

## Chapter 6: Coordination

### 6.1 Introduction

This chapter describes the public and agency coordination for the Interstate 15 (I-15): Farmington to Salt Lake City Environmental Impact Statement (EIS). As the lead agency, the Utah Department of Transportation (UDOT) is responsible for preparing the I-15: Farmington to Salt Lake City EIS, including the requirements for conducting and documenting public and agency coordination and consultation.

### 6.2 Regulatory Setting

The Federal Highway Administration's (FHWA) guidance for preparing EISs states that an EIS should contain copies of pertinent correspondence with each cooperating agency, other agencies, and the public. It should summarize (1) the early coordination process, including scoping; (2) the meetings with community groups (including minority and nonminority interests) and individuals; and (3) the key issues and pertinent information received from the public and government agencies through these efforts (FHWA 1987).

### 6.3 Public and Agency Involvement

Public and agency involvement is important to the success of any project that could affect the community. The planning for the I-15: Farmington to Salt Lake City EIS involved extensive coordination and consultation with the affected communities, agencies, and other stakeholders. The affected communities include not only the residents and businesses but also landowners, individuals, groups, tribes, and others interested in the project study area.

The planning process was structured and implemented to ensure that substantive issues were considered, including the affected community's concerns related to the project's purpose and need, engineering solutions, social impacts, environmental impacts, economic effects, and other issues of concern to the community.

#### Where can I find the documents referenced in this chapter?

All documents and appendices referenced in this chapter are available on the project website at <https://i15eis.udot.utah.gov>.

#### 6.3.1 Public Outreach Activities and Information Exchange

The goal of the public outreach process under the National Environmental Policy Act (NEPA) is to gather input from the local community, tribes, and government leadership to help inform the decisions regarding the impacts and mitigation associated with potential alternatives. The public and agency involvement process is open to ensure that interested parties have an opportunity to be involved in project planning. Stakeholders have had, and will continue to have, opportunities to review and comment on the EIS analysis and results at major milestones during the course of the study.

The public involvement process under NEPA is not a voting process. The information provided through comments during the NEPA process benefits the decision-makers by providing them with relevant information about how the proposed alternative actions are expected to affect the human environment, what kind of alternatives or mitigation measures might be appropriate, what resources are important to the stakeholders, and other information. The intent of NEPA, including public comments, is to increase the quantity and quality of information available to decision-makers about the consequences of the proposed action.

The public involvement plan for the I-15: Farmington to Salt Lake City Project is available as Appendix A of the *I-15 Farmington to Salt Lake City EIS Coordination Plan*.

### 6.3.2 Outreach Compliance with Federal Laws

The public and agency involvement program was conducted consistent with NEPA and the requirements of other environmental laws (such as Section 106 of the National Historic Preservation Act). The roles and responsibilities for lead, cooperating, and participating agencies during the environmental review process are defined in Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the regulations of the Council on Environmental Quality (40 Code of Federal Regulations [CFR] Part 1501) for implementing NEPA.

In preparing this EIS, UDOT followed these laws by reaching out to the agencies, the public, and other stakeholders and providing an opportunity for input into and collaboration on the processes of defining the project's purpose and need, identifying potential alternatives, and developing an understanding of the consequences of the alternatives.

#### What is SAFETEA-LU?

SAFETEA-LU—the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users—is a 2005 federal law that established provisions and requirements for transportation projects.

### 6.3.3 Scoping

NEPA scoping is a formal EIS outreach and coordination process to determine the scope of issues to be addressed and to identify significant issues related to the proposed action. UDOT used the scoping process to identify and review the purpose of and need for the project and alternatives to consider in this EIS.

#### 6.3.3.1 Early Scoping

Prior to the release of the notice of intent (NOI) to prepare this EIS during formal scoping in 2022, UDOT began meeting with Cities, Counties, and other stakeholders in the fall of 2021. Early scoping is an optional process that UDOT used to better understand the potential needs and issues before formally initiating the EIS process.

UDOT engaged with Smart Growth America and conducted walk audits of five cross streets in the project study area. Community members, city staff, elected officials, and other representatives of the communities were invited to participate. Five walk audits were held between October and November 2021. The five locations were State Street in Farmington, Parrish Lane in Centerville, 500 South in Bountiful, 2600 South in North Salt Lake, and 600 North in Salt Lake City. The walk audits are summarized in Appendix I of the *Mobility Memorandum for the I-15 Environmental Impact Statement from Farmington to Salt Lake City* (Horrocks 2022).

During early scoping, the Utah Transit Authority (UTA) provided UDOT with additional input on their strategic investments in UTA's FrontRunner commuter rail system as documented in a technical memorandum on December 13, 2021.

##### What is a walk audit?

A walk audit is an assessment of the pedestrian safety, accessibility, and comfort of a particular area undertaken in the street environment.

#### 6.3.3.2 Formal Scoping and Notice of Intent

UDOT initiated the formal NEPA scoping process on March 28, 2022, with the publication of the NOI to prepare an EIS advertised in the U.S. Federal Register. This notice, which is a requirement of NEPA, alerted federal agencies and others of UDOT's intent to study potential options for I-15. This notice provided a short description of the I-15 corridor, the proposed actions, and preliminary alternatives including capacity improvements and additional modified access. A copy of the Federal Register NOI is included in Appendix A of the *Scoping Summary Report*.

The *Scoping Summary Report* summarizes public and agency input gathered during the formal scoping period, which lasted 45 days from March 28 to May 13, 2022.

## **6.4 Agency Coordination**

Although people who live and access the study area understand the issues associated with day-to-day life in the area, it's important to also coordinate with local, state, and federal agencies that oversee the management of resources in the study area. Since these agencies oversee important resources and issue permits for areas under their authority, it's important to include them in the initial scoping activities. In this way, issues are identified early so that they can be properly considered and, if necessary, avoided, minimized, or mitigated as the study progresses. More discussion regarding the agencies that have been consulted is included in Section 6.4.2.3, *Agencies Consulted*.

### **6.4.1 Coordination Plan**

Section 6002 of SAFETEA-LU (Public Law 109-059), codified at 23 United States Code (USC) 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 explains how the public, agencies, and local governments are given opportunities to provide input.

The *I-15 Farmington to Salt Lake City EIS Coordination Plan* ensures that UDOT works with the public to address their concerns and suggestions and that these concerns and suggestions are reflected in the alternatives and analysis that were developed. The plan also ensures that UDOT provides feedback regarding how the public's input influenced the decisions made during the EIS process. The plan is updated throughout the EIS process. The *I-15 Farmington to Salt Lake City EIS Coordination Plan* is available on the project website.

### **6.4.2 Identification of Participating and Cooperating Agencies**

For the I-15 project, agencies that would have permitting or other authority for affected resources were invited to participate in the project planning process as NEPA cooperating agencies. In addition, federal and nonfederal agencies that might have an interest in the project but do not necessarily have permitting authority were invited to participate in the project planning process as NEPA participating agencies. The roles and responsibilities of cooperating and 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 project's purpose and need, range of alternatives, methodologies, and review or provision of content used in developing the EIS.
- Identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts. Participating agencies are also allowed to participate in an issue-resolution process.
- Providing meaningful and timely input on unresolved issues.
- Participating in the scoping process.

Other federal, state, and local agencies and organizations (referred to as nonparticipating agencies and organizations) were also contacted to obtain information about the project study area and any issues or concerns they had.

#### 6.4.2.1 Cooperating Agencies

The regulations that implement NEPA define a *cooperating agency* as “any federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major federal action significantly affecting the quality of the human environment” (40 CFR Section 1508.1). Typically, agencies with resources in a study area that could be affected by certain actions of the project are contacted early in the scoping process and asked to be involved with the study as cooperating agencies.

A cooperating agency has a high level of involvement and responsibility for the study and works with the study team to develop solutions. Being involved as a cooperating agency allows resource agencies to better protect their resource areas but requires a commitment to remain involved and accept some responsibility for activities during the environmental review process.

#### 6.4.2.2 Participating Agencies

SAFETEA-LU includes a category under which agencies can participate in the development of alternatives but that does not require them to take on the same level of responsibility for the study as a cooperating agency. An agency that has this level of involvement in a study is known as a *participating agency*. Participating agencies are federal, state, tribal, regional, or local government agencies that have an interest in a project. Participating agencies perform the following activities in coordination with the study team:

- Attending agency coordination meetings
- Developing an agency coordination plan
- Commenting as early as practicable on the study’s purpose and need and the range of alternatives
- Evaluating the environmental and socioeconomic resources in the study area and the general locations of alternatives
- Identifying as early as practicable any issues regarding the study’s environmental and socioeconomic impacts that could substantially delay or prevent the granting of a permit or other approval

### 6.4.2.3 Agencies Consulted

The following agencies and federally recognized tribes were sent letters on March 18, 2022, requesting their involvement as cooperating and/or participating agencies:

- Bountiful City
- Cedar Band of the Paiutes
- Centerville City
- City of North Salt Lake
- Confederated Band of the Goshutes
- Davis County
- Eastern Shoshone Tribe of the Wind River Reservation
- Farmington City
- National Park Service, Land and Water Conservation Fund
- Northwestern Band of Shoshone Nation
- Salt Lake City
- Salt Lake County
- Shiwits Band of the Paiute Indian Tribe of Utah
- Shoshone–Bannock Tribes of the Fort Hall Reservation
- Skull Valley Band of Goshute Indians
- State of Utah Resource Development Coordinating Committee
- U.S. Army Corps of Engineers
- U.S. Bureau of Indian Affairs
- U.S. Bureau of Reclamation
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service
- Utah Division of Air Quality
- Utah Division of Drinking Water
- Utah Division of Environmental Response and Remediation
- Utah Division of Forestry, Fire and State Lands
- Utah Division of Indian Affairs
- Utah Division of Parks and Recreation – Land and Water Conservation Fund Coordinator
- Utah Division of Outdoor Recreation
- Utah Division of Water Quality
- Utah Division of Water Resources
- Utah Division of Water Rights
- Utah Division of Wildlife Resources
- Utah State Historic Preservation Office
- Utah Transit Authority
- Ute Indian Tribe of the Uintah and Ouray Reservation
- Weber Basin Water Conservancy District
- West Bountiful City
- Woods Cross City
- Wasatch Front Regional Council

Of the agencies and federally recognized tribes that were contacted, 3 agreed to be cooperating agencies and 15 agreed or were assumed to be participating agencies (Table 6.4-1).

Table 6.4-1. Cooperating and Participating Agencies for the I-15 EIS

Cooperating Agencies	Participating Agencies
U.S. Army Corps of Engineers	U.S. Fish and Wildlife Service
U.S. Bureau of Reclamation	National Park Service (Land and Water Conservation Fund)
U.S. Environmental Protection Agency	Utah Division of Outdoor Recreation
	Wasatch Front Regional Council
	Utah Transit Authority
	Weber Basin Water Conservancy District
	Salt Lake City
	North Salt Lake City
	Woods Cross City
	Bountiful City
	West Bountiful City
	Centerville City
	Farmington City
	Salt Lake County
	Davis County

## 6.5 Agency Scoping

### 6.5.1 April 7, 2022, Agency Coordination Meeting

A virtual agency scoping meeting was held on April 7, 2022, at 1:00 PM via Webex. UDOT gave a brief presentation that included a project overview as well as the requirements of being a participating or cooperating agency. The materials that were discussed at the meeting included the purpose of and need for the project, potential alternatives, alternatives development and screening, potential impacts, and other issues pertaining to the study area. In addition, to help identify potential issues, UDOT completed an environmental checklist with input from the following agencies that attended the agency scoping meeting (see Appendix B of the *Scoping Summary Report*):

- Salt Lake City
- Salt Lake County
- U.S. Fish and Wildlife Service
- Utah Division of Outdoor Recreation
- Utah Division of Water Quality
- Utah Transit Authority
- Wasatch Front Regional Council

### **6.5.2 Opportunities for the Cooperating and Participating Agencies to Help Develop the Project Purpose and Need and Define the Range of Alternatives**

The Fixing America's Surface Transportation Act (23 USC Section 139) requires an opportunity for cooperating and participating agencies to help develop the project's purpose and need statement and define the range of alternatives. In addition, the lead agency must determine, in collaboration with the cooperating and participating agencies, the appropriate methodologies to be used and the level of detail required in the analysis of alternatives.

The NOI provided a short description of the I-15 corridor, the proposed actions, and preliminary range of alternatives. Additionally, on April 8, 2022, UDOT published a draft of the project purpose and need document and the *Alternatives Development and Screening Methodology Report* for review by the agencies and the public through May 13, 2022. Members of the public and agencies were encouraged to provide comments by email, on the project website, and by postal mail.

UDOT received 900 comments in total from the public and agencies during scoping. UDOT received agency comments from the City of North Salt Lake, Davis County, Farmington City, the Farmington Historic Preservation Commission, Salt Lake City, Salt Lake County, Woods Cross City, UTA, and the Wasatch Front Regional Council during this comment period. UDOT provided comment-response matrices to the agencies who provided comments on September 14, 2022. UDOT submitted a revised Draft Purpose and Need and a revised Draft Alternatives Screening Methodology Memorandum in the same response email in September.

The draft purpose and need document, draft alternatives screening criteria, and conceptual alternatives were also discussed at the agency scoping meeting on April 7, 2022, and during the public outreach described in Table 6.6-1 on page 6-14.

### **6.5.3 Alternatives Development and Screening Report: November 2022 Preliminary Results**

The preliminary results of the alternatives development and screening process were published for agency and public review on November 10, 2022. The preliminary analysis focused on Level 1 screening criteria. The review and comment period was from November 10, 2022, through January 13, 2023. The process included an online public meeting on November 14, 2022; two in-person public meetings on November 15 and 16, 2022; meetings with three local area working group meetings; and 34 presentations or meetings with agencies or stakeholders. UDOT received 2,890 comments during the alternatives screening comment period. UDOT received agency comments from the U.S. Bureau of Reclamation, City of North Salt Lake, Farmington City, Farmington City Historic Preservation Committee, Salt Lake City, Salt Lake City Department of Public Utilities, U.S. Environmental Protection Agency, U.S. Fish and Wildlife Service, West Bountiful City, Wasatch Front Regional Council, and Woods Cross City during this comment period. UDOT provided comment-response matrices to the agencies who provided comments on May 9, 2023.

The alternatives development and screening process was also discussed during the public outreach described in Table 6.6-2 on page 6-19.

#### 6.5.4 Coordination and Consultation Required by Section 106 of the National Historic Preservation Act

Section 106 of the National Historic Preservation Act (codified at 54 USC Section 306108) requires federal agencies that fund, permit, or are otherwise involved in a project (for example, as a landowner) to consider the impacts that the federal undertaking would have on historic and archaeological resources. Pursuant to the Memorandum of Understanding by which FHWA assigned certain powers to UDOT, UDOT is responsible for compliance with Section 106 as part of this EIS.

The regulations at 36 CFR Part 800, commonly referred to as the Section 106 regulations, implement the National Historic Preservation Act and describe the process through which the above actions are carried out. This process includes steps for consulting with state and/or tribal historic preservation officers, the Advisory Council on Historic Preservation, Native American tribes, and other interested parties.

For the I-15: Farmington to Salt Lake City Project, in addition to federal and state agencies, UDOT consulted with several other entities with direct interest in historic architectural resources or archaeological sites that could be affected by the action alternatives. Agencies with direct jurisdiction over land within or adjacent to the alignments for the action alternatives were also consulted. These entities included certified local governments (CLGs), historical societies and organizations, and mayors or town councils where no CLG or historical society exists. CLGs are entities that meet historic preservation standards established by the National Park Service and the State Historic Preservation Office (SHPO), that act under the guidance of the SHPO, and that can be federally funded through the SHPO.

UDOT contacted the following groups by letter on March 18, 2022, invited them to become consulting parties for the project, and invited them to provide information about architectural and archaeological properties of importance to their communities or organizations:

- Bountiful CLG
- Centerville CLG
- Clark Lane Historical Preservation Association
- Confederated Tribes of the Goshute Reservation
- Eastern Shoshone Tribe of the Wind River Reservation
- Farmington CLG
- Northwestern Band of the Shoshone Nation
- Preservation Utah
- Salt Lake City CLG
- Salt Lake County CLG
- Shoshone-Bannock Tribes of the Fort Hall Reservation
- Skull Valley Band of Goshute Indians
- Utah Professional Archaeological Council
- Ute Indian Tribe of the Uintah and Ouray Reservation

##### What is an undertaking?

An undertaking is a project, activity, or program funded in whole or in part under the direct or indirect jurisdiction of a federal agency, including those carried out by or on behalf of a federal agency, those carried out with federal financial assistance, and those requiring a federal permit, license, or approval.

##### What are interested parties?

Interested parties include property owners, local historic preservation societies, and neighborhood associations with a demonstrated interest in the project.

UDOT's consultation with the agencies, municipalities, and CLGs focused on soliciting information about the known or potential presence of historic architectural resources and archaeological sites in the areas that could be directly or indirectly affected by the Action Alternative. Three groups accepted UDOT's invitation to be a consulting party: the Clark Lane Historical Preservation Society, Centerville CLG, and Salt Lake County CLG. The Clark Lane Historical Preservation Society identified specific concerns in the project's area of potential effects during the alternatives development and screening comment period on January 13, 2023. The concerns included impacts to historic properties on State Street and Clark Circle in Farmington, concerns for impacts to Ezra T. Clark Park on the north side of State Street, questions on the traffic modeling for the project, and an alternative suggestion to widen Legacy Parkway instead of I-15.

UDOT's May 9, 2023, response to the preservation society advised that historic property impacts will be minimized to the extent feasible and detailed in the Draft EIS. Where impacts are unavoidable, UDOT will work with Farmington City and the Clark Lane Historical Preservation Society to mitigate for impacts. Traffic modeling and long-range transportation planning illustrate a need to widen both I-15 and Legacy Parkway.

### **6.5.5 Tribal Consultation**

The National Historic Preservation Act and Executive Order 13175, *Consultation and Coordination with Indian Tribal Governments*, require that federal agencies involved in a project that could affect resources of importance to Native American tribes must consult with those tribes when the location of the federal undertaking is within an area of traditional use for the tribe and/or could affect resources of cultural, religious, or traditional importance to the tribe. This consultation is to occur at a government-to-government level in recognition of the sovereign status of the tribes.

UDOT sent participating invitation letters to six tribes on March 18, 2022. UDOT provided notification of the I-15: Farmington to Salt Lake City EIS to the tribal chairperson or president, and to the tribal historic preservation officer, of the Confederated Tribes of the Goshute Reservation, Eastern Shoshone Tribe of the Wind River Reservation, Northwest Band of the Shoshone Nation, Shoshone-Bannock Tribes of the Fort Hall Reservation, Skull Valley Band of Goshute, and Ute Indian Tribe of the Uintah and Ouray Reservation. 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.

### **6.5.6 Meetings with City and County Councils**

UDOT presented at city and county council meetings throughout the development of this EIS, starting in April 2022, to provide study updates to government stakeholders and the public. These meetings are listed in Table 6.6-1 and Table 6.6-2 on pages 6-14 and 6-19, respectively.

### **6.5.7 Meetings with Wasatch Front Regional Council**

UDOT met with the Wasatch Front Regional Council (WFRC) on September 22, 2021, and May 3, June 28, and October 24, 2022, to review and validate the growth assumptions in the travel demand model. WFRC is a participating agency and participated in agency scoping meetings.

## **6.6 Public Involvement**

In addition to agency coordination, public participation is important to developing informed analysis and understanding the issues and concerns of the community. UDOT's commitment at the beginning of this environmental review process was to proactively involve the public so that analysis would reflect the goals and issues of those who live, work, and travel in the project study area. Throughout this process, UDOT has kept the public informed and has incorporated their feedback.

As NEPA requires, UDOT reached out to the public and gave the public an opportunity to provide input into and collaborate on the processes of defining the project's purpose and need, identifying potential alternatives, and documenting how the alternatives could affect people and the resources they value.

### **6.6.1 Coordination and Public Involvement Plan**

The *I-15 Farmington to Salt Lake City EIS Coordination Plan* includes a public involvement element that introduces several strategies to inform the public about the project, communicate how a preferred alternative or alternatives would be selected, and address agency and public issues during the course of the EIS process. The goal of this plan is to engage stakeholders and the public in an open and inclusive process that builds on previous efforts to identify issues and potential solutions that consider a range of perspectives.

In addition, the plan ensures that UDOT works with the public to address their concerns and suggestions and that these concerns and suggestions are directly reflected in the alternatives and analysis that were developed. The plan also ensures that UDOT provides feedback regarding how the public's input influenced the decisions made during the EIS process. The plan is updated throughout the EIS process.

The *I-15 Farmington to Salt Lake City EIS Coordination Plan* is available on the project website.

### **6.6.2 Public Scoping**

Public scoping is a key component of the environmental review process. Scoping helps UDOT prepare a comprehensive and focused EIS that will help inform the decision-making and permitting processes. UDOT relies on public comments to help identify issues, gather input on a reasonable range of alternatives, and gauge public sentiment about the proposed improvements. Because some of the alternatives under consideration for the study could affect adjacent property owners, a combination of measures was taken to ensure that the public was notified about the study and invited to participate in the process, as described below.

### **6.6.2.1 Formal Scoping Period (March 28 to May 13, 2022)**

The scoping period was initiated with the Federal Register notice on March 28, 2022, and ended on May 13, 2022. During the formal scoping period, the NOI, purpose and need, alternatives screening methodology, and initial range of alternatives were presented to the public for review and comment.

#### *6.6.2.1.1 Purpose and Need*

On April 8, 2022, as part of the scoping period, UDOT published a draft of the project purpose and need document for review by the agencies and the public through May 13, 2022. A summary of the comment themes as well as all comments received are included *Scoping Summary Report*.

#### *6.6.2.1.2 Screening Criteria and Conceptual Alternatives*

The draft *Alternatives Development and Screening Methodology Report* was first published during the formal scoping period on April 11, 2022, for public review and comment. The report described the alternatives screening process. UDOT received 900 comments from agencies and the public on the draft version of the report. A few public comments were received specific to the alternatives screening process and criteria. The majority of the comments were related to access to Glovers Lane from I-15 or West Davis Corridor, bicycle and pedestrian accommodations across I-15, new interchanges or interchange modifications, pavement quality, noise impacts, grade-separating railroads and local streets, and other alternative ideas relating to transit, transportation systems management (TSM), travel demand management (TDM), tolling, and lane restrictions. UDOT reviewed all comments received and revised the *Alternatives Development and Screening Methodology Report* based on the public and agency input.

#### *6.6.2.1.3 Notification*

The scoping period was initiated with the Federal Register notice on March 28, 2022, and ended on May 13, 2022. The following methods were used to notify the general public of the public scoping activities:

- Grassroots efforts (community canvassing and engagement) occurred at local events, including:
  - Farmington Station Park Bunny Hop event on April 7, 2022
  - North Salt Lake Senior Lunch Brunch on April 13, 2022
  - Food Truck League in North Salt Lake on May 2, 2022
  - South Davis Recreation Center in Bountiful on May 10, 2022
  - Bountiful Food Pantry on May 11, 2022
  - Community canvassing in Salt Lake City on May 11, 2022
- A virtual flyer was emailed to all parents of students in the Davis School District.
- Lawn signs, pop-up banners, flyers, and posters were posted in 101 public locations throughout the study area (see Figure 6.6-1 for locations).

- Social media outreach occurred on TikTok, YouTube, Facebook, Instagram, and Twitter.
  - Targeted Facebook advertising was used at key points during the comment period (between April 11 and May 13, 2022) to raise awareness of the study and the opportunity to provide comments.
  - Videos describing the study overview and scoping were posted on social media.
  - Social media outreach had a total of 44,066 organic impressions and views.
- Information regarding the study scoping period was posted on the project website: [i15eis.udot.utah.gov](https://i15eis.udot.utah.gov).
- A UDOT press release was sent to local media outlets.

Copies of the posters, pop-up banners, lawn signs, fact sheet, flyers, and press release are included in Appendix C of the *Scoping Summary Report*.

#### 6.6.2.1.4 Public Scoping Materials

UDOT released virtual public scoping content on April 11, 2022, on the project website ([i15eis.udot.utah.gov](https://i15eis.udot.utah.gov)) that included presentation videos and several options for providing comments. Copies of the presentation slides are included in Appendix D of the *Scoping Summary Report*.

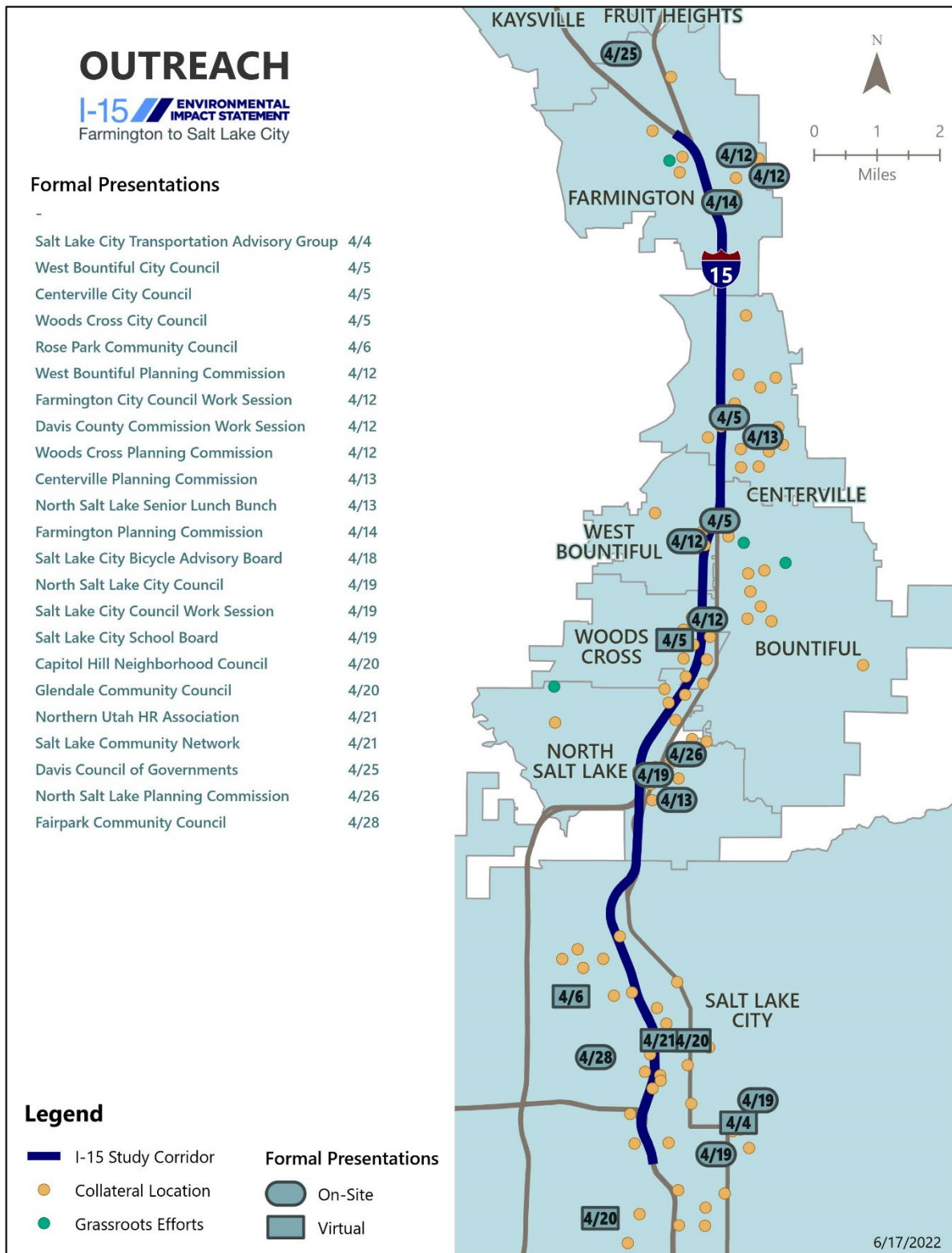
### City Council, Community Council, and Planning Commission Scoping Presentations

During the scoping process, the study team gave presentations at 24 city council, community council, advisory group, and planning commission meetings. The presentation from the meetings is included in Appendix D of the *Scoping Summary Report*. Table 6.6-1 summarizes the presentations by date and location. Figure 6.6-1 following the table shows the locations of presentations and signs (collateral) throughout the study area.

**Table 6.6-1. City Council, Community Council, Advisory Groups, and Planning Commission Presentations**

Date	Entity	Location
April 4, 2022	Salt Lake City Transportation Advisory Group	Virtual
April 5, 2022	Woods Cross City Council	Woods Cross Municipal Building, 1555 South 800 West, Woods Cross
	Centerville City Council	Centerville City Hall, 250 N. Main Street, Centerville
	West Bountiful City Council	West Bountiful City Hall, 550 North 800 West, West Bountiful
April 6, 2022	Rose Park Community Council	Virtual
April 7, 2022	Station Park Bunny Hop Event	140 N. Union Blvd., Farmington
April 12, 2022	Davis County Commission Work Session	Davis County Administrative Building, 61 S. Main Street, Farmington
	Farmington City Council Work Session	Farmington City Hall, 160 S. Main Street, Farmington
	Woods Cross Planning Commission	Woods Cross Municipal Building, 1555 South 800 West, Woods Cross
	West Bountiful Planning Commission	West Bountiful City Hall, 550 North 800 West, West Bountiful
April 13, 2022	Centerville Planning Commission	Centerville City Hall, 250 N. Main Street, Centerville
April 14, 2022	Farmington Planning Commission	Farmington City Hall, 160 S. Main Street, Farmington
April 18, 2022	Salt Lake City Bicycle Advisory Board	Virtual
April 19, 2022	Salt Lake City Council Work Session	City and County Building, 451 S. State Street, Salt Lake City
	Salt Lake City School Board	440 East 100 South, Salt Lake City
	North Salt Lake City Council	North Salt Lake City Hall, 10 E. Center Street, North Salt Lake
April 20, 2022	Capitol Hill Community Council	Virtual
	Glendale Community Council	Virtual
April 21, 2022	Northern Utah Human Resource Association	1068 West 350 South, Suite A, Syracuse
	Salt Lake Community Network	Virtual
April 25, 2022	Davis County Council of Governments	61 S. Main Street, Farmington
April 26, 2022	Bountiful City Council Work Session	Bountiful City Hall, 795 S. Main Street, Bountiful
	North Salt Lake Planning Commission	North Salt Lake City Hall, 10 E. Center Street, North Salt Lake
	Fairpark Community Council	Virtual

Figure 6.6-1. Locations and Dates of Scoping Outreach



## Equity Outreach

In keeping with NEPA requirements, UDOT's public engagement included equitable outreach, including engagement with affordable-housing interests, and outreach in areas of the study area that historically might have been underserved due to language or other barriers. UDOT collaboratively worked with local elected officials and community leaders to build a list of key stakeholders representing local residents, business owners, and other interested participants. UDOT held two Equity Working Group meetings, on February 28 and March 28, 2022, to inform these efforts.

### 6.6.2.1.5 *Scoping Summary Report*

The *Scoping Summary Report* summarizes public and agency input gathered during the formal scoping period. In addition to comments received during the city council presentations and Equity Working Group meetings, 900 individual comment submissions were received that identified issues. The majority of the comments were related to access to Glovers Lane from I-15 or West Davis Corridor, bicycle and pedestrian accommodations across I-15, new interchanges or interchange modifications, pavement quality, noise impacts, grade-separating railroads and local streets, and other alternative ideas relating to transit, transportation system management, travel demand management, tolling, and lane restrictions. A summary of the comment themes is included *Scoping Summary Report*.

## 6.6.3 Alternatives Development Process

### 6.6.3.1 Alternatives Development and Screening Report: November 2022 Preliminary Results

The preliminary results of the alternatives screening process were published for public review on November 10, 2022. The preliminary analysis focused on Level 1 screening criteria. The review and comment period was from November 10, 2022, through January 13, 2023. The process included an online public meeting on November 14, 2022; two in-person public meetings on November 15 and 16, 2022; meetings with three local area working groups; and 34 presentations or meetings with agencies or stakeholders.

#### What are Level 1 screening criteria?

Level 1 screening criteria are the elements of a project's purpose. Level 1 screening eliminates concepts that do not meet the purpose of the project.

The public engagement during the draft alternatives development and screening process included a focus on meaningful engagement and implemented new strategies to provide opportunities for participation in parts of the study area that historically might have been underserved due to language, socioeconomic, racial, or other outreach barriers. To help to reduce barriers to participation at the two in-person open house events, UDOT provided, at no cost to the attendees, food, a kids' corner with supervised activities, and transportation (rideshare services and UTA On Demand, a point-to-point transit service, were both provided as options). All study information was made available in both English and Spanish, and interpretation services were provided at the in-person events. The online comment tools were also provided in both languages, and the open house events were held at locations that meet Americans with Disabilities Act accessibility requirements.

#### 6.6.3.1.1 Notification

The alternatives development and screening comment period was initiated with the release of the preliminary results of the alternatives screening process published on November 10, 2022. The following methods were used to notify the general public of the public scoping activities:

- Grassroots efforts (including neighborhood- and stakeholder-requested meetings) occurred throughout the corridor and included the following:
  - Community Perspectives on Housing and Gentrification Open House, Salt Lake City (December 5, 2022)
  - Mestizo Community Mingle, Salt Lake City (December 6, 2022)
  - Glovers Lane Resident Meeting, Farmington (December 8, 2022)
  - Legislative Listening Session, Salt Lake City (December 8, 2022)
  - Farmington Resident Q&A Session, Farmington (January 5, 2023)
  - State Street Resident Meeting, Farmington (January 12, 2023)
- Yard signs, flyers, and posters were posted in 63 public locations throughout the study area (see Figure 6.6-2 for locations).
- Mailers were sent to properties with a physical mailing address within 0.25 mile of I-15. These mailers began arriving the first week of November 2022. Mailer information was in both English and Spanish.
- Social media outreach occurred on TikTok, YouTube, Facebook, Instagram, and Twitter.
  - Targeted Facebook advertising was used at key points during the comment period (between November 10, 2022 and January 13, 2022) to raise awareness of the study and the opportunity to provide comments.
  - Videos describing the study overview and scoping were posted on social media.
  - Social media outreach had a total of 94,780 organic impressions and views, and 190 comments were made through social media.
- Information regarding the alternatives development and screening comment period was posted on the project website: [i15eis.udot.utah.gov](https://i15eis.udot.utah.gov).
- A UDOT press release was sent to local media outlets.

Copies of the posters, pop-up banners, lawn signs, fact sheet, flyers, and press release are included in Attachment C, *Public Involvement Materials for Draft Alternatives November 2022*, of Appendix 2A, *Alternatives Screening Report*, of this EIS.

#### 6.6.3.1.2 Alternatives Development and Screening Materials

UDOT released virtual public alternatives development and screening content on November 10, 2022 on the project website ([i15eis.udot.utah.gov](https://i15eis.udot.utah.gov)) that included presentation videos and several options for providing comments. Copies of the presentation slides are included in Attachment C, *Public Involvement Materials for Draft Alternatives November 2022*, of Appendix 2A, *Alternatives Screening Report*, of this EIS.

#### City Council, Community Council, and Planning Commission Scoping Presentations

During the alternatives development and screening process, UDOT gave presentations at 34 city council, community council, and advisory group meetings. The presentation from the meetings is included in Attachment C, *Public Involvement Materials for Draft Alternatives November 2022*, of Appendix 2A, *Alternatives Screening Report*, of this EIS. Table 6.6-2 below summarizes the presentations by date and location. Figure 6.6-2 following the table shows the locations of presentations and signs (collateral) throughout the study area.

#### Equity Outreach

During the alternatives development and screening phase, the Equity Working Group was combined with the Local Area Working Group because there was overlap between the groups. The Local Area Working Group is described in Section 6.6.4, *Local Area Working Group Meetings*.

#### 6.6.3.1.3 Public Review

During the draft alternatives public comment period, 2,890 comments were received from the public and agencies. A summary of the public and agency comments is included in Attachment D, *Draft Alternatives Comment Summary*, of Appendix 2A, *Alternatives Screening Report*, of this EIS. Full copies of all public and agency comments are provided in *I-15 EIS: Draft Alternatives Comments January 2023* on the project website. The majority of the comments received were about community impacts, property impacts, impacts to environmental justice communities, air quality impacts, noise impacts, the need for the project, future travel demand, requests for transit, and comments supporting (or regarding) actions that are outside the jurisdiction of UDOT, such as requests for changes to zoning and land use. To a lesser degree, included among those comments were some new concepts, variations on existing concepts, and comments about the screening process and screening criteria.

Some commentors requested that UDOT work with other agencies such as UTA. UTA and many other state agencies are participating agencies on this EIS as documented in the *Coordination Plan*. Many agencies provided comments during the draft alternatives development and screening process. Those comments are also included in *I-15 EIS: Draft Alternatives Comments January 2023*.

##### 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, commuter rail, carpooling, and bicycling.

Table 6.6-2. City Council, Community Council, Advisory Group, and Planning Commission Presentations

Date	Entity	Location
10/31/2022	Utah Transit Authority	250 South 600 West, Salt Lake City
11/1/2022	Davis County Commission	28 E. State St., Farmington
11/1/2022	Farmington City	160 S. Main St., Farmington
11/1/2022	Farmington City Council	160 S. Main St., Farmington
11/1/2022	Woods Cross City Council	1555 South 800 West, Woods Cross
11/1/2022	Centerville City Council	250 N. Main St., Centerville
11/1/2022	West Bountiful City Council	550 North 800 West, West Bountiful
11/2/2022	Salt Lake County	2001 S. State St., Suite N2-100, Salt Lake City
11/2/2022	Guadalupe School	Virtual
11/2/2022	Wasatch Front Regional Council	3600 Constitution Blvd., West Valley City
11/3/2022	Farmington High School	Virtual
11/4/2022	Salt Lake City Planning Department	349 South 200 East, Suite 150, Salt Lake City
11/7/2022	Central Local Area Working Group (LAWG)	550 North 200 West, Bountiful
11/8/2022	Centerville City Recreation Department	Virtual
11/8/2022	Southern LAWG	622 West 500 North, Salt Lake City
11/8/2022	Bountiful City Council	795 S. Main St., Bountiful
11/9/2022	City of North Salt Lake	10 E. Center St., North Salt Lake
11/9/2022	Northern LAWG	120 S. Main St., Farmington
11/10/2022	UDOT (Legislative Briefing)	754 North 800 West, Salt Lake City
11/14/2022	Alternatives Presentation	Virtual
11/15/2022	Alternatives Open House	1105 West 1000 North, Salt Lake City
11/15/2022	City of North Salt Lake	10 E. Center St., North Salt Lake
11/16/2022	Alternatives Open House	550 North 200 West, Bountiful
11/16/2022	Capitol Hill Neighborhood Council	280 West 500 North, Salt Lake City
11/21/2022	Salt Lake City Bicycle Advisory Board	349 South 200 East, Salt Lake City
11/30/2022	Reagan Outdoor Advertising, Inc.	1775 N. Warm Springs Rd., Salt Lake City
12/1/2022	University of Utah City and Metropolitan Planning Dept.	1255 W. Clark Ave., Salt Lake City
12/5/2022	Perspectives on Housing and Gentrification	855 California Ave., Salt Lake City
12/6/2022	NeighborWorks	631 North Temple, Salt Lake City
12/7/2022	Rose Park Community Council	1575 West 1000 North, Salt Lake City
12/8/2022	Glovers Lane Neighborhood Resident Group	43 W. Glovers Lane, Farmington
12/8/2022	Community Listening Session	155 North 1000 West, Salt Lake City
1/3/2023	Salt Lake City Council	451 S. State St., Salt Lake City
1/5/2023	Glovers Lane Neighborhood	160 S. Main St., Farmington
1/11/2023	Salt Lake City Communications and Transportation Representatives	451 S. State St., Salt Lake City
1/12/2023	Farmington State Street Residential Group	364 Clark Circle, Farmington
1/9/2023	Wasatch Front Regional Council	Virtual

Figure 6.6-2. Dates and Locations of Outreach during the Draft Alternatives Screening Process



### 6.6.3.2 Alternatives Development and Screening Report

The results of the Level 1 and Level 2 alternatives screening process were published for public review on May 4, 2023. On May 26, 2023, UDOT published an interactive online map showing the alternatives that were recommended for analysis in this Draft EIS.

Local Area Working Group meetings were held on May 9, 10, and 11, 2023, to review the results of the screening process with stakeholders throughout the I-15 corridor. UDOT also held several meetings with community groups, legislators, property owners, and other interested stakeholders in May to June 2023.

### 6.6.4 Local Area Working Group Meetings

For the I-15: Farmington to Salt Lake City EIS, UDOT established three Local Area Working Groups: a north, central, and south local area working group. The intent of the groups was to develop and engage with community members to capture the diverse viewpoints along the I-15 corridor and for the members to share study information with their communities and neighbors. UDOT solicited Local Area Working Group members that represented the environmental justice communities of minorities or people of color, low-income households, households with one or more persons with a disability, youth, and linguistically isolated residents. Additional Local Area Working Group members included those that were residents in the area, city representatives, and partnering agencies. These groups are intended to provide input on the EIS and relay project information to the community groups they represent. These groups included representatives from the following businesses and community organizations:

- Chambers of commerce
- Community councils
- Local government agencies
- School districts
- Social service organizations
- WFRC
- Residents and landowners
- Business owners
- Developers
- Youth organizations
- City and county elected officials
- City and county staff

The following Local Area Working Group meetings were held:

- **November 7, 2022 (Central); November 8, 2022 (South); and November 9, 2022 (North).** The purpose of the meeting was to provide an update on the revised purpose and need; provide an overview of conceptual alternatives, Level 1 screening process, and public comments received to date; and discuss feedback heard from constituents.
- **May 9, 2023 (North); May 10, 2023 (Central); and May 11, 2023 (South).** The purpose of the meeting was to provide an update on the results of the screening process, listen to comments, answer questions, and facilitate a transfer of information between the EIS team and community groups.

### 6.6.5 Other Public Outreach

Additional outreach activities have been occurring throughout the EIS process; some examples are listed below.

- **Social media.** UDOT provided project updates and posted notifications of public meetings and comment periods on Facebook, Twitter, and Instagram to reach members of the public who do not receive email notifications.
- **Frequently asked questions and public comments.** At the end of the two public comment periods for formal scoping and alternatives development and screening, UDOT posted all public comments received as appendices in the documentation. UDOT also produced responses to frequently asked questions during each comment period directly on the project website. Emails were sent notifying the public when the materials were posted on the project website.
- **Scoping summary reports posted on the project website.** In June 2022, UDOT posted the *Scoping Summary Report* and sent an email to the project email list to notify stakeholders that the report was available for review.
- **Notice of Intent.** The NOI was published in the Federal Register and posted on the project website.
- **Open-house materials.** Materials used in the scoping open houses and in the release of the *Alternatives Development and Screening Report* were posted on the project website.
- **Stakeholder meetings.** At key project milestones, UDOT held meetings with various stakeholder groups to obtain information, provide a project update, and share information about the information released at that milestone.

## 6.7 Project Website

The I-15: Farmington to Salt Lake City Project website, <https://i15eis.udot.utah.gov>, is accessible through the navigation menu on the home page of UDOT's website. The project website allows the public to view current project information. The website publishes all project-related materials and is updated periodically as new information becomes available. Comments can be submitted to the project's public involvement coordinator through the website at any time.

## 6.8 References

[FHWA] Federal Highway Administration

- 1987 Guidance for Preparing and Processing Environmental and Section 4(f) Documents. Technical Advisory T 6640.8A. [https://www.environment.fhwa.dot.gov/legislation/nepa/guidance\\_preparing\\_env\\_documents.aspx](https://www.environment.fhwa.dot.gov/legislation/nepa/guidance_preparing_env_documents.aspx). October 30.

[Horrocks] Horrocks Engineers

- 2022 Mobility Memorandum for the I-15 Environmental Impact Statement from Farmington to Salt Lake City. July 7.