

## Chapter S: Summary

### S.1 Which agency is leading the EIS? Why was the I-15: Farmington to Salt Lake City EIS initiated?

In March 2022, the Utah Department of Transportation (UDOT) initiated an Environmental Impact Statement (EIS) for the Interstate 15 (I-15): Farmington to Salt Lake City Project according to the provisions of the National Environmental Policy Act (NEPA) and its implementing regulations, as well as other pertinent environmental laws and regulations and relevant Federal Highway Administration (FHWA) guidelines. UDOT, as the project sponsor and lead agency for the project, is responsible for preparing the I-15 EIS. The environmental review, consultation, and other actions required by applicable federal environmental laws for this action have been carried out by UDOT pursuant to 23 United States Code (USC) Section 327 and a May 26, 2022, Memorandum of Understanding between FHWA and UDOT.

The U.S. Environmental Protection Agency, the U.S. Army Corps of Engineers, and the U.S. Bureau of Reclamation are involved as cooperating agencies in the development of this EIS. For more information, see Section 1.1, *Introduction*, in Chapter 1, *Purpose and Need*.

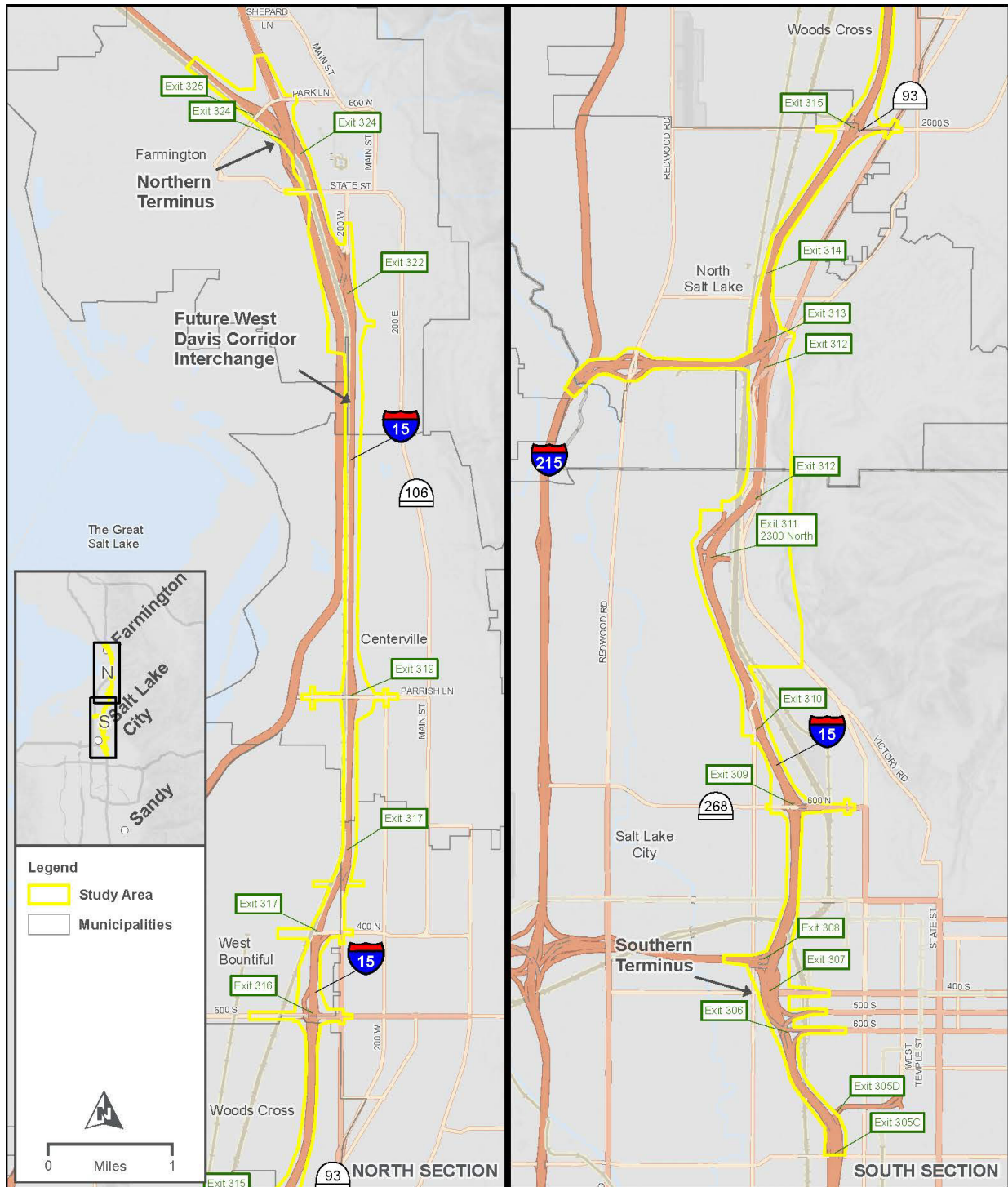
The needs assessment study area for the I-15 EIS extends from the U.S. Highway 89 (U.S. 89)/Legacy Parkway/Park Lane interchange (I-15 milepost 325) in Farmington to the Interstate 80 (I-80) West/400 South interchange (I-15 milepost 308) in Salt Lake City (Figure S.1-1). The study area also includes the ramps that begin or end at these termini.

As described in Section 1.3, *Need for the Project*, in Chapter 1, *Purpose and Need*, between Farmington and Salt Lake City, I-15 has aging infrastructure and worsening operational performance for 2019 conditions and projected (2050) travel demand. These issues 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 fail to meet existing (and future) travel demand, traffic is added to the local streets, which affects both the regional and local transportation system as well as safe, comfortable, and efficient travel by other travel modes.

#### 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.

Figure S.1-1. Needs Assessment Study Area for the I-15 EIS



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

## **S.2 What is the purpose of the project?**

The 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. The project purpose consists of the following objectives, which are organized by UDOT's Quality of Life Framework categories of Good Health, Connected Communities, Strong Economy, and Better Mobility.

- **Improve Safety**
  - Improve the safety and operations of the I-15 mainline, I-15 interchanges, bicyclist and pedestrian crossings, and connected roadway network.
- **Better Connect Communities**
  - Be consistent with planned land use, growth objectives, and transportation plans.
  - Support the planned FrontRunner Double Track projects and enhance access and connectivity to FrontRunner, to regional transit and trails, and across I-15.
- **Strengthen the Economy**
  - Replace aging infrastructure on I-15.
  - Enhance the economy by reducing travel delay on I-15.
- **Improve Mobility for All Modes**
  - Improve mobility and operations on the I-15 mainline, I-15 interchanges, connected roadway network, transit connections, and bicyclist and pedestrian facilities to help accommodate projected travel demand in 2050.

## **S.3 What is the history of the project?**

Before the I-15 EIS process was initiated, many transportation planning studies had been conducted for I-15 or adjacent transportation facilities. The 15 studies that are most relevant to this EIS are summarized in Section 1A.2 of Appendix 1A, *Purpose and Need Chapter Supplemental Information*, of Chapter 1, *Purpose and Need*.

UDOT considered these studies as it developed the purpose of and need for the I-15 project. The relevant prior studies identified needs and potential solutions for the I-15 mainline, the I-15 interchanges, the arterial streets that access or cross I-15, the bicycle and pedestrian network, FrontRunner, and system-to-system connections for the West Davis Corridor and for Interstate 215 (I-215). These studies document existing and future travel demand between Davis and Salt Lake Counties and the need for a multifaceted solution to support future travel demand. The supporting document *Mobility Memorandum for the I-15 Environmental Impact Statement from Farmington to Salt Lake City* on the project website (<https://i15eis.udot.utah.gov>) includes detailed information about the bicycle and pedestrian mobility and facility characteristics at each location (Horrocks 2022).

The Wasatch Front Regional Council (WFRC) is the metropolitan planning organization for the project region and develops the *Wasatch Front Regional Transportation Plan* (RTP; WFRC 2019). WFRC's area of responsibility includes Davis, Salt Lake, and Weber Counties and the southern portion of Box Elder County.

WFRC’s most recent RTP, the 2019–2050 RTP, was adopted in 2019 and has had a total of four amendments in 2020 and 2021. The amended 2019–2050 RTP includes two projects that identify improvements to I-15 in Davis and Salt Lake Counties:

- I-15 widening (from five lanes to six lanes in each direction) from Farmington to Salt Lake County line (2019 RTP project: R-D-53)
- I-15 widening (from four and five lanes to six lanes in each direction) in Davis County to 600 North (2019 RTP project: R-S-137)

The Federal Register notice for this EIS was posted on March 28, 2022. A draft version of the purpose and need was provided to the cooperating and participating agencies and the public for a 30-day review period ending on May 13, 2022. This review period occurred at the same time as the formal scoping process.

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 for the alternatives screening process was from November 10, 2022, through January 13, 2023.

The Draft EIS was released for public review and comment on September 29, 2023, followed by a 45-day public review period that ended on November 13, 2023.

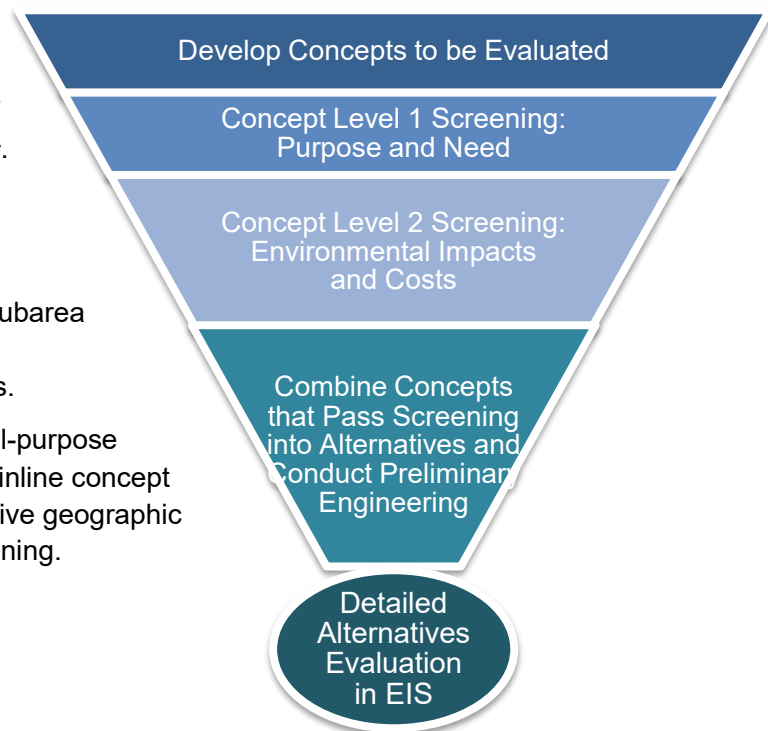
## S.4 What alternatives were considered for the project?

Figure S.4-1 presents an overview of the alternatives development and screening process. The alternatives development and screening process is documented in Appendix 2A, *Alternatives Development and Screening Report*, of Chapter 2, *Alternatives*.

Based on the results of the alternatives development and screening process, UDOT advanced a range of action alternatives that combined a mainline concept with multiple subarea options. UDOT also considered a No-action Alternative as required by federal regulations.

The Action Alternative includes the 5 general-purpose (GP) + 1 high-occupancy/toll (HOT) lane mainline concept combined with the concepts for each of the five geographic areas that passed Level 1 and Level 2 screening.

Figure S.4-1. Screening Process Overview



The Action Alternative also includes the following subarea options:

- Farmington
  - 400 West Option
  - State Street Option
- Salt Lake City 1000 North
  - Northern Option
  - Southern Option

The main components of the Action Alternative and options are shown in Figure S.4-2 through Figure S.4-8. (In the figures, “SPUI” refers to a single-point urban interchange, which is a higher-capacity interchange that has one traffic signal. For more information, see Section 3.2.1, *Design Considerations for Bicyclist and Pedestrian Crossings at Interchanges*, of Appendix 2A, *Alternatives Development and Screening Report*.)

**Northern Terminus.** The northern terminus is the U.S. 89 interchange in Farmington (milepost 324.4). The Action Alternative would make improvements to the northbound I-15 to northbound U.S. 89 ramp and the southbound U.S. 89 to southbound I-15 ramp but would not affect any of the ramp movements between Legacy Parkway and I-15, between Legacy Parkway and U.S. 89, or any ramp movements to or from Park Lane.

**Southern Terminus.** The southern terminus is the 400 South interchange in Salt Lake City (milepost 308.2). The Action Alternative would make improvements to the northbound on-ramp and southbound off-ramp at 400 South. The Action Alternative would maintain the existing ramps to and from I-80 west, which is located near 200 South.

**Mainline Facility Type.** The Action Alternative includes the 5 GP + 1 HOT lane mainline concept which means it would have 1 HOT lane and 5 GP lanes in each direction. Most segments of the Action Alternative would also include auxiliary lanes that would begin with an on-ramp that would continue on to the next off-ramp without merging into the GP lanes. For example, at 2600 South, the northbound on-ramp would continue north without merging onto I-15 and would become the northbound off-ramp at 500 South.

**Interchanges and Cross Streets.** The Action Alternative would cross numerous streets and would require various cross street configurations: interchanges, overpasses, underpasses, and cul-de-sacs. Table 2.4-1, *Action Alternative Interchanges and Crossings*, in Chapter 2, *Alternatives*, provides an overview of the interchange and cross-street configurations for the Action Alternative.

**Pedestrian and Bicyclist Facilities.** The Action Alternative includes new or improved pedestrian and bicyclist facilities throughout the study area. The Action Alternative pedestrian and bicyclist improvements are listed in Table 2.4-2, *Action Alternative Pedestrian and Bicyclist Improvements by Location*, in Chapter 2 and shown in Figure S.4-9, *Action Alternative Proposed Pedestrian and Bicyclist Facilities*.

Additional graphics, and more detailed information about the features of the Action Alternative, is included in Section 2.4.2, *Action Alternative*, in Chapter 2.

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Figure S.4-2. Action Alternative: Farmington Segment

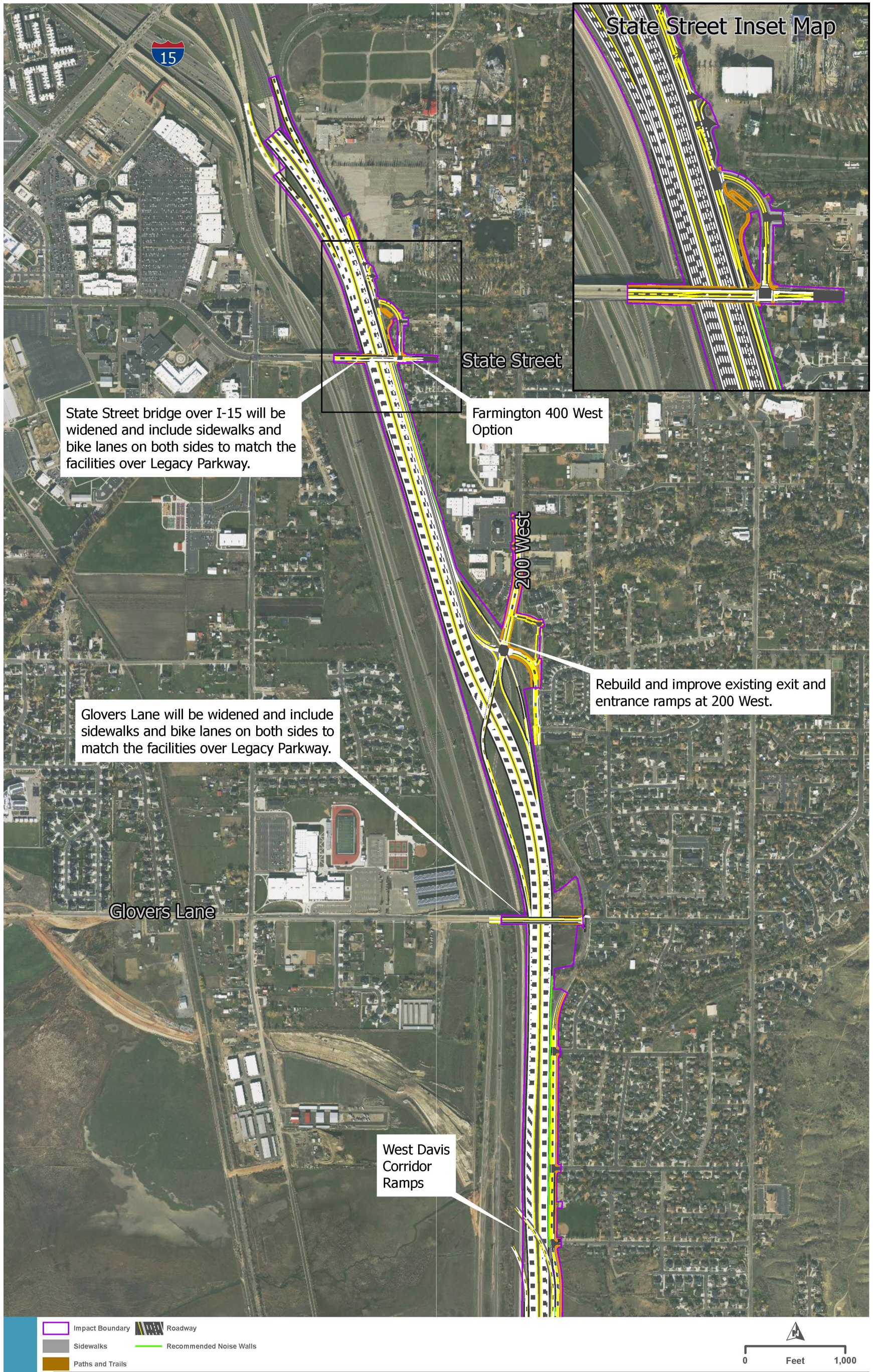


Figure S.4-3. Farmington State Street/Frontage Road and 400 West/Frontage Road Options

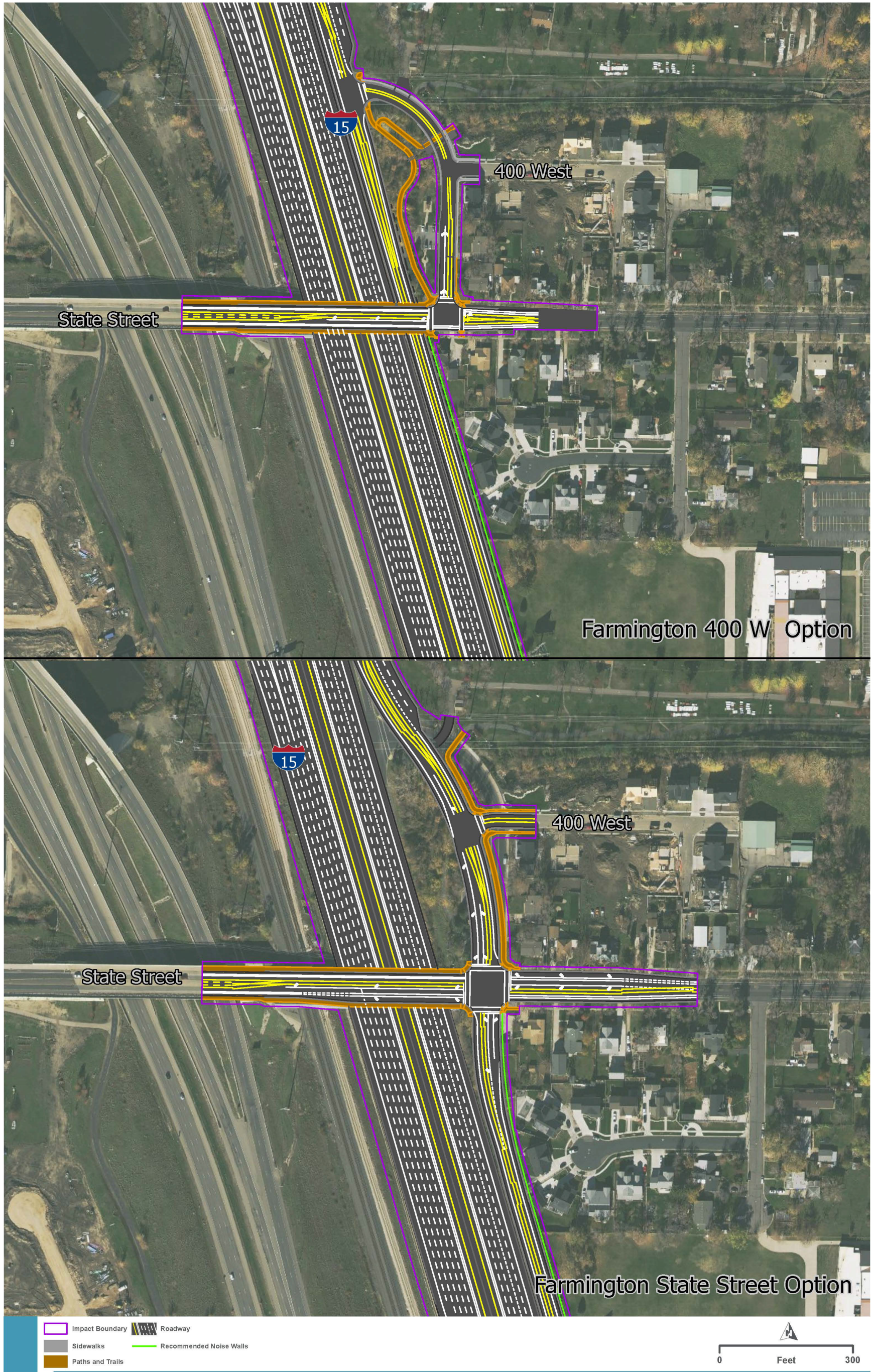




Figure S.4-4. Action Alternative: Centerville Segment

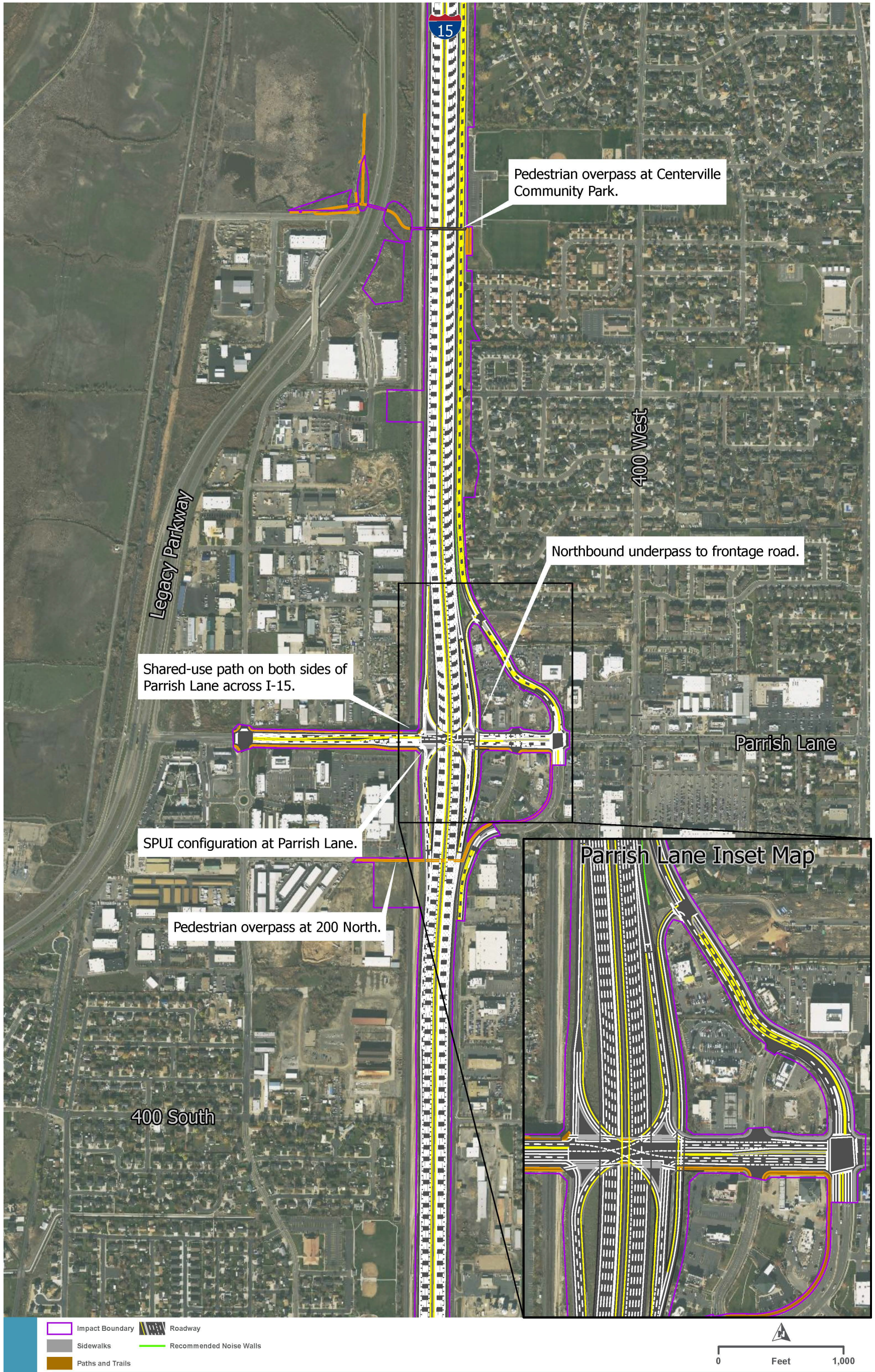


Figure S.4-5. Action Alternative: Bountiful/West Bountiful Segment

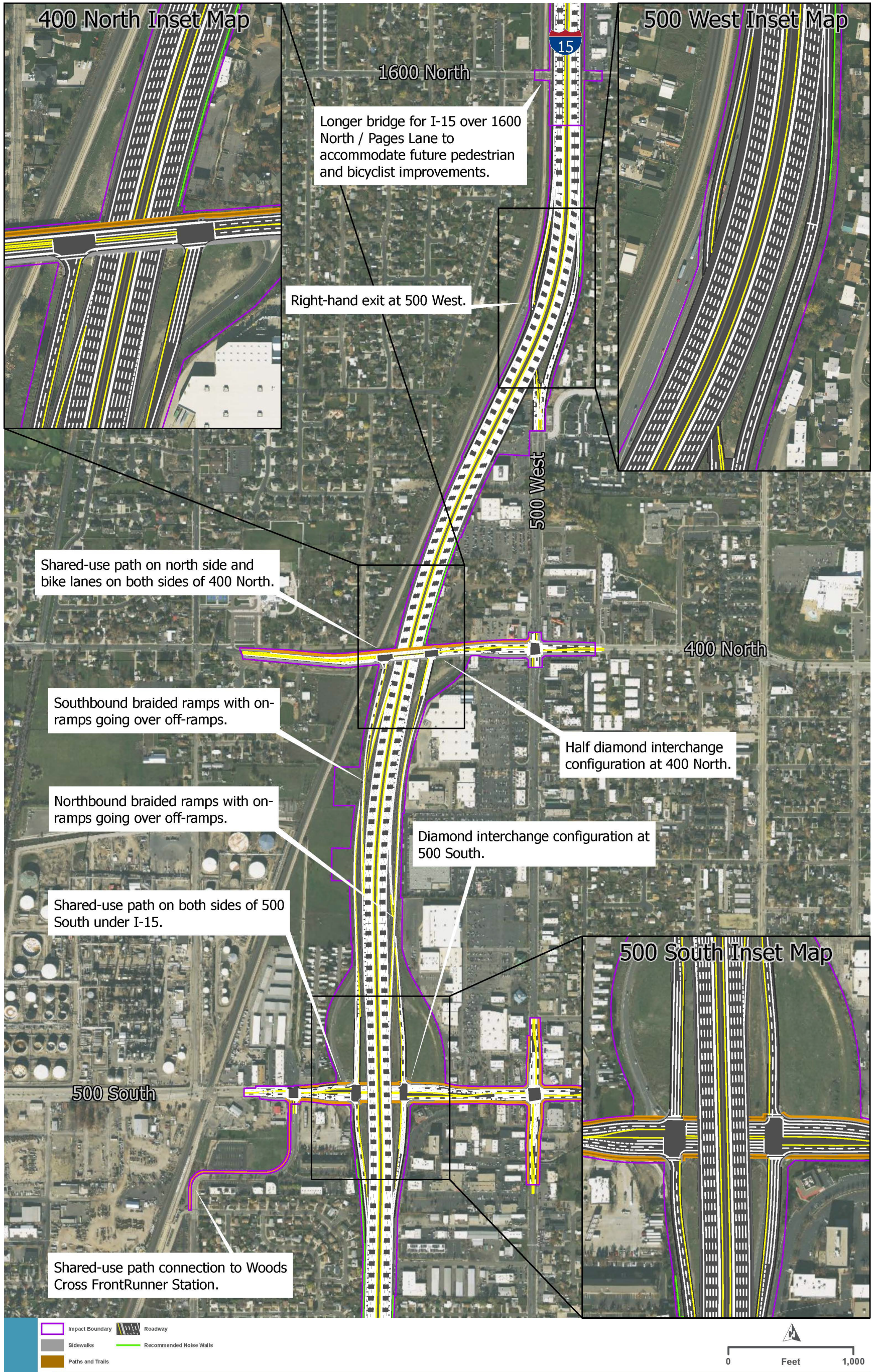


Figure S.4-6. Action Alternative: North Salt Lake/Woods Cross Segment

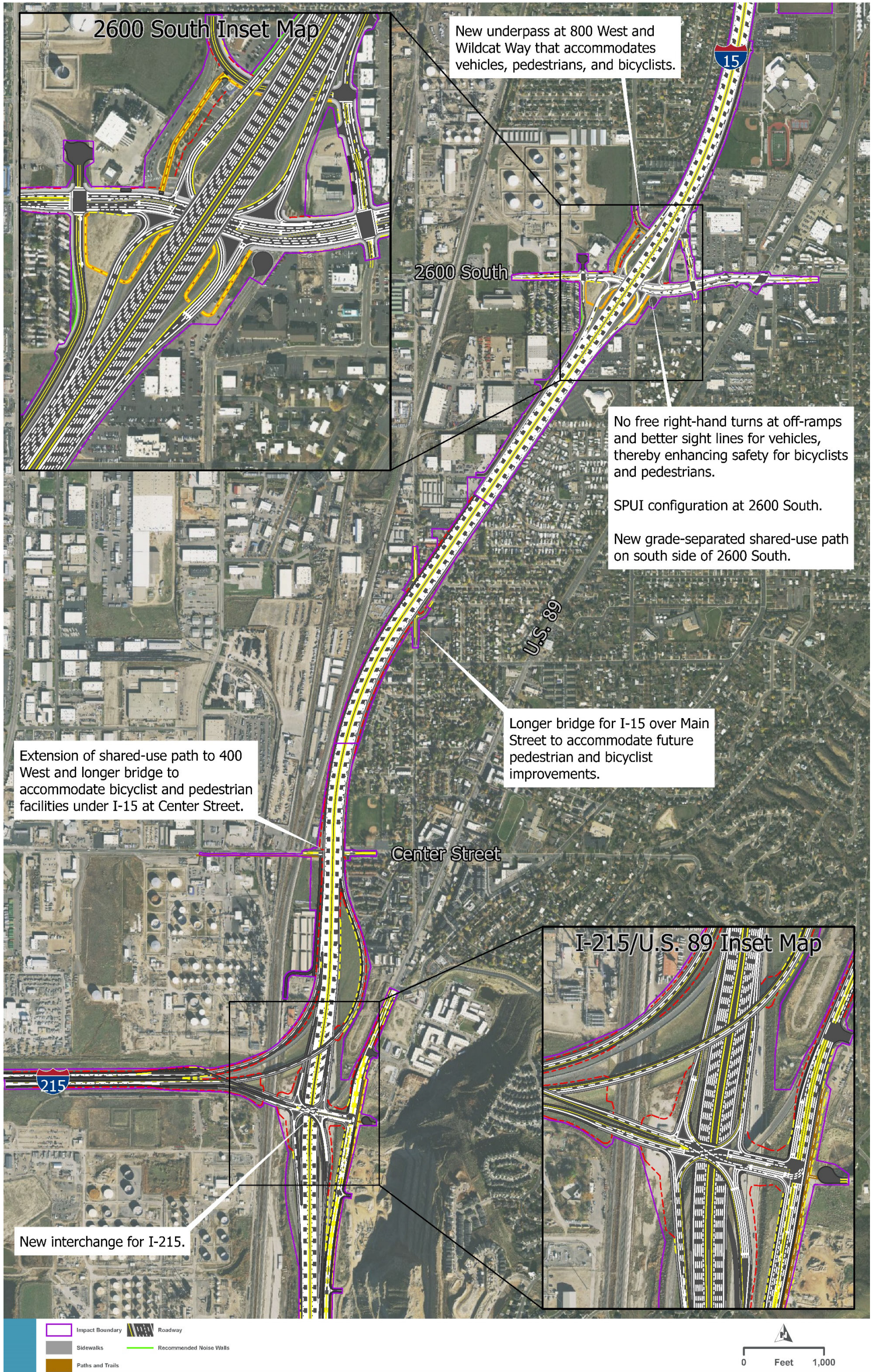


Figure S.4-7. Action Alternative: Salt Lake Segment

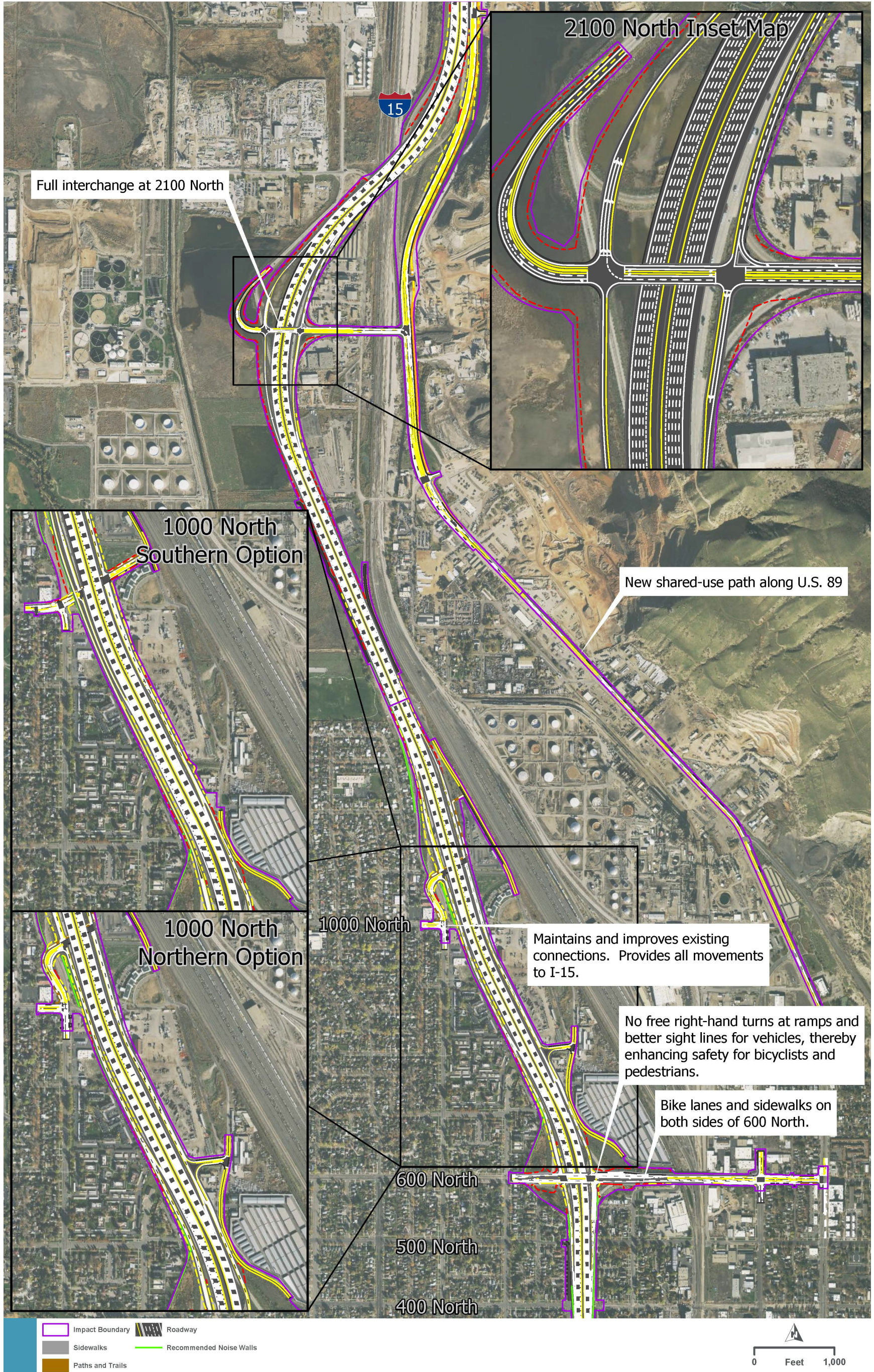
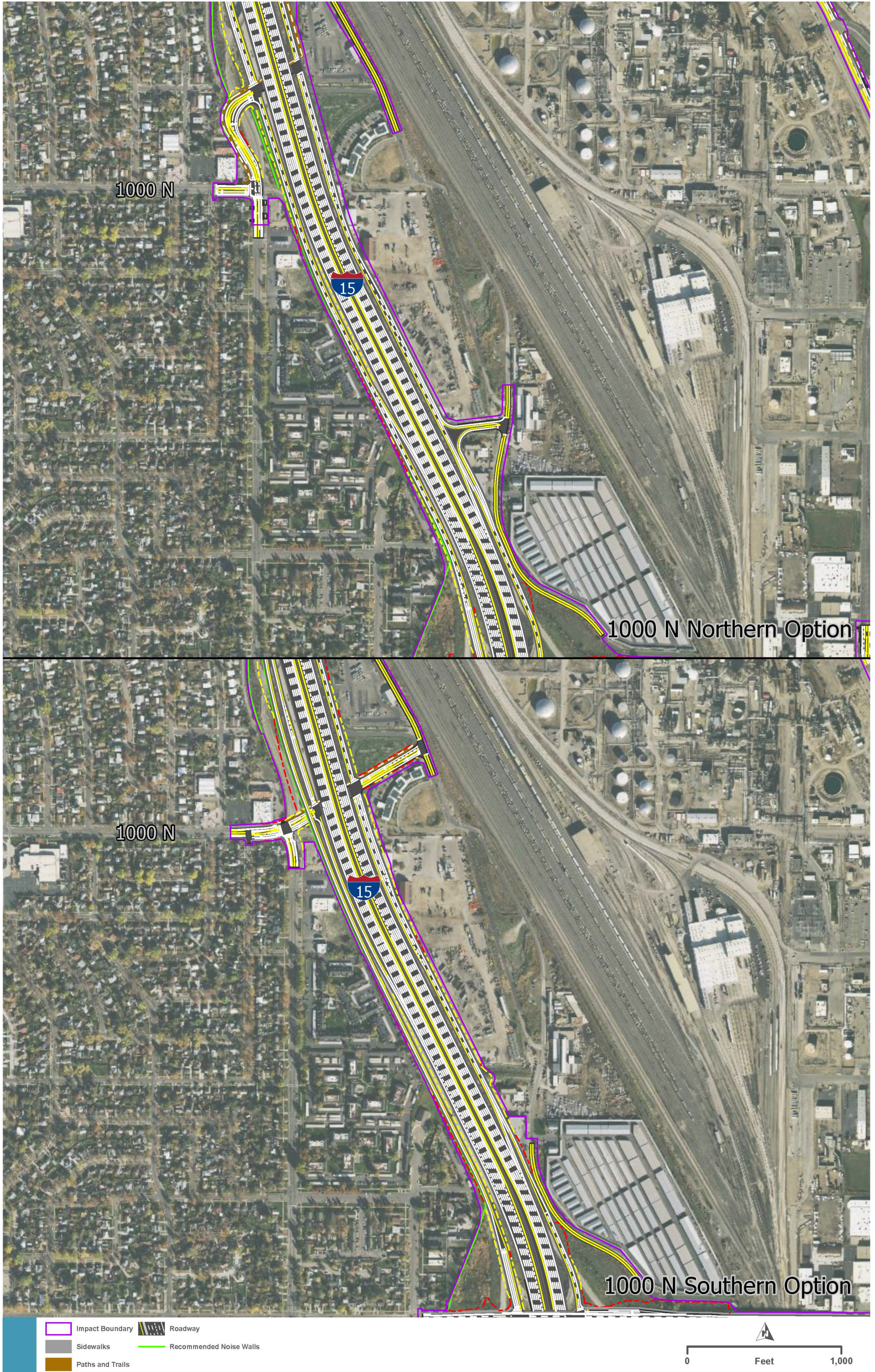
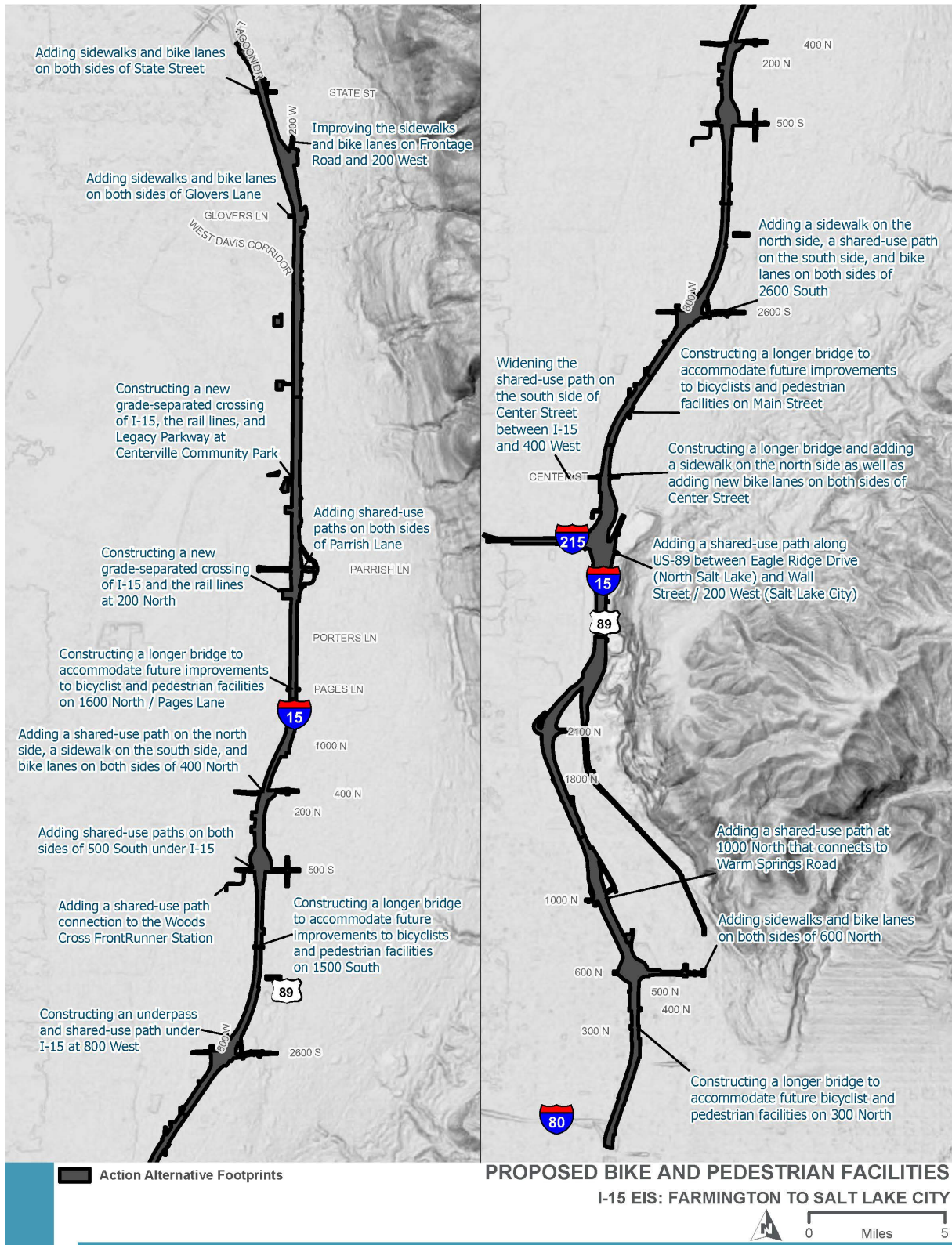


Figure S.4-8. Salt Lake City 1000 North – Northern and Southern Options



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Figure S.4-9. Action Alternative Proposed Pedestrian and Bicyclist Facilities



## **S.5 How much would the Action Alternative cost?**

UDOT developed a preliminary cost estimate of **\$3.7 billion** for the Action Alternative. There were no major differences in costs among the different options. This estimate is based on the preliminary engineering conducted for the Action Alternative and includes the total project cost for program management, construction, right-of-way acquisition, utility relocation, and design and construction engineering. The cost estimate is based on 2024 dollar values with 2 additional years of escalation. The actual cost of construction would change depending on the year of construction, any phasing, and inflation.

The selected alternative would be constructed based on available funding. UDOT would construct portions of the selected alternative based on the amount of the funding while considering safety and operational benefits. As of March 2024, \$1.7 billion has been allocated for potential construction if the Action Alternative is selected in the environmental process.

## **S.6 What notable refinements were made to the Action Alternative and what new information was provided between the Draft EIS and Final EIS?**

Based on comments received on the Draft EIS from the Cities, cooperating agencies, and the general public, UDOT made refinements to the Action Alternative. These refinements generally reduced the amount of impacts of the Final EIS Action Alternative compared to the Draft EIS Action Alternative. The main changes to the Action Alternative for this Final EIS are listed in Table S.6-1. UDOT determined that these modifications did not entail new or different significant impacts that would require a Supplemental Draft EIS.

As a result of the refinements, UDOT eliminated the Bountiful 400 North – Northern Option, Bountiful 400 North – Southern Option, Bountiful 500 South – Northern Option, and Bountiful 500 South – Southern Option. Bountiful, West Bountiful, and commercial property owners on 400 North and 500 South had provided comments on the Draft EIS with concerns about the extent of the commercial property impacts for all of the Bountiful options in the Draft EIS and requested that UDOT look at ways to minimize the impacts to commercial properties on both 400 North and 500 South. UDOT coordinated with Bountiful City and West Bountiful City and some property owners to develop the refinements for 400 North and 500 South.

After the refinements in the 400 North and 500 South areas of Bountiful were made, the roadway widths of both 400 North and 500 South had been reduced, and the impacts to adjacent properties had also been minimized. Bountiful City and West Bountiful City both provided input to UDOT that they supported the refinements. Because the impacts to the adjacent properties had been minimized, UDOT determined that with the refinements there were no other reasonable options for 400 North or 500 South, and that any other options would require more impacts to commercial properties. Therefore, the Final EIS Action Alternative includes one option for Bountiful 400 North and one option for Bountiful 500 South.

Based on public comments and concerns, UDOT continued to progress the design around Hodges Lane in Salt Lake City. Based on this more detailed evaluation UDOT determined that the 10 properties along Hodges Lane in Salt Lake City that were listed as “Potential Relocations” in the Draft EIS would not have permanent or temporary right-of-way impacts from the Action Alternative. The Final EIS right-of-way impacts have been updated to reflect this reduction in right-of-way impacts.



Table S.6-1. Action Alternative Refinements by Location

Geographic Area	Final EIS Updates to the Action Alternative
Centerville Park	<ul style="list-style-type: none"> <li>At the request of Centerville City, the proposed grade-separated 12-foot-wide shared-use path crossing at Centerville Park over I-15/Union Pacific and FrontRunner railroad tracks/Legacy Parkway has been relocated to the south side of the park to avoid future park amenities proposed for the north end of the park and provide better connections to the Legacy Parkway Trail and Denver and Rio Grande Western Trail on the west side of Legacy Parkway.</li> </ul>
Parrish Lane	<ul style="list-style-type: none"> <li>Improvements along Parrish Lane will end at Marketplace Drive. A separate city project will make improvements to Parrish Lane east of Marketplace Drive and will include improvements to the Parrish Lane and 400 West intersection.</li> </ul>
400 North	<ul style="list-style-type: none"> <li>The roadway design of the Action Alternative has been made narrower, and the north and south shift options have been eliminated. These updates include revising designs to reduce unnecessary median or shoulder width on 400 North, adding a 6-foot-wide sidewalk on the south side of 400 North, and minimizing improvements east of 500 West to match the existing roadway and pedestrian facilities. These revisions were made based on comments from Bountiful City, West Bountiful City, and property owners who requested UDOT look at ways to reduce property impacts in this area.</li> </ul>
500 South	<ul style="list-style-type: none"> <li>The roadway design of the Action Alternative has been made narrower, and the north and south shift options have been eliminated. These updates include revising designs to reduce unnecessary median or shoulder width on 500 South, adding a 5-foot-wide sidewalk on the north side of 500 South, and minimizing improvements east of 500 West to match the existing pedestrian facilities. These revisions were made based on comments from Bountiful City, West Bountiful City, and property owners who requested UDOT look at ways to reduce property impacts in this area.</li> </ul>
2600 South	<ul style="list-style-type: none"> <li>Incorporated the existing sidewalk along Overland Drive into the design of the Action Alternative.</li> <li>Modified the proposed location of the shared-use path in the southwest corner. This change was based on a request from the City of North Salt Lake.</li> <li>Increased the size of the cul-de-sac for 400 East to accommodate semitrucks.</li> <li>Increased the width of the shared-use path on the west side of I-15 between 2600 South and 800 West.</li> </ul>
600 North	<ul style="list-style-type: none"> <li>After progressing design, UDOT determined that the 10 residences along Hodges Lane in Salt Lake City, previously listed as “potential relocations” in the Draft EIS, would not have permanent or temporary right-of-way impacts from the Action Alternative. The Final EIS right-of-way impacts have been updated to reflect this reduction in right-of-way impacts.</li> </ul>

UDOT updated the impact analyses for this Final EIS based on the refinements to the Action Alternative listed above in Table S.6-1.

Based on the results of consultation with FHWA and the U.S. Environmental Protection Agency, UDOT also conducted a hot-spot analysis to look at local air quality impacts from the project. The results of the hot-spot analysis are summarized in Section 3.8, *Air Quality*, and in Appendix 3N, *Hot-spot Analysis*.

## S.7 What impacts would the project have?

Table S.7-1 summarizes the environmental impacts of the No-action and Action Alternatives. Because the impacts to some resources depend on which options of the Action Alternative are selected, a range of impacts from low to high is provided. For detailed information about the environmental impacts of the project alternatives, see Chapter 3, *Affected Environment, Environmental Consequences, and Mitigation Measures*.

Table S.7-1. Environmental Impacts of the No-action and Action Alternatives

Impact Category	Unit	No-action Alternative	Action Alternative	Notes
Land converted to roadway use	Acres	0 acres	120 to 121 acres	
Consistent with local land use and transportation plans	Yes/no	No	Yes	Action Alternative is consistent with planned land uses and zoning for all cities. Action Alternative is consistent with WFRC's 2019–2050 RTP.
Residential relocations	Number	0	4	
Potential residential relocations	Number	0	25	
Commercial relocations (business relocations)	Number	0	11 to 12 commercial buildings (19 to 20 businesses)	Some commercial buildings include multiple businesses.
Potential commercial relocations (business relocations)	Number	0	9 commercial buildings (10 businesses)	Some commercial buildings include multiple businesses.
Section 4(f) parks and recreation areas affected	Number	0	10	Action Alternative's impacts to parks would be minor except for the Farmington State Street Option's impacts to Ezra T. Clark Park in Farmington.
Community facilities affected	Number	0	0	
Environmental justice (EJ) benefits or impacts	Yes/no	No impacts and no benefits to EJ communities.	Yes; impacts and benefits to EJ communities. Impacts would not be disproportionately adverse to EJ communities.	
Economic impacts	Yes/No	Yes; adverse due to increased travel times and delay and reduction in average speeds on I-15.	Yes; adverse due to business impacts; positive due to improved travel times and average speeds on I-15.	
Pedestrian and bicyclist improvements	Number	0	<ul style="list-style-type: none"> <li>• 2 new shared-use path</li> <li>• 4 new grade-separated crossings</li> <li>• 7 crossings with improved connections</li> <li>• 7 improved interchange facilities</li> </ul>	<p>No-action Alternative would not improve pedestrian and bicyclist facilities across I-15.</p> <p>Action Alternative would add four new grade-separated crossings of I-15, a 3.8-mile new shared-use path between North Salt Lake and Salt Lake City, and a new shared-use path between 500 South and the Woods Cross FrontRunner station.</p>

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Table S.7-1. Environmental Impacts of the No-action and Action Alternatives

Impact Category	Unit	No-action Alternative	Action Alternative	Notes
Air quality impacts exceeding standards (NAAQS)	Yes/No	No	No	Action Alternative is part of the WFRC conforming implementation plan.  Hot-spot analysis showed that the Action Alternative would have PM <sub>10</sub> and PM <sub>2.5</sub> design values for 2035 and 2050 less than or equal to the NAAQS.
Receivers with modeled noise levels above criteria	Number	1,789	3,275 to 3,288	3 new noise barriers and 13 replace-in-kind noise barriers are recommended to mitigate for noise impacts and would provide a benefit (at least a 5-dBA reduction) to 1,568 to 1,647 receivers.
Surface water beneficial use impacts	Yes/No	No substantial changes to water quality or beneficial uses.	No substantial changes to water quality or beneficial uses.	
Groundwater quality	Yes/No	No	No	
Impacts to aquatic resources (includes wetlands, streams, mudflats, open-water ponds, canals, and ditches)	Acres	0	32.78 to 32.81 acres	Action Alternative would affect 32.81 acres of aquatic resources. It is likely that not all of these aquatic resources would be considered jurisdictional waters of the United States.
Adverse Impacts to cultural resources	Number	0	5	
Hazardous material sites affected	Number	0	4 CERCLA 1 Dry Cleaner 7 LUST/UST	
Floodplain impacts	Acres	0	44.66 to 44.81 acres	Most of the Action Alternative floodplain impacts are in areas already impacted by I-15 (for example, existing floodplain crossings of I-15) and would not be considered new impacts to floodplains.
Visual changes	Category	Similar to existing conditions	Neutral to beneficial	
Section 4(f) uses with greater-than- <i>de minimis</i> impacts	Number	0	5 to 6	

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Table S.7-1. Environmental Impacts of the No-action and Action Alternatives

Impact Category	Unit	No-action Alternative	Action Alternative	Notes
Section 4(f) <i>de minimis</i> impacts	Number	0	43 to 44	
Section 4(f) temporary occupancy impacts	Number	0	69	
Section 6(f) conversions	Number	0	1 – Centerville Community Park (0.61 acre/2.5% of park)	Action Alternative would also have temporary nonconforming use of 0.19 acre of Hatch Park in North Salt Lake.

CERCLA = Comprehensive Environmental Response, Compensation, and Liability Act; EJ = environmental justice; LUST = leaking underground storage tank; NAAQS = National Ambient Air Quality Standards; RTP = regional transportation plan; Section 4(f) = Section 4(f) of the Department of Transportation Act; Section 6(f) = Section 6(f) of the Land and Water Conservation Fund Act; UST = underground storage tank; WFRC = Wasatch Front Regional Council

## S.8 How has UDOT coordinated with environmental justice (EJ) communities during the EIS process?

UDOT has used a variety of methods to notify the public of the I-15: Farmington to Salt Lake City EIS, including community canvassing and engagement events, attendance at neighborhood or community meetings on request, mailers, virtual flyers, lawn signs, pop-up banners, posters, social media outreach, UDOT project email updates, UDOT project website updates, and press releases. The intent of this broader outreach effort was to inform everyone, including underserved communities, about the I-15: Farmington to Salt Lake City EIS and provide opportunities for ongoing involvement for all interested individuals or groups.

UDOT engaged a number of city councils, advisory boards, planning commissions, homeowners' associations, and other entities to gain insight into the concerns of the communities but also to better understand where additional disadvantaged communities might be located to inform the EJ analysis. As part of these activities, UDOT developed an Equity Working Group through which UDOT sought equitable engagement with groups and individuals with affordable-housing interests and in areas of the project study area that historically might have been underserved due to language or other outreach barriers. Later, the Equity Working Group combined with three Local Area Working Groups to develop and engage with community members to capture the diverse viewpoints along I-15 and for the members to share study information with their communities and neighbors. The Local Area Working Groups included representatives across chambers of commerce, school districts, social service organizations, youth organizations, business owners, developers, and residents, among others.

For the I-15: Farmington to Salt Lake City EIS, three Local Area Working Groups were established. The three groups were 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 including minorities or people of color, low-income households, households with one or more persons with a disability, youth, and linguistically isolated. 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 public engagement during the draft alternatives development and screening process and Draft EIS comment periods 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 open house events (for both the alternatives development and Draft EIS comment periods), 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 from the Utah Transit Authority [UTA], 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. Chapter 6, *Coordination*, provides more information about these engagement activities.

## **S.9 How are past and current impacts to neighborhoods in the west part of Salt Lake City being considered in the EIS?**

During the development of the I-15: Farmington to Salt Lake City EIS, many stakeholders have expressed concern about the past impacts to the west-side communities of Salt Lake City (Rose Park, Poplar Grove and Fairpark, in particular) from redlining (in this case, the practice of denying equal access to mortgage lending in communities of color), transportation infrastructure (rail lines, roads, and the Salt Lake City International Airport), and industrial developments. The long-standing impacts to the west-side neighborhoods of Salt Lake City are the result of many contributing factors. Examples include historical placement of transportation infrastructure and other facilities that placed barriers and emission sources within and near these communities, and the meteorological and topographical makeup of the region that affect air quality.

Although decision-making relevant to the proposed Action Alternative cannot remedy many of these past transportation and industrial decisions, UDOT intends to continue to work collaboratively with the community to address past impacts to the extent that they are related to I-15 and can be addressed with the current I-15 project. By actively involving the community in the process and considering their feedback, UDOT is committed to working with the community to identify and incorporate those ideas into the project that will have lasting benefits for all members of the community. Section S.8 summarizes how UDOT has been coordinating with EJ communities during the EIS process.

## **S.10 What are the selected alternative and options?**

After evaluating the information in this EIS, the project file, and public input to date, UDOT has identified the **Action Alternative** as the selected alternative.

The Action Alternative is the selected alternative because it would meet the purpose of the project by:

- Improving the safety of the I-15 mainline, interchanges, pedestrian and bicyclist crossings, and connected roadway network;
- Strengthening the economy by replacing the aging infrastructure on I-15 and reducing travel delay on I-15 by 47% compared to the No-action Alternative;
- Incorporating a design that provides space for the planned UTA FrontRunner Double Track project and provides a new shared-use path connection to the Woods Cross FrontRunner Station;
- Being consistent with the WFRC 2019–2050 RTP assumptions for I-15;
- Improving the pedestrian and bicyclist facility network across I-15; and
- Improving mobility by reducing travel time by 49% to 55% and increasing average speeds by 95% to 125% during both the morning and evening peak periods compared to the No-action Alternative.

The selected alternative includes the following options:

- Farmington 400 West Option
- Salt Lake City 1000 North – Northern Option

For more information about why UDOT chose the options for the selected alternative, see Section 2.4.5, *Basis for Identifying the Selected Alternative*, in Chapter 2, *Alternatives*.

## **S.11 Who made the decision about which alternative was selected for construction?**

UDOT has made the decision about which alternative was selected for construction. This decision, which is provided in the Record of Decision (ROD), is supported by information in this Final EIS, taking into account environmental and technical information, community and agency input, and other relevant information. See the ROD for more information about this decision.

## S.12 What happens next? When and how would the selected alternative be constructed?

After all project approvals and permits are received, UDOT can proceed toward implementing the selected alternative identified in the ROD and this Final EIS. The selected alternative is the Action Alternative with the Farmington 400 West Option and the Salt Lake City 1000 North – Northern Option.

Currently, funding has been identified for construction in the approved 2023–2028 Statewide Transportation Improvement Program. The current funding amount is less than the Final EIS cost estimate summarized in Section S.5, *How much would the Action Alternative cost?*.

The actual cost of construction would change depending on the year of construction, any project phasing, and inflation. Typically, to take into account the specifics of an alternative that is selected, UDOT does not identify funding for construction until the EIS process has been completed.

The selected alternative would be constructed based on available funding. If only partial funding is allocated for construction, UDOT would construct portions of the selected alternative based on the amount of the funding while considering safety and operational benefits.

## S.13 What major themes were identified in comments submitted during the EIS process?

In all, 900 comments were received during the scoping and draft purpose and need comment period. The majority of the comments were related to access to Glovers Lane from I-15 or the West Davis Corridor, bicycle and pedestrian accommodations across I-15, new interchanges or interchange modifications, pavement quality, noise impacts, grade-separating railroad tracks and local streets, and other alternative ideas relating to transit, transportation system management, travel demand management, tolling, and lane restrictions. Copies of the comments received during the scoping and draft purpose and need comment period are included in the *Scoping Summary Report* on the project website (<https://i15eis.udot.utah.gov/study-materials-and-documents/>).

UDOT considered these scoping comments during the alternatives development and screening process and Draft EIS impact analyses where applicable.

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 of the *Alternatives Development and Screening Report*. 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 for 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.

UDOT considered and incorporated these comments into the final *Alternatives Development and Screening Report* (provided as Appendix 2A of this EIS). As summarized in *Alternatives Development and Screening Report*, during the Level 2 screening process, UDOT screened out mainline and interchange concepts with

additional resource impacts that were substantially more than the mainline and interchange concepts advanced past screening as part of the Action Alternative. The Action Alternative and options included in the Draft EIS meet the purpose of and need for the project while minimizing impacts compared to other concepts considered during the screening process.

During the Draft EIS comment period from September 29 to November 13, 2023, UDOT received a total of 914 comments from individuals, organizations, and government agencies. The comments were submitted by letter, email, map and website submission, and public hearing testimony. The majority of the comments addressed concerns over project impacts and UDOT's methodology to assess congestion relief, as well as opposition to the proposed action in favor of transit or other options. Comments also advocated for land use and/or budgetary changes that are outside UDOT's authority or jurisdiction. UDOT also received comments in support of elements of the Action Alternative, such as the pedestrian and bicyclist enhancements and upgrades to the 2100 North interchange and the I-215 interchange.

UDOT considered community feedback concerning many project elements, including removing the 400 North and 500 North underpasses in Salt Lake City (which generated conflicting opinions and preferences); designing the Action Alternative to minimize impacts to adjacent properties; improving and refining pedestrian and bicyclist facilities; and making design refinements on local streets such as Parrish Lane in Centerville, 400 North in West Bountiful, 500 South in West Bountiful and Bountiful, 2600 South in Woods Cross, and 600 North in Salt Lake City.

Responses to the comments received on the Draft EIS are included in Chapter 9, *Responses to Comments on the Draft EIS*. Copies of all comments received on the Draft EIS are provided in Appendix 9A, *Reproductions of Comments on the Draft EIS and Response Matrix*.

## **S.14 Are UDOT and Salt Lake City still considering a new crossing in Salt Lake City?**

No. One of the purposes of the I-15 project is to better connect communities east and west across I-15 in the study area. During the draft alternatives development and screening process for the EIS, a new crossing under I-15 was considered at 400 North in Salt Lake City. Another potential new crossing at 500 North was considered and was screened out in the alternatives development and screening process because of vertical clearance concerns. In response to mixed feedback from the community for the new 400 North crossing in Salt Lake City, UDOT removed this crossing from the Action Alternative in the Draft EIS.

During the comment period on the Draft EIS, UDOT received numerous comments for and against a new crossing underneath I-15 at 400 North in Salt Lake City. To better evaluate and understand the concerns around a potential new crossing in Salt Lake City, UDOT worked with Salt Lake City and local community representatives after the Draft EIS was released to evaluate a potential new crossing under I-15 between 400 North and North Temple. This evaluation determined that the community and Salt Lake City had various concerns about safety and maintenance, and the community and the City did not support a new crossing underneath I-15 at 400 North in Salt Lake City.



## **S.15 What additional federal actions would be required if the project is built?**

- Clean Water Act Section 404 Permit (U.S. Army Corps of Engineers)
- Approval of Addition of Modification of Interstate Access Points (FHWA)
- Section 6(f) of the Land and Water Conservation Funds Act Conversion and Temporary Nonconforming Use Approval (National Park Service)
- Bureau of Reclamation NEPA decision document (using this EIS) for the protection or replacement of Bureau of Reclamation lands, easements, or facilities impacted by the Action Alternative (Bureau of Reclamation)
- Federal Emergency Management Floodplain Review (Federal Emergency Management Agency)
- Air Quality Conformity Determination (FHWA)

## **S.16 References**

[Horrocks] Horrocks Engineers

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

[WFRC] Wasatch Front Regional Council

2019 Wasatch Front 2019–2050 Regional Transportation Plan. <https://wfrc.org/vision-plans/regional-transportation-plan/2019-2050-regional-transportation-plan/>.

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