APPENDIX D

Public Open House Meeting Materials

Virtual Public Meeting Participant Guide
Project Overview Flyer
Public Open House Presentation
Public Meeting Chat Questions and Comments
Storyboard for NEPA Process Video

VIRTUAL PUBLIC MEETING PARTICIPANT GUIDE

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

ABOUT THE MEETING

August 27, 2020 6-8 p.m.

- The meeting platform being used is Zoom.
- There is a 1,000 participant capacity.
- If the meeting reaches capacity, others may leave and open up spaces.
- The meeting will also be live streamed via Facebook to the UDOT Heber Valley Corridor EIS group.
- The format of the meeting is presentation style, where the project team will take participants through the information, similar to how your local governments go through an agenda. If you join late, you may miss parts of the presentation.
- The meeting and chat will be recorded as part of the project record and will be available to view on the project website after the meeting.

JOINING THE MEETING FROM A COMPUTER OR AN APP

- ☑ Go to **hebervalleyeis.udot.utah.gov** to access the link for the meeting.
- ☑ Ensure you have either speakers or headphones to listen to the meeting.

LISTENING TO THE MEETING ON A PHONE

Call in to listen to the meeting from a phone by dialing:

1-346-248-7799 | **Meeting ID:** 978 9779 4461 | **Passcode:** 360469

Press *9 to "Raise Hand" if you would like to speak during the question/answer time. Your hand will be lowered by the moderator when it is your turn.

ASKING A QUESTION FROM A COMPUTER

- During the meeting, click on the icon labeled "Participants" at the bottom center of your PC or Mac screen.
- At the bottom of the window on the right side of the screen, click the button labeled "Raise Hand." When it is your turn, the moderator will unmute you.
- To cancel your request, lower your hand. Lower it by clicking the same button, now labeled "Lower Hand."

ASKING A QUESTION FROM A MOBILE DEVICE OR TABLET ON THE ZOOM APP

- Click “More” and then select “Raise Hand."
- To cancel your request, lower your hand. Lower it by clicking the More button and selecting "Lower Hand."

DURING THE MEETING

- Only the presenter will be speaking. All participants will be muted when the presenter is speaking.
- Following the conclusion of the presentation, the project team will answer as many questions as possible during the remaining time.
- Participants will be able to ask questions through the chat box or verbally. Verbal questions are limited to three minutes.
- Verbal questions can be made by using the "Raise Hand" feature.
- Each medium will be alternated after each question asked, e.g. chat box, verbal, chat box, etc.
- Participants will be limited to one question in order to make sure as many people as possible have an opportunity to ask a question. Questions will be answered in the order they are received.
- Submitting a written question on any medium during the meeting does not guarantee it will be answered at that time. The project team will collect all questions submitted during the meeting and through the public comment period and group these according to commonly asked subjects. A FAQ will be developed to address those subjects and posted on the project website.
- Please respect the group and presenter. Questions or comments that include foul language, threats or obscenity will be deleted at UDOT's discretion. Those individuals will also be removed from the meeting.
- Questions and comments made during the meeting are helpful to the project team, but we ask that you please submit formal comments on the EIS through the official project channels (email, website, voicemail, letter mailed to the project team) during the public comment period of August 27 to September 26, 2020:

Website: hebervalleyeis.udot.utah.gov

Email: hebervalleyeis@utah.gov

Project phone: 801-210-0498

Individuals Without Internet or With Translation Needs
For those without internet access or needing Spanish translation, please notify the project team at 801-210-0498 for accommodations in viewing materials and providing comments.

AFTER THE MEETING

To view a recording of the public meeting, visit the project website. An email notification will be sent when the recording is posted on the website.

The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.

UDOT Keeping Utah Moving

PROJECT OVERVIEW

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

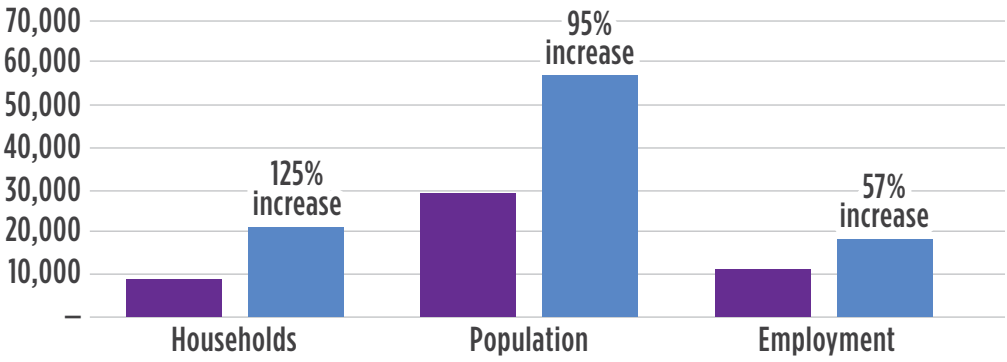
PROJECT OVERVIEW

UDOT's mission is to keep Utah moving while enhancing quality of life through transportation improvements in our state. UDOT is conducting an Environmental Impact Statement (EIS) to evaluate transportation solutions to improve mobility through the Heber Valley and the operation of Heber City Main Street (U.S. 40).

Through this process UDOT will develop transportation alternatives that could include a variety of solutions including reconfiguration of Main Street, improvements to other area roads, constructing new roads and other options identified by the public.

HEBER VALLEY BY THE NUMBERS

Heber Valley population expected to nearly double by 2050



Source, Kem C. Gardner Institute, American Community Survey

PROJECT BACKGROUND

The Utah Department of Transportation (UDOT) and Heber City completed the Heber Valley Parkway Corridor Planning Study in 2019. This study demonstrated a need for further data analysis and evaluation to alleviate congestion on Main Street in an environmental study.

The corridor planning study will help inform the EIS of key issues and recommendations, but the findings of the study will not direct any specific alternatives or outcomes.

PROJECT PROCESS & TIMELINE

NEPA OVERVIEW & EARLY SCOPING	SCOPING	ALTERNATIVES DEVELOPMENT	PREPARE DRAFT EIS	DRAFT EIS	PREPARE FINAL EIS	RELEASE FINAL EIS & ROD
Spring 2020-Fall 2020 *Current Phase*	Winter 2020-Spring 2021	Spring 2021-Summer 2021	Summer 2021-Spring 2022	Spring 2022-Summer 2022	Fall 2022-Spring 2023	Spring 2023

ONGOING STAKEHOLDER ENGAGEMENT

• Virtual public meeting • 30-day public comment period	• File Notice of Intent to begin NEPA process • Public engagement	• Develop screening criteria and preliminary alternatives • Public engagement		• Public hearing • Public comment period	• Respond to public comments on DEIS • Revise EIS	• Public engagement

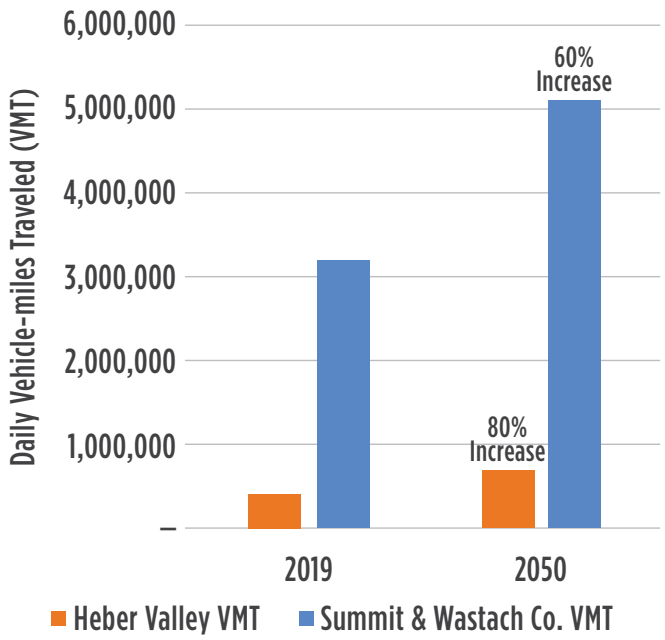
MONTHLY COORDINATION WITH LOCAL GOVERNMENT AND REGULAR STAKEHOLDER WORKING GROUP MEETINGS

PRELIMINARY TRAFFIC ANALYSIS

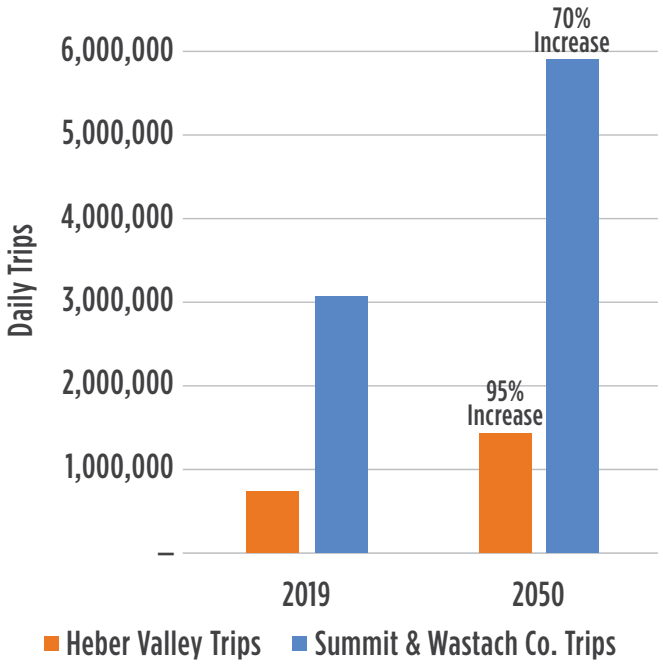
The Heber Valley Corridor EIS project team has completed preliminary data collection and analysis, which includes travel demand modeling and analyzing traffic conditions. This information, along with public input, will help define the project purpose and need and potential transportation solutions.

Population in the Heber Valley will nearly double by 2050, resulting in more traffic (measured in vehicle miles traveled and trips)

VEHICLE MILES TRAVELED GROWTH



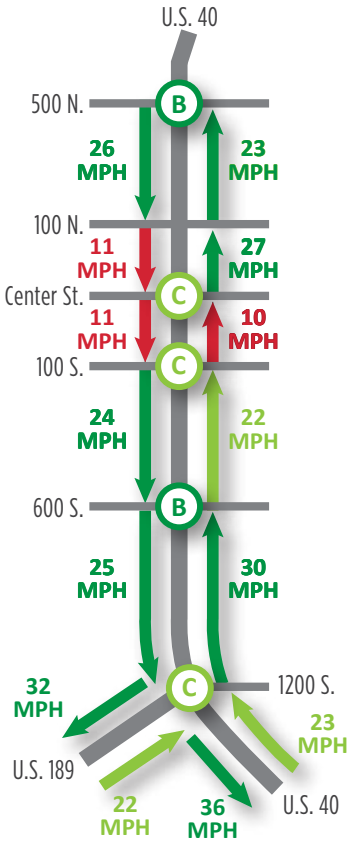
DAILY TRIP GROWTH



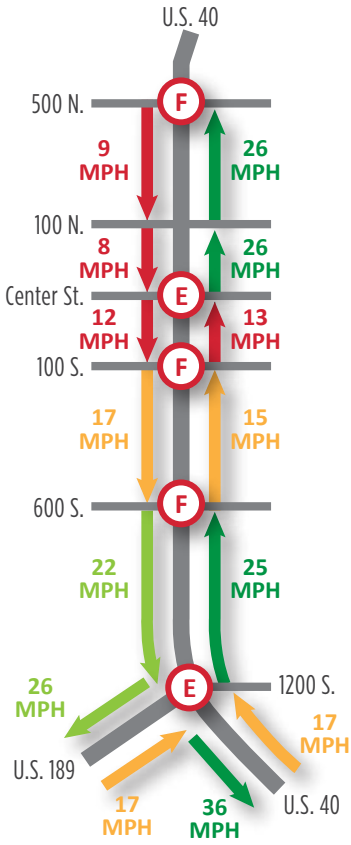
LEVEL OF SERVICE

Level of Service (LOS) measures how well a road can handle traffic. It ranges from LOS A for free-flowing conditions to LOS F for unacceptable delays.

Existing PM Peak Hour-LOS/Speeds



2050 No Build PM Peak Hour-LOS/Speeds



Level of Service

A | NO DELAYS
Highest quality of service.
Free traffic flow with few restrictions on maneuverability or speed.

B | NO DELAYS
Stable traffic flow. Speed becoming slightly restricted. Low restriction on maneuverability.

C | MINIMAL DELAYS
Stable traffic flow, but less freedom to select speed.

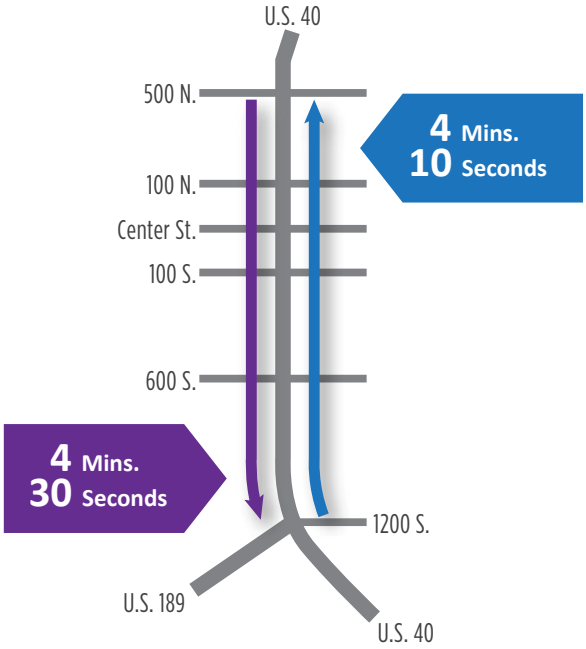
UDOT Goal

D | NOTICABLE DELAYS
Traffic flow becoming unstable. Speed subject to sudden change.

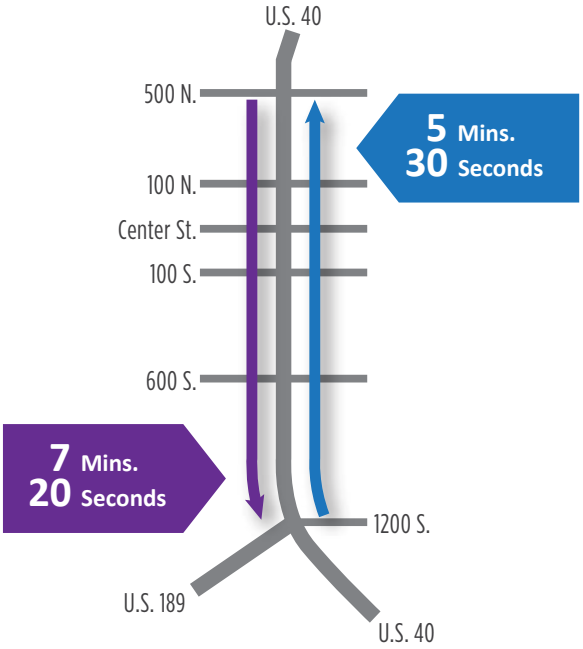
E | CONSIDERABLE DELAYS
Unstable traffic flow. Speed changes quickly and maneuverability is low.

F | CONSIDERABLE DELAYS
Heavily congested traffic. Demand exceeds capacity and speed varies greatly.

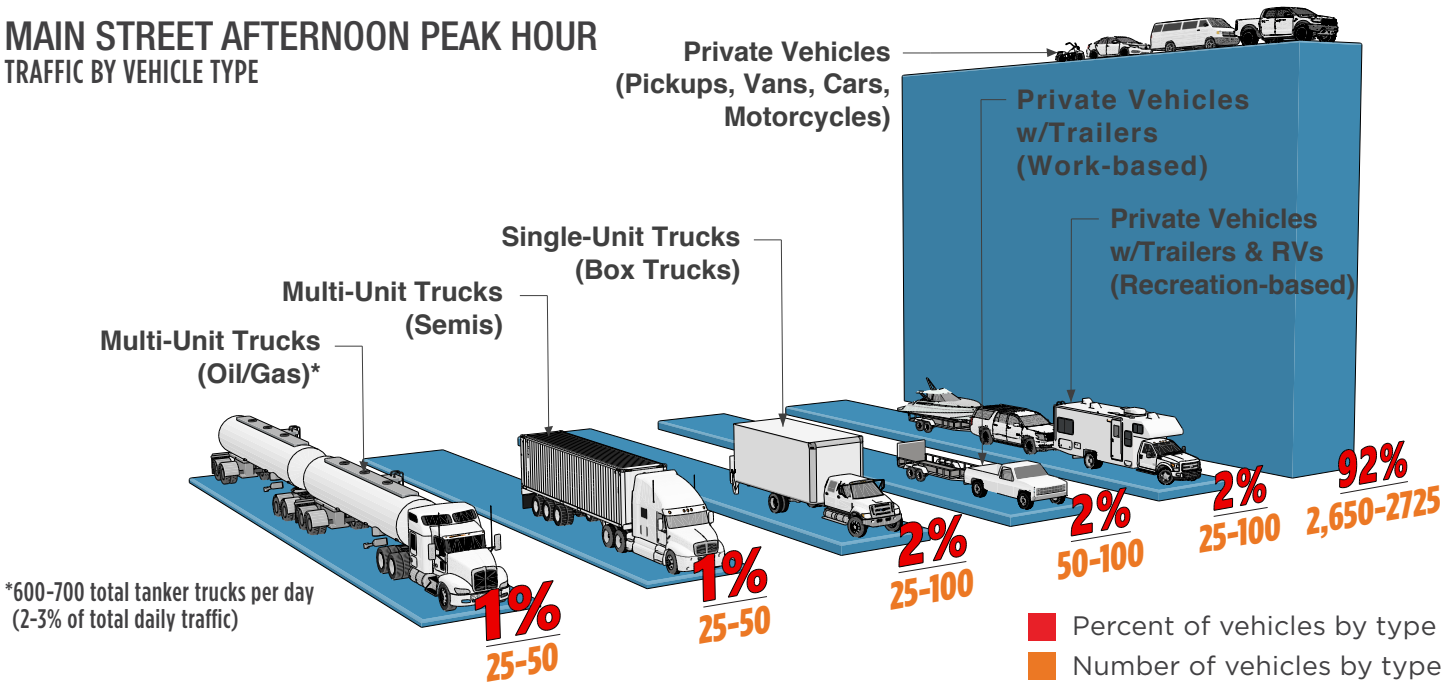
Existing PM Peak Hour-Travel Time



2050 No Build PM Peak Hour-Travel Time



MAIN STREET AFTERNOON PEAK HOUR
TRAFFIC BY VEHICLE TYPE



CRASH INFORMATION

There are slightly more crashes on Main Street compared to the statewide average, but less severe crashes.

Crash Rate	Heber		Vernal (U.S. 40)		Moab (U.S. 191)		Logan (U.S. 91)	
All Crashes[2]	4.21	3.81	1.96	3.81	6.21	2.96	7.60	3.81
Severe Crashes[3]	5.7	8.0	0.0	8.0	5.5	8.2	1.5	8.0
Commercial Motor Vehicle Crashes[2]	0.38	N/A	0.23	N/A	0.65	N/A	0.15	N/A

Statewide Average[1]

1. *Average crash rate for Utah arterial highways of similar traffic volume*
2. *Crashes per year per million vehicle-miles*
3. *Crashes per year per hundred million vehicle miles*

CONNECT WITH US

Email: HeberValleyEIS@utah.gov

Phone: 801-210-0498

Facebook Group:
UDOT Heber Valley Corridor Environmental Impact Statement (EIS)

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.

Heber Valley Corridor

ENVIRONMENTAL IMPACT STATEMENT

Virtual Public Meeting

August 27, 2020

Agenda

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

- Introduction
- Project background and overview
- Public involvement overview
- Project needs and scope
- Questions and Answers

INTRODUCTION

Project Team Members

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

- Jeremy Bown | UDOT Project Manager
- Geoff Dupaix | UDOT Region 3 Communications Manager
- Naomi Kisen | UDOT Environmental Manager
- Vince Izzo | HVC Team Project Manager
- Andrea Clayton | HVC Team Environmental Lead
- Charles Allen | HVC Team Traffic Lead
- Brianna Binnebose | HVC Team Public Involvement
- Justin Smart | HVC Team Public Involvement Lead

MEETING OVERVIEW

PROJECT BACKGROUND AND OVERVIEW

Project Background

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

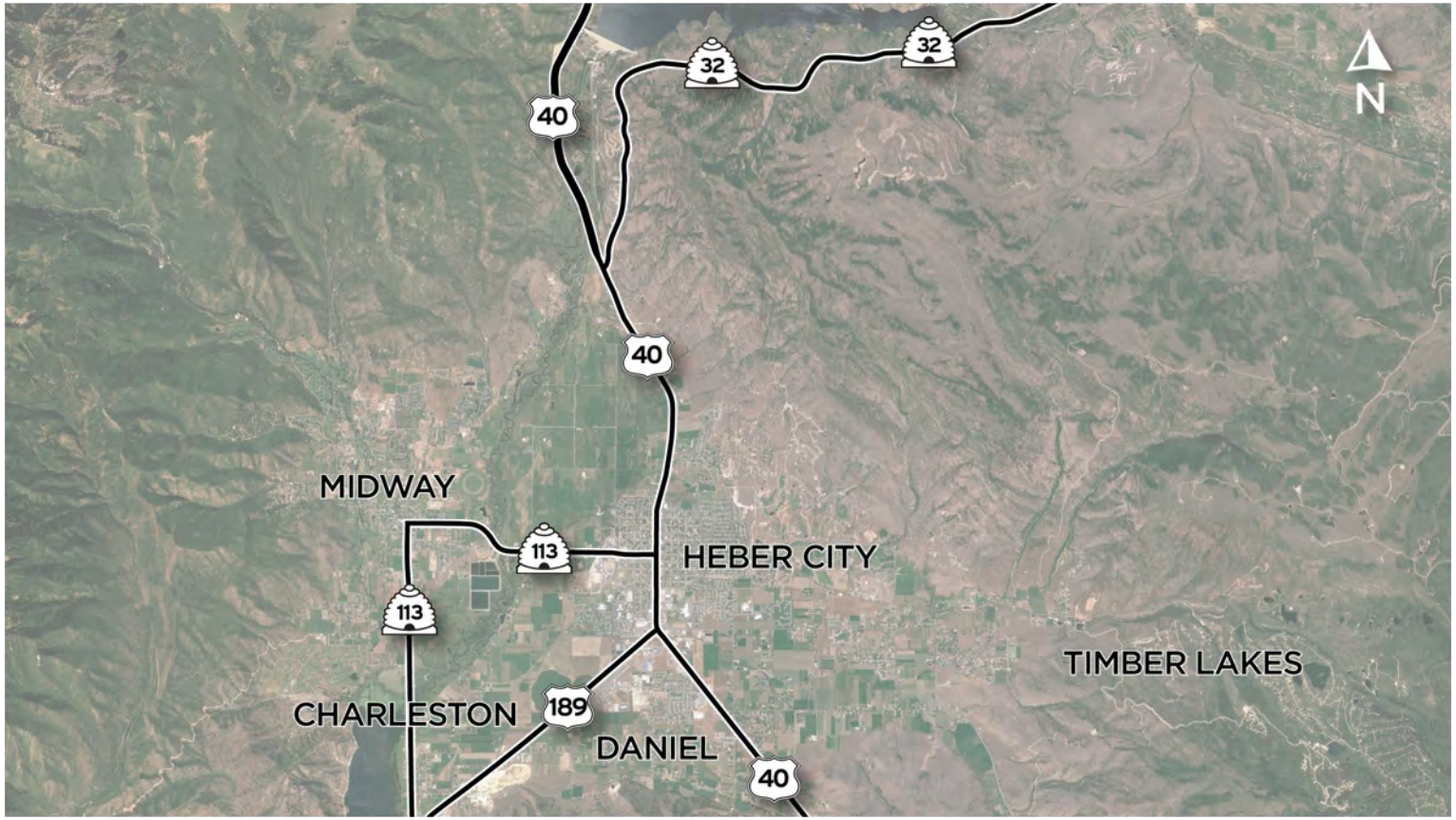
- The Utah Department of Transportation (UDOT) and Heber City completed the Heber Valley Parkway Corridor Planning Study in 2019, which demonstrated a need for further data analysis and evaluation to alleviate congestion on Main Street in an environmental study.

- The corridor planning study will help inform the EIS of key issues and recommendations, but the findings of the study will not direct any specific alternatives or outcomes.

UDOT Keeping Utah Moving

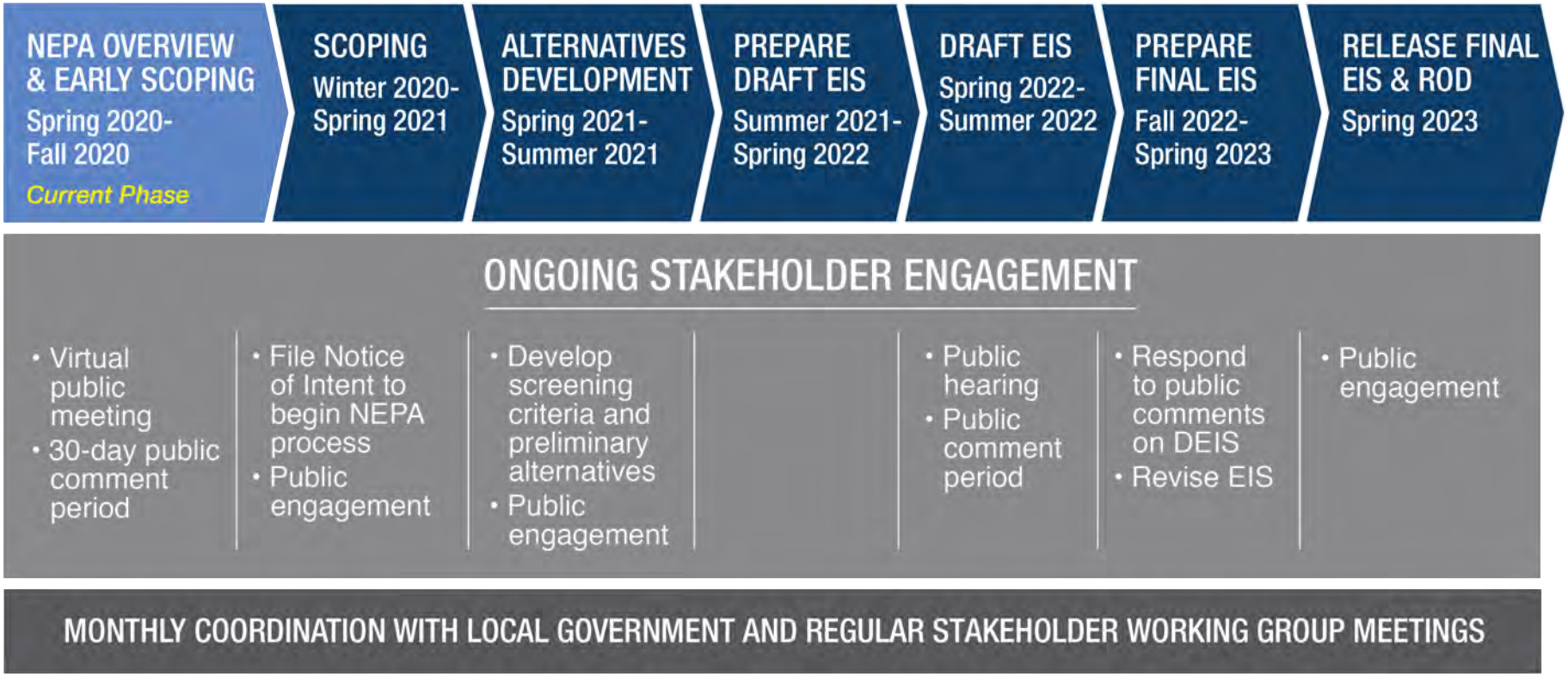
Project Overview

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT



Project Timeline & Process

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT



Stakeholder Working Group

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

- Includes representatives for trucking, agriculture, open lands, emergency services, schools, residents, developers, local government staff and businesses.
- Will bring community concerns and ideas to the project team and help ensure information is being shared with the community.
- Informs the decision-making process and helps the project team better communicate with the community.

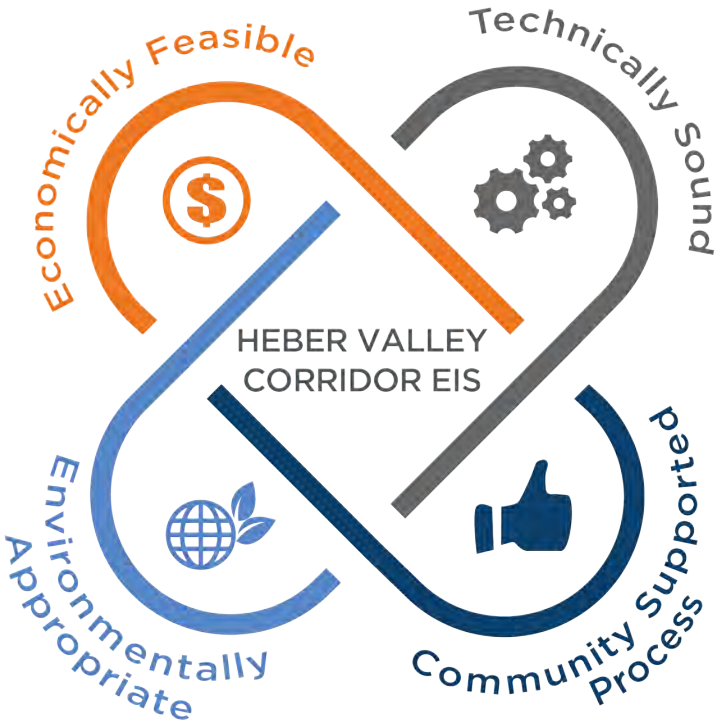
Public Involvement Objectives

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

COLLABORATION
Learning Through Collaboration

COMMUNITY
Understanding Future Community Goals

COMMUNICATION
Communicating for Better Solutions



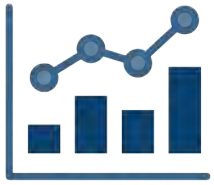
Understanding the EIS Process

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

Current & Upcoming Activities

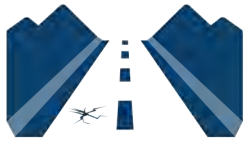
Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

Stakeholder engagement, virtual public meeting and comment period



Travel demand modeling

Analyzing traffic conditions



Evaluating roadway conditions

Gathering existing resource information

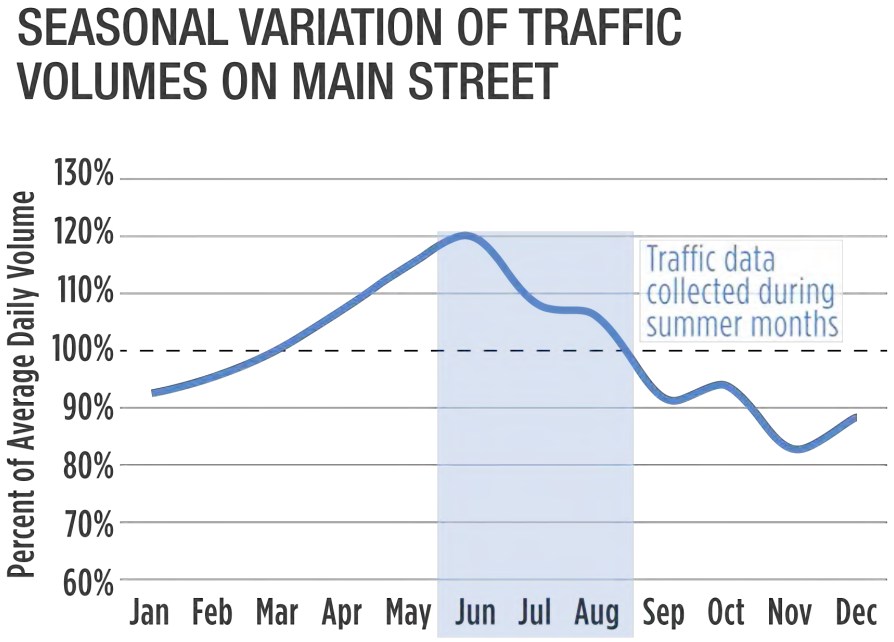
Preparing a draft purpose and need

PROJECT NEEDS AND SCOPE

Traffic Data Methodology

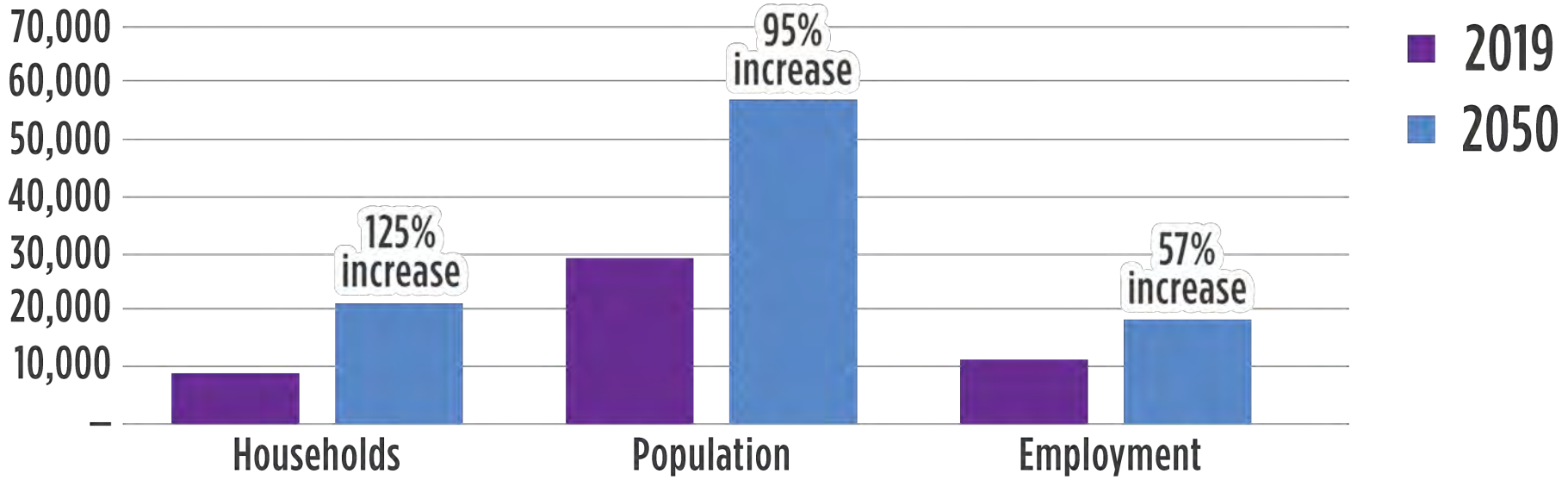
Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

- Heber City Main Street is subject to seasonal traffic variation
  - Winter months lower than average
  - Summer months higher than average
- Selection of appropriate analysis timeframe is a “compromise between providing adequate operations for every hour of the year and providing economic efficiency”.
  - Highway Capacity Manual 6th Ed
- Analysis timeframe selected to represent summer conditions
  - Will be able to accommodate most traffic conditions
  - Traffic volumes above average for 5 months of the year



Heber Valley by the Numbers

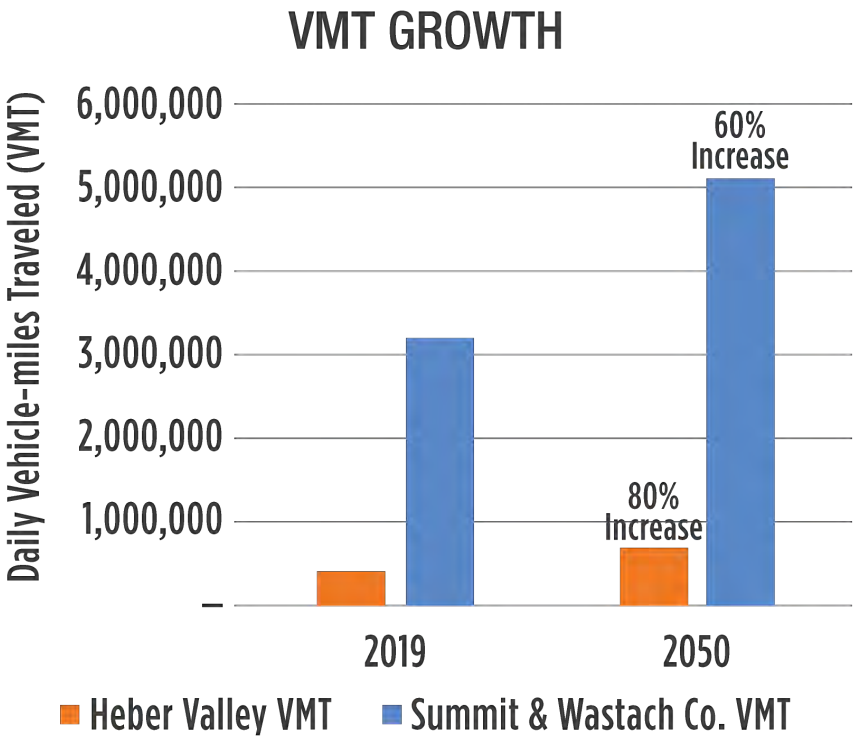
Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

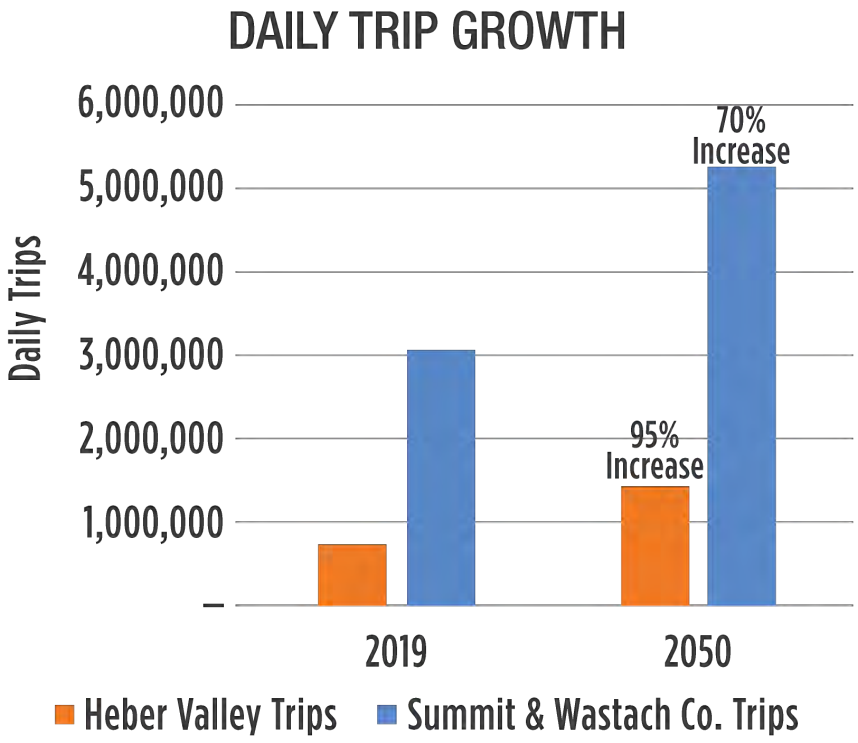


Source: Kem C. Gardner Institute, American Community Survey.

Overall Travel Growth

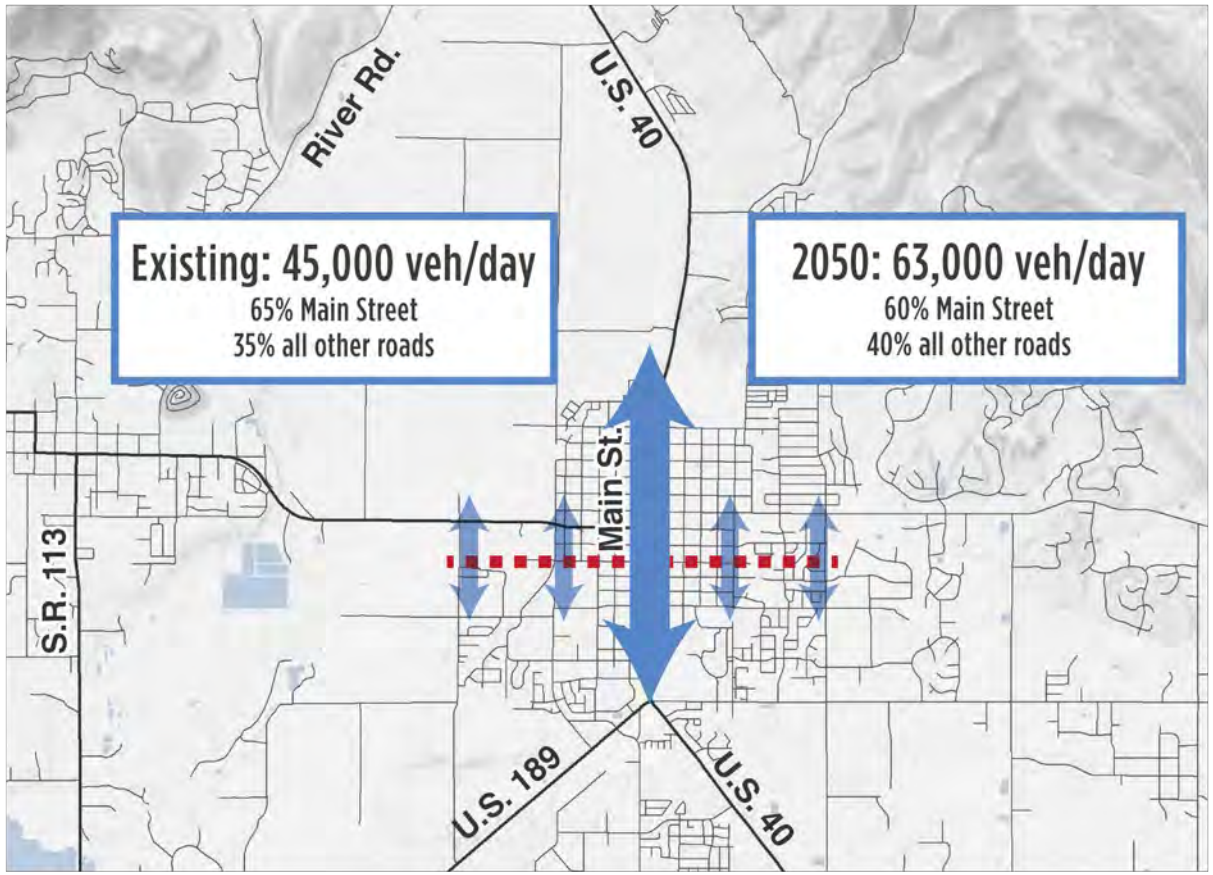
Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT





North/South Screenline Volumes

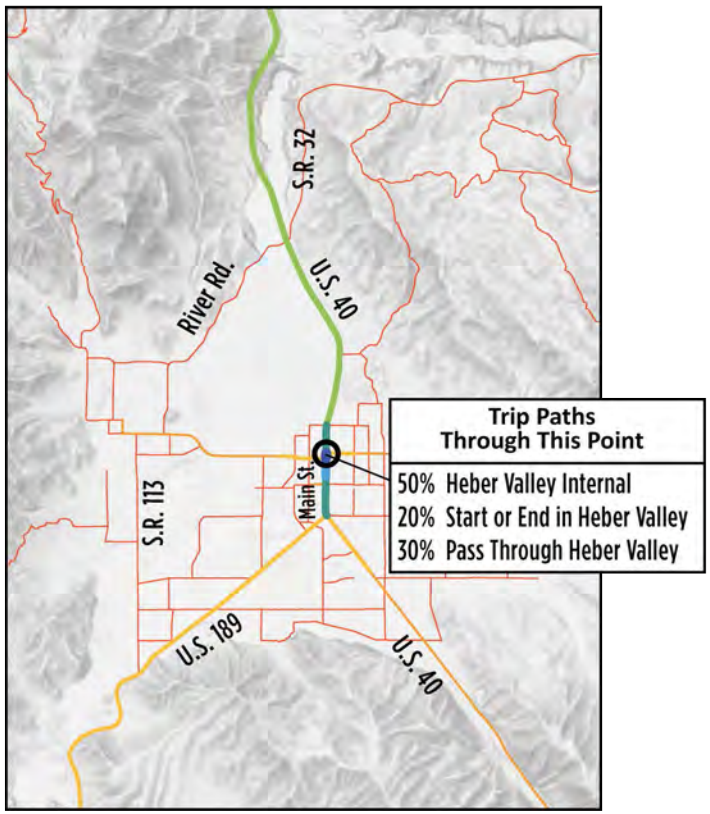
Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT



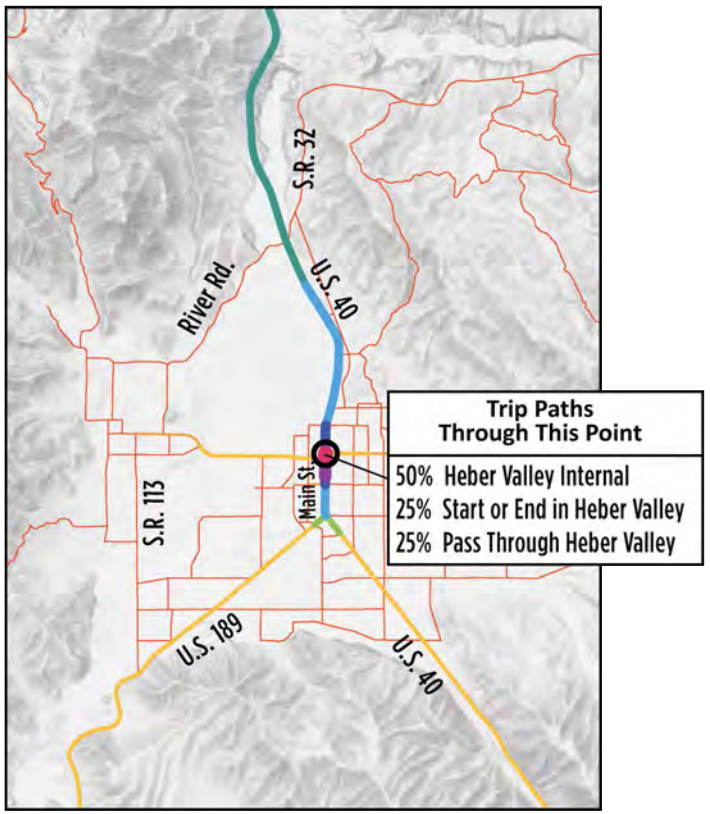
Heber Valley Travel Flows

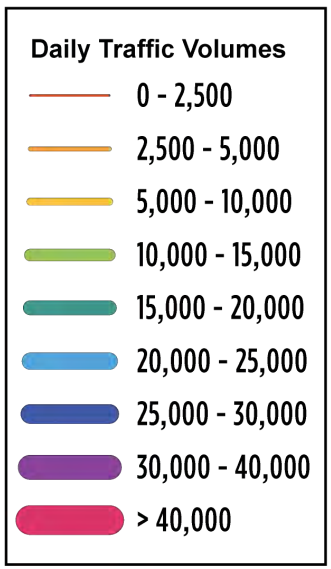
Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

2019: DOWNTOWN MAIN STREET



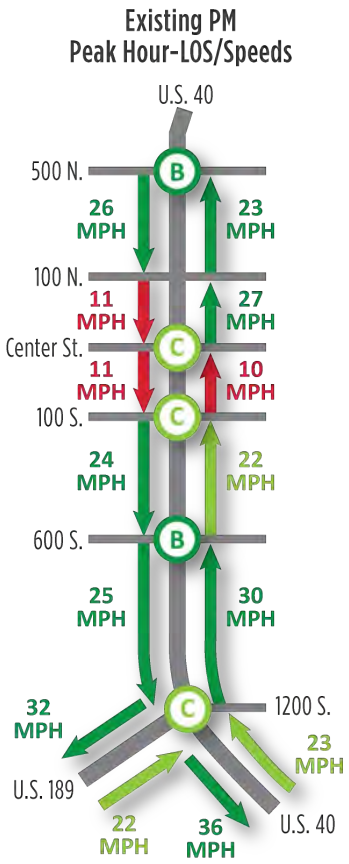
2050: DOWNTOWN MAIN STREET

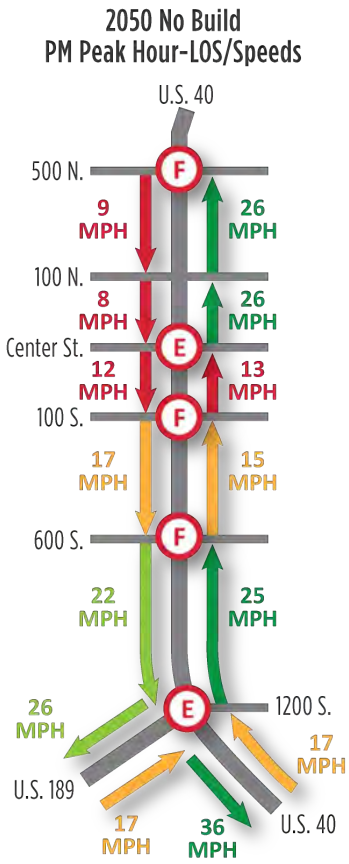




Level of Service

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT





Level of Service

A | NO DELAYS
Highest quality of service.
Free traffic flow with few restrictions on maneuverability or speed.

B | NO DELAYS
Stable traffic flow. Speed becoming slightly restricted. Low restriction on maneuverability.

C | MINIMAL DELAYS
Stable traffic flow, but less freedom to select speed.

UDOT Goal

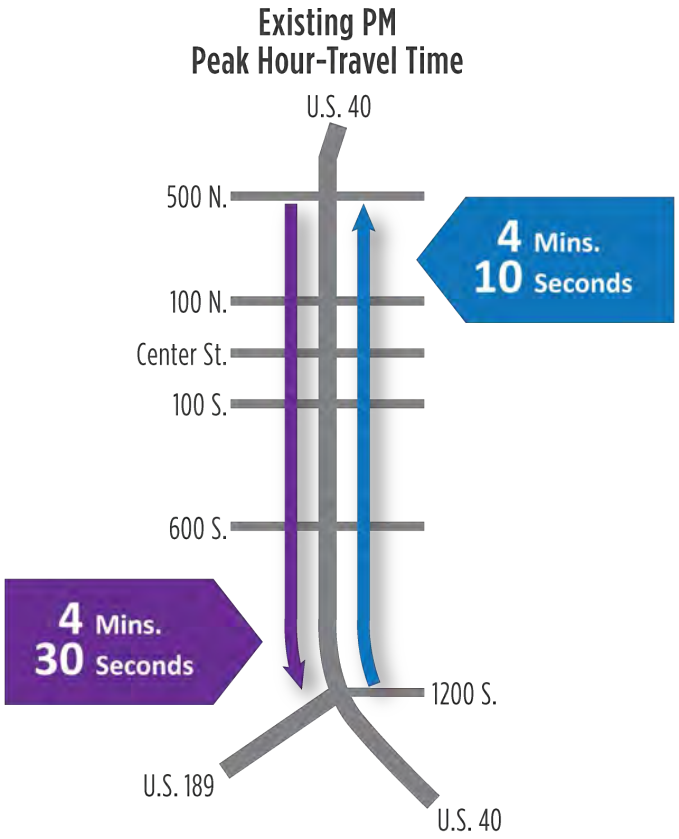
D | NOTICABLE DELAYS
Traffic flow becoming unstable. Speed subject to sudden change.

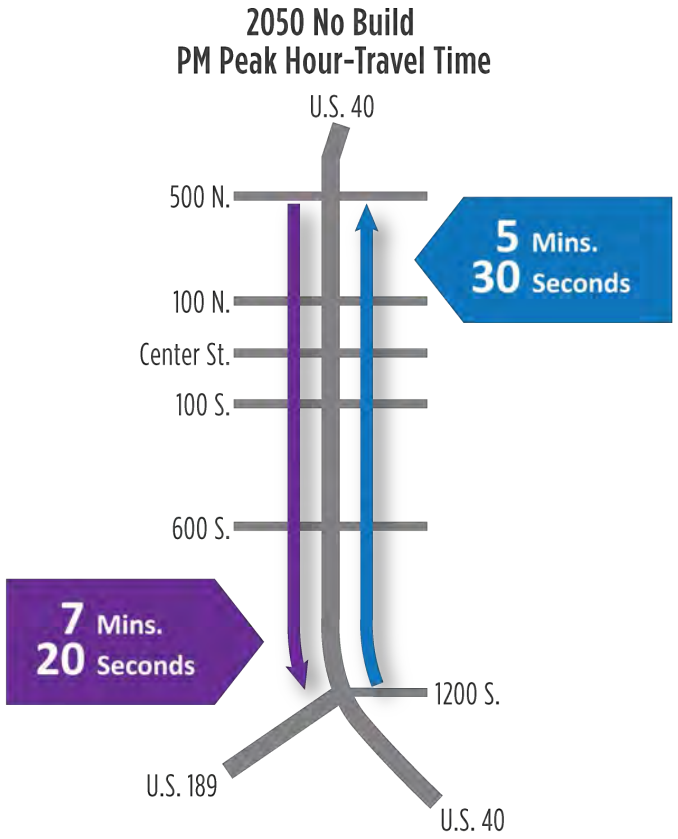
E | CONSIDERABLE DELAYS
Unstable traffic flow. Speed changes quickly and maneuverability is low.

F | CONSIDERABLE DELAYS
Heavily congested traffic. Demand exceeds capacity and speed varies greatly.

Travel Time

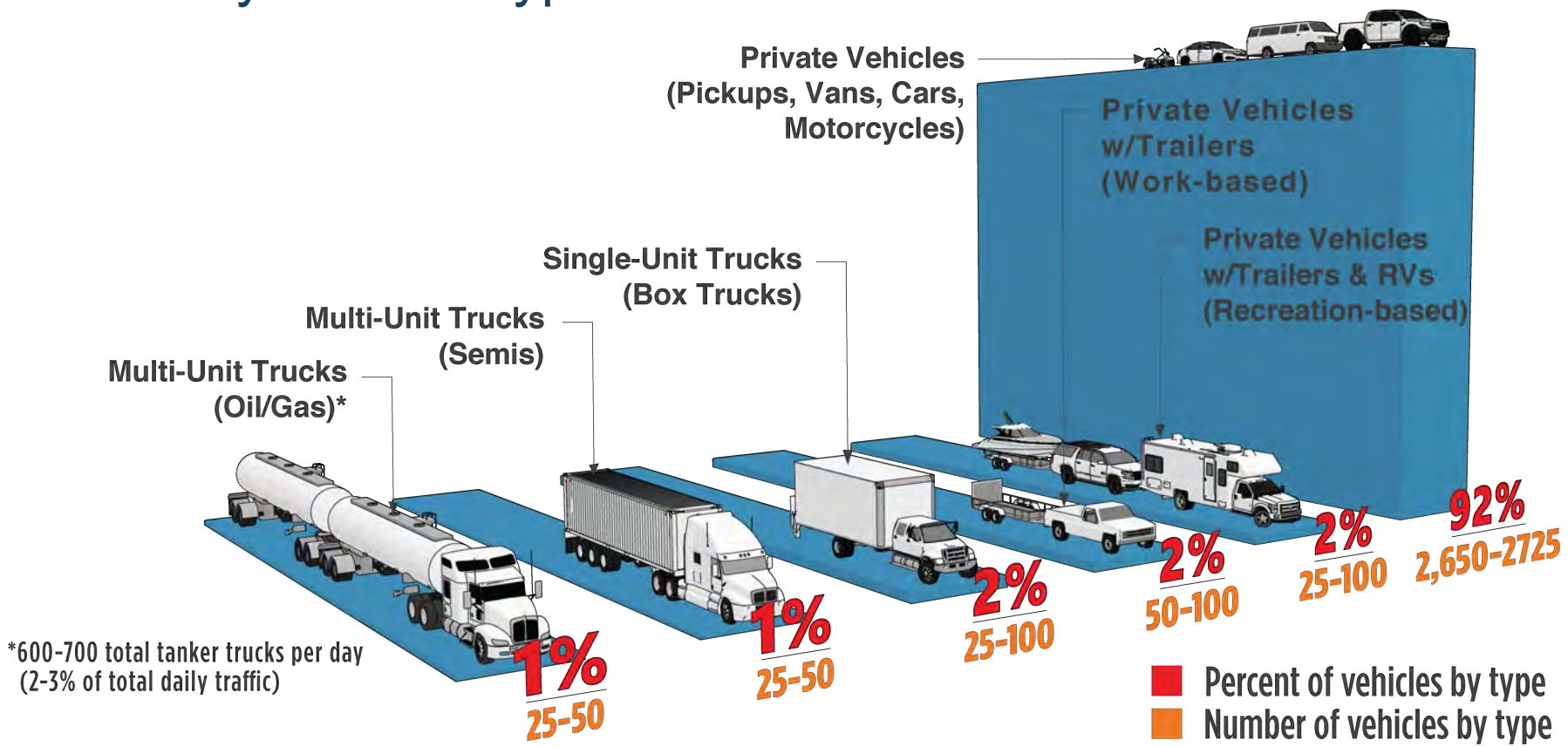
Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT





Main Street Afternoon Peak Hour
Traffic by Vehicle Type

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT



Crash Information

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

Crash Rate	Heber		Vernal (U.S. 40)		Moab (U.S. 191)		Logan (U.S. 91)	
All Crashes[2]	4.21	3.81	1.96	3.81	6.21	2.96	7.60	3.81
Severe Crashes[3]	5.7	8.0	0.0	8.0	5.5	8.2	1.5	8.0
Commercial Motor Vehicle Crashes[2]	0.38	N/A	0.23	N/A	0.65	N/A	0.15	N/A

Statewide Average[1]

1. *Average crash rate for Utah arterial highways of similar traffic volume*
2. *Crashes per year per million vehicle-miles*
3. *Crashes per year per hundred million vehicle miles*


QUESTIONS AND ANSWERS

Public Comment Period

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

August 27, 2020 - September 26, 2020

Provide comments through:

HeberValleyEIS.udot.Utah.gov

HeberValleyEIS@Utah.gov

Connect With Us

Heber Valley Corridor
ENVIRONMENTAL IMPACT STATEMENT

- Email: HeberValleyEIS@utah.gov
- Website: HeberValleyEIS.udot.utah.gov
- Phone: 801-210-0498
- Facebook Group: UDOT Heber Valley Corridor Environmental Impact Statement (EIS)

UDOT Keeping Utah Moving

Heber Valley Corridor

ENVIRONMENTAL IMPACT STATEMENT

The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.

Heber Valley Corridor EIS Virtual Public Meeting

Chat Questions and Comments – August 27, 2020

1. **Rachel Kahler:** What was the day trips for Logan? It's interesting that Heber was in the same crash count.
2. **Tim Dougherty:** Is there any identified opposition to US 40 roadway improvements from stakeholders?.
3. **Robert Davidson:** We missed out on the start of the meeting. Did you discuss the proposed route to avoid main street in Heber?
4. **Erick Hunt-Hawkins**: For the LOS slide, what are the posted speed limits? Both in the study area and on either end? Trying to understand context for LOS breakdown
5. **Heidi Franco:** When/where will the stakeholder group names be posted?
6. **Dougherty:** If route selection is later in the process, what if any impact does the acquisition of ROW to date have?
7. **Brad Winegar:** Is the crash data for Heber for only the highlighted section of 40 (500 N to 1200 S) or is it for a larger section of 40 where there are higher speed limits?
8. **Ned:** I would like to know if commercial and oil/gas trucks pay any kind of toll or fee to transit the valley? If not, it seems like the commercial operators are making a profit while also having an outsized negative impact on the community and not paying into the community. Do trucks now, or might they in the future, pay their way through the valley?
9. **Ned:** Follow up: I think it would be worth studying the possibility of adding a toll, fee, etc to commercial traffic passing through Heber but not for Heber-based commerce. While the highways were built with the intent to facilitate commerce, the current era of negotiating the social contract has shed light on how that arrangement can be regressive and disproportionately impact some stakeholders. While we do derive some benefit from the traffic, it seems to have a much larger negative impact. Since this project seems to be largely necessary because of the negative impact of commercial trucking, especially oil and gas trucking, through town, it seems that the for-profit ventures using the infrastructure should be expected to pay commensurately to their impact, both for any project that may result and for the negative impacts on our valley.
10. **Russellpiper**: Has UDOT considered using Smart Street technology to smooth and speed the flow of traffic while we wait for actual project construction completion.
11. **Russellpiper:** Actually, I just meant the coordination of traffic signal lights, like is used on University through Provo.
12. **Heidi Franco:** The presentation said that your graphs/numbers were based on UDOT completing other traffic projects in Valley, such as the River Road intersection flyover. Are there any other UDOT projects that will also be completed for your chart numbers? If so, what are they?

13. **Glenda Gray:** It seems to me that the city wants to expand the airport for Park City for larger jets by moving the hwy 189, and move the traffic into the city housing. I could support a bypass that uses Hwy 189 but I don't want the hwy moved or a larger airport.
14. **Bethe Price:** Is this study looking at transportation needs within Heber City or within the entire Heber Valley?
15. **MHolden:** The preliminary planning report did identify 3 alternative alignments for the North segment, for example, A, B, and C; but that a recommendation as to which would need to wait for more detailed environmental analysis. Are those alignments still "starting points" for the NEPA planning effort?
16. **Davidhallock:** Is the intent of the design process still to optimize the route in order to receive federal funding? And if so, how do we account for the loss of local control? Also, if the rail line gets put in, the crude oil trucks will go away.
17. **Davidhallock:** It was explained to me that the route had to meet certain federal flow standards in order to receive funding. The route chases that were made were directed by the need to receive the federal funding. As the EIS process was explained to me it would be based entirely upon numbers. The choices made in the original route study. Ok, thanks.
18. **Todd Gray:** The traffic on Main Street looked like the back up corrects it's self after 1st south. Is this because a lot of traffic turns off to go to Midway?
19. **Mlabarge:** Based on the data the slides provided, trucks and other large vehicles only account for 8% of current traffic load. Also, the data showed that more than 50% of the traffic load on main street is local traffic. A bypass may not alleviate enough of the heavy traffic volumes of Heber Valley for the future 2050 traffic goals (by extrapolation from the slides shared, since we can assume that by 2050 more than half the traffic will still be local). Is there a chart or data that does or will show how much of a traffic diminishment will be gained by a potential bypass versus the cost such a project will impose upon the community?
20. **Rachel Kahler:** And a left turn onto Center Street going East needs a light!
21. **Shawn Seager MAG:** https://www.connectingwasatch.info/ recent transit study
22. **Ned:** Thanks, Shawn!
23. **Shawn Seager MAG:** https://mountainland.maps.arcgis.com/apps/MapSeries/index.html?appid=086c48901e00469d85f58887d2c07bf5
24. **Shawn Seager MAG:** population and employment projections
25. **Rachel Kahler:** Please consider the parkway to flow north, and not come back into highway 40 at Back 40 Grill, but flow North, perhaps on a country road all the way to Potter Lane or the River Road-Highway 40 junction.
26. **Shawn Seager MAG:** https://mountainland.org/img/transportation/RPO/Maps/wasatchRPO2019_2050.pdf

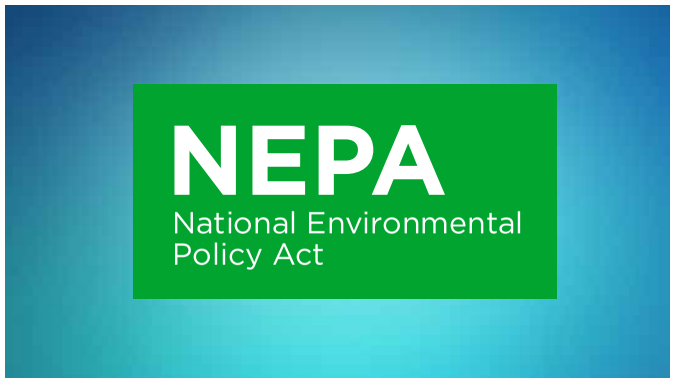
27. **Heidi Franco:** Yet, to put the bypass further into the North Fields would be a tremendous political debate.
28. **Tracy:** AND expensive! Alot of wetalnds to mitigate!
29. **Tracy:** LINK doesn't work

NEPA Process Video

Length 7:00 | B-Roll footage with animated graphics and voice-over

Did you know that every transportation project in Utah goes through a rigorous planning and evaluation process before any construction starts?

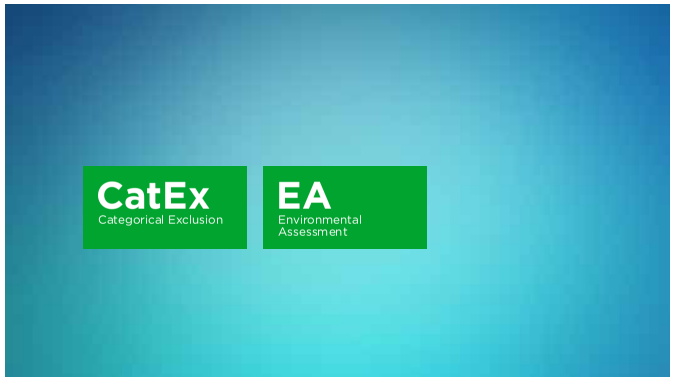
Let's take a closer look: Transportation projects are developed as a result of a long-range planning process as well as UDOT's work to preserve and maintain the state's transportation infrastructure.



An important step in the project development process is performing an environmental analysis. When a project is federally funded or when other federal actions are required, then this analysis must follow the National Environmental Policy Act, also known as the NEPA process.

The NEPA process ensures agencies make informed decisions. It requires disclosure of impacts to ecological, historic, cultural, economic and social resources—both potentially adverse and beneficial.

The NEPA process often benefits from public involvement and participation which helps lead to better solutions.



Once the needs of an area have been identified, UDOT then determines the level of NEPA analysis required, which could be a Categorical Exclusion—or CatEx, an Environmental

Assessment—called an EA, or an Environmental Impact Statement—which we'll refer to as an EIS.

A CatEx is a type of environmental review process conducted for certain types of actions—that based upon past experience with similar actions—do not involve significant environmental impacts.

However, when there is uncertainty whether significant impacts are expected, an Environmental Assessment, or EA, is prepared.

If there will be significant impacts or if the potential for significant impacts is likely, UDOT will begin an Environmental Impact Statement or EIS.

Now let's take a look at the EIS process, the most rigorous form of NEPA analysis.

EIS PROCESS

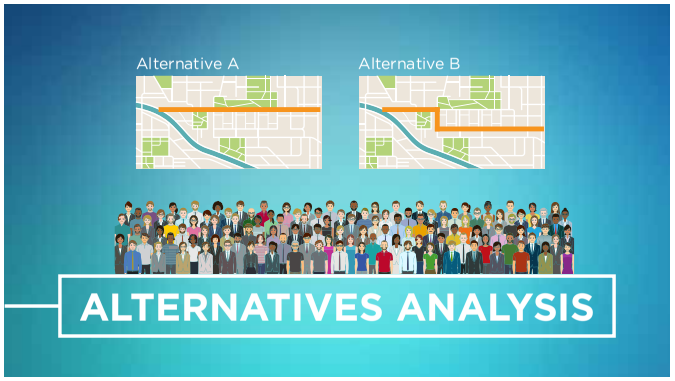
The first phase in the EIS process is to determine the range of issues to be addressed in the study, also known as Scoping. Early in the process, before decisions are made, public input helps identify transportation issues that should be addressed. Public involvement is critical to developing a reasonable range of alternatives.

The next phase of an EIS is to determine the Purpose and Need.

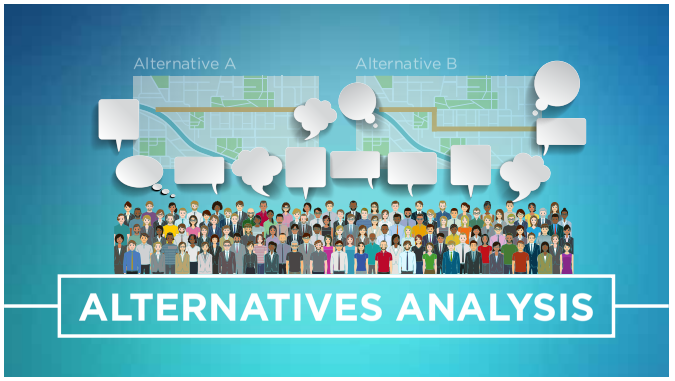
The Need identifies the existing, as well as future, challenges that will need to be addressed.

The Purpose defines a statement of goals and objectives that the study will address.

Next, potential transportation alternatives are developed. The alternatives to be evaluated are informed by previous studies, local planning efforts,



input from the public, other stakeholders, from technical analysis of traffic and safety data. The alternatives are then developed by the project team.

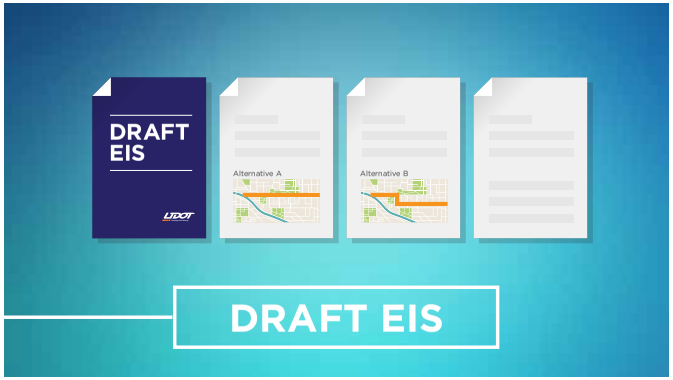


These alternatives are presented to the public in various ways, such as public meetings, or online where community input is gathered.

After the initial alternatives are evaluated, the alternatives that meet the Purpose and Need will be carried forward for further environmental analysis.

The NEPA analysis includes review of environmental laws and regulations such as the Endangered Species Act, the National Historic Preservation Act, the Clean Water Act, the Environmental Justice Executive Order and many others.

Experts will study potential impacts to resources, such as parks and schools; air; noise; wetlands; threatened and endangered species; and many others.



Once potential impacts have been identified and evaluated, a Draft EIS or DEIS is prepared and the public is provided an opportunity to review and comment on the potential transportation alternatives and they are concise and provide useful, relevant information for UDOT to consider before making its final decision.

the potential impacts to the built and natural environment from these alternatives. The Draft EIS will identify a preferred alternative based on its potential impacts and how well it meets the Purpose and Need.

UDOT will then review public comments and conduct further analysis as needed to prepare the Final EIS (FEIS).

UDOT will provide responses to substantive comments received during the official DEIS comment period in the FEIS.

Public input on the information contained in the draft EIS is critical at this stage. Comments on the Draft EIS are most helpful when

These responses can be in the form of changes in the FEIS, factual corrections, modifications to the analyses or the alternatives, new alternatives considered or an explanation of why a comment does not require changes to the EIS.

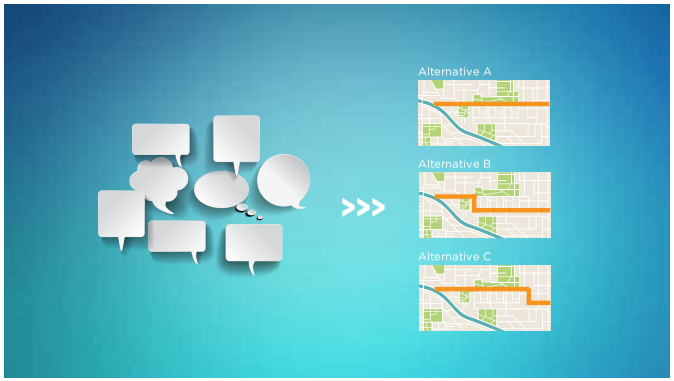
Once the FEIS is complete, UDOT will issue a Record of Decision or ROD, which identifies the final selected alternative. The FEIS and ROD may be issued simultaneously if certain conditions are met.

The final decision will rely on factual data, policy matters, and public input. This is a critical step required to move forward with implementing any transportation solution.

Once the EIS process is complete and when funding is identified and allocated, final design, right-of-way acquisition and construction of a transportation project may begin.

COMMENTING
Now that you understand a little more about the steps, let's address perhaps the most important contribution from the public during this process: Public comment...

It's important to make sure your comments are clear, concise, and relevant to the project.



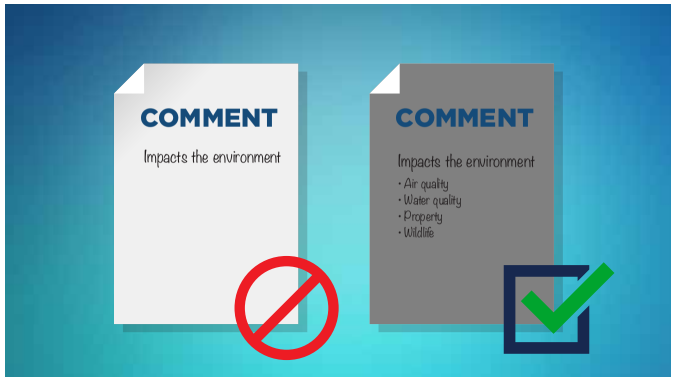
Comments received early in the process—during the Scoping phase, for example—are particularly helpful to inform purpose and need for the action. Early comments also contribute to developing a range of reasonable alternatives.

In drafting comments, try to focus on the Purpose and Need of the proposed action, the proposed alternatives, the assessment of the environmental impacts of those alternatives and the proposed mitigation of potential impacts.

Comments that are solution-oriented and provide specific examples will be more effective than those that that simply state support or opposition to the proposed action or alternative.

Commenting is not a form of "voting" on an alternative. The number of negative comments an agency receives does not prevent an action from moving forward.

Numerous comments that repeat the same basic message of support or opposition will typically be responded to collectively.



In addition, general comments that state an action will have "significant environmental effects" will not help UDOT make a better decision unless the relevant causes and environmental effects are clearly explained.

CONCLUSION

The NEPA EIS process has previously been implemented in a range of UDOT projects.

Public input is a critical part of this process and we encourage you to get involved. To find out about transportation projects in your area visit udot.utah.gov.