S. Bureau of Reclamation approval for impacts to Reclamation facilities	Needed if the alternative would impact facilities administered by the U.S. Bureau of Reclamation.	U.S. Bureau of Reclamation
Land and Water Conservation Fund Act Section 6(f)	Needed if the alternative would impact properties purchased with Land and Water Conservation Funds.	U.S. National Parks Service and Utah Division of State Parks
Endangered Species Act Coordination	If the alternative could affect endangered species, consultation would occur during the EIS process.	U.S. Fish and Wildlife Service
Stream Alteration Permit	Needed 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
Utah Pollutant Discharge Elimination System: Construction Stormwater Permit (Clean Water Act Section 402)	Needed if construction would disturb more than 1 acre of land.	Utah Division of Water Quality
Air Quality Approval Order	Required to build, own, or operate a facility that pollutes the air.	Utah Division of Air Quality
Conditional Letter of Map Revision or Letter of Map Revision	Needed if construction would modify 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	Needed if construction would occur within a 100-year floodplain as designated by FEMA.	Local Floodplain Administrator

5.0 Issue Identification and Resolution

When needed, conflicts between agencies regarding the EIS process would be resolved through a standard dispute-resolution ladder. If staff at UDOT and the cooperating and participating resource agencies need assistance in resolving disputes, they would refer the dispute to their supervisors. Resolution efforts would continue up the chain of command at each agency until the dispute can be resolved to the satisfaction of all parties.

6.0 Revision History

Revision	Date	Name	Description
1			
2			
3			
4			
5			