

APPENDIX B

Agency Scoping Meeting

Presentation
Meeting Summary



Heber Valley Corridor



ENVIRONMENTAL IMPACT STATEMENT

Agency Scoping Meeting

April 29, 2021

Project Team Members



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



Federal Agency Representatives



- U.S. Army Corps of Engineers | Jason Gipson | Chief, Utah Regulatory Office
- U.S. Army Corps of Engineers | Hollis Jencks | Project Manager
- U.S. Environmental Protection Agency | Philip Strobel | Chief NEPA Branch
- U.S. Environmental Protection Agency | Matt Hubner | Transportation Section Lead
- U.S. Fish and Wildlife Service | Yvette Converse | Supervisor, Utah Field Office
- U.S. Fish and Wildlife Service | Rita Reisor | Botanist
- U.S. Bureau of Reclamation | Kent Kofford | Area Manager, Provo Area Office
- U.S. Bureau of Reclamation | Richard Mingo | Natural Resource Specialist
- U.S. Bureau of Reclamation | Peter Crookston | Environmental Group Chief / NEPA Compliance
- U.S. Bureau of Reclamation | Zach Nelson | Cultural Resources
- U.S. Bureau of Reclamation | Brittany White | Fish & Wildlife Biologist
- U.S. Bureau of Reclamation | Ben Woolf | Lands Group Chief



State Agency Representatives



- Utah Resource Development Coordinating Committee | Sindy Smith | RDCC Coordinator
- Utah Division of Wildlife Resources | Shane Hill | Project Manager
- Utah Division of Wildlife Resources | Mark Farmer | Habitat Manager
- Utah Division of Indian Affairs | Dustin Jansen | Division Director
- Utah Division of Indian Affairs | James Toledo | Program Manager
- Utah State Historic Preservation Office | Chris Hansen | UDOT Liaison
- Utah Reclamation Mitigation & Conservation Commission | Mark Holden | Executive Director



Local Agency Representatives



- Mountainland Association of Government | Shawn Seager | Director of Regional Planning
- Heber Valley Special Services District | Dennis Gunn | Manager
- Heber City | Kelleen Potter | Mayor
- Heber City | Matt Brower | City Manager
- Heber City | Bart Mumford | City Engineer
- Wasatch County | Dustin Grabau | Assistant County Manager
- Town of Daniel | Eric Bunker | Planning Director
- Charleston Town | Brenda Kozlowski | Mayor
- Midway City | Michael Henke | City Planner



Meeting Agenda



- Summary of Early Scoping
- Initiation of the EIS Process
 - Notice of intent
 - Scoping process
- Purpose and Need
- Agency Consultation
- Public review and comment



Early Scoping

✓ Early Scoping Phase - July-December 2020

- Engaged public and agencies
- Solicited input on range of issues and alternatives
- Public meeting - August 27, 2020
- Began development of purpose and need

✓ Early Scoping Period Documents on Website

- Early Scoping Summary Report
 - Summarizes public input and provides comments received
- Early Scoping Summary Report FAQ
- Phase 1 Summary Report
 - Summarizes UDOT 2020 early scoping activities
- Draft Purpose and Need Technical Report

Early Scoping – Resources

Resources and issues identified:

- ✓ Wetlands and other waters of the U.S.
- ✓ Provo River
- ✓ Parks, trails, and open space
- ✓ Wildlife
- ✓ Noise
- ✓ Air quality
- ✓ Visual
- ✓ Water quality
- ✓ Property impacts and devaluation
- ✓ Agriculture
- ✓ Safety
- ✓ Growth

Early Scoping – Project Need

Needs identified:

- ✓ Traffic congestion on U.S. 40 (now and in 2050)
- ✓ Viability of downtown Heber because of congestion, noise, and safety concerns
- ✓ Walkable downtown
- ✓ Travel delays

Early Scoping – Alternatives

Alternatives identified:

- ✓ Improve U.S. 40 (e.g., add lanes and improve intersections)
- ✓ Improve existing roads other than U.S. 40
- ✓ One-way-couplet system
- ✓ West bypass
- ✓ East bypass
- ✓ Transit

EIS Notice of Intent (NOI)

- ✓ Initiation of the EIS Process
- ✓ The NOI informs the public of the upcoming environmental analysis and describes how the public can become involved in the EIS preparation.
 - UDOT anticipates the NOI will be published in late April or early May
- ✓ NOI starts the scoping process, which is the period in which UDOT and the public collaborate to define the range of issues and potential alternatives to be addressed in the EIS
- ✓ UDOT anticipates the public comment period will run from April 30 to June 14, 2021

What is the Project Purpose and Need?

- ✓ The statement of purpose and need is a section of an EIS that describes the underlying need to be met and the other factors relevant to the choice between alternatives.
- ✓ The statement of purpose and need defines the range of reasonable alternatives to be considered.

Project Purpose

Primary Purpose

The purpose of the Heber Valley Corridor EIS is to improve regional and local mobility on U.S. 40 from S.R. 32 to U.S. 189 through 2050 while allowing Heber City to meet their vision for the historic town center.

Secondary Objectives

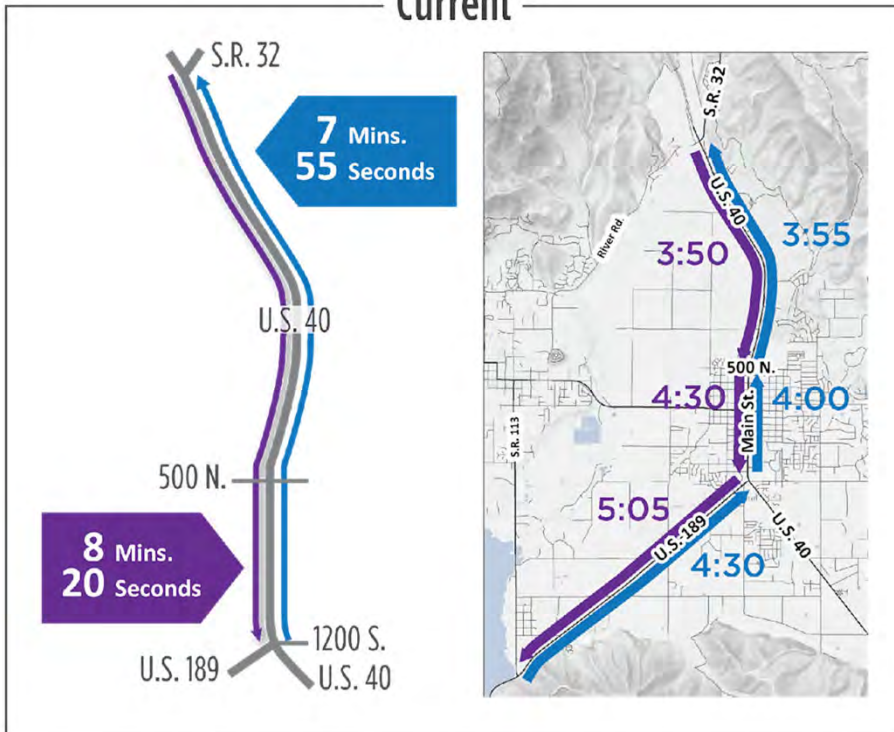
- ✓ Provide opportunities for more active transportation
- ✓ Develop alternative designs that blend with the natural and built environment

Why is the Project Needed?

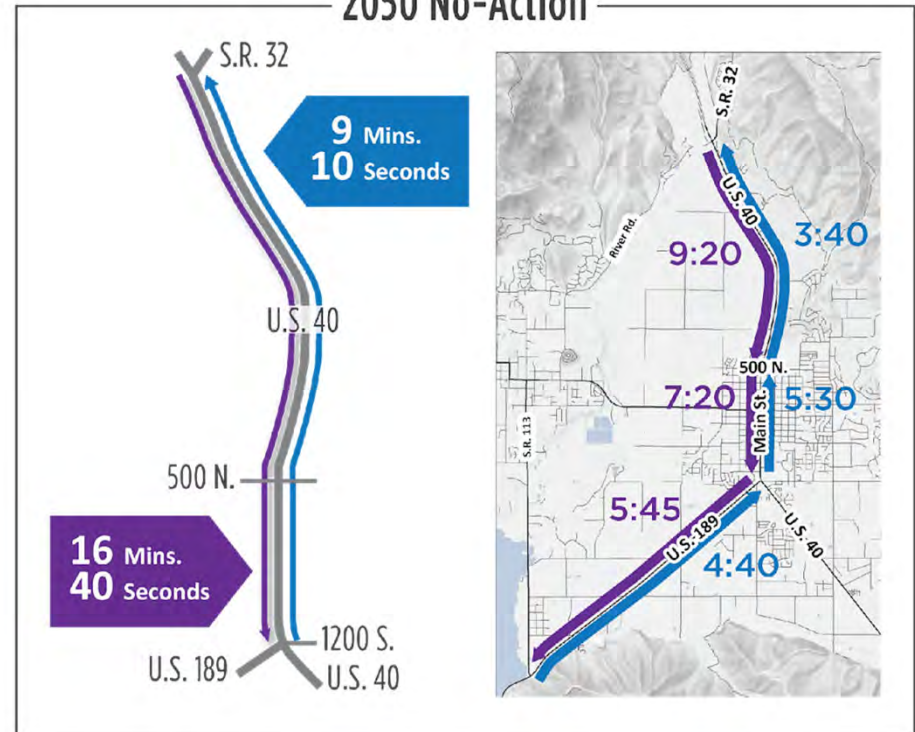
- ✓ The character and function of U.S. 40 changes in Heber City. Throughput is traded for increased access, resulting in congestion and delay.
- ✓ U.S. 40 is currently operating at failing conditions.
- ✓ All signalized intersections on U.S. 40 are expected to operate at failing conditions during the PM peak hour by 2050 if no improvements are made.
- ✓ Southbound travel time on U.S. 40 during the PM peak hour will double by 2050 if no improvements are made.
- ✓ Vehicles backed up waiting to get through an intersection during the PM peak hour will increase and spill back onto U.S. 40 north of town where the posted speed is 55 mph, resulting in safety concerns.
- ✓ Increased traffic on Main Street has disrupted the traditional downtown feel with increased noise and pedestrian safety concerns.

Travel Time

Current



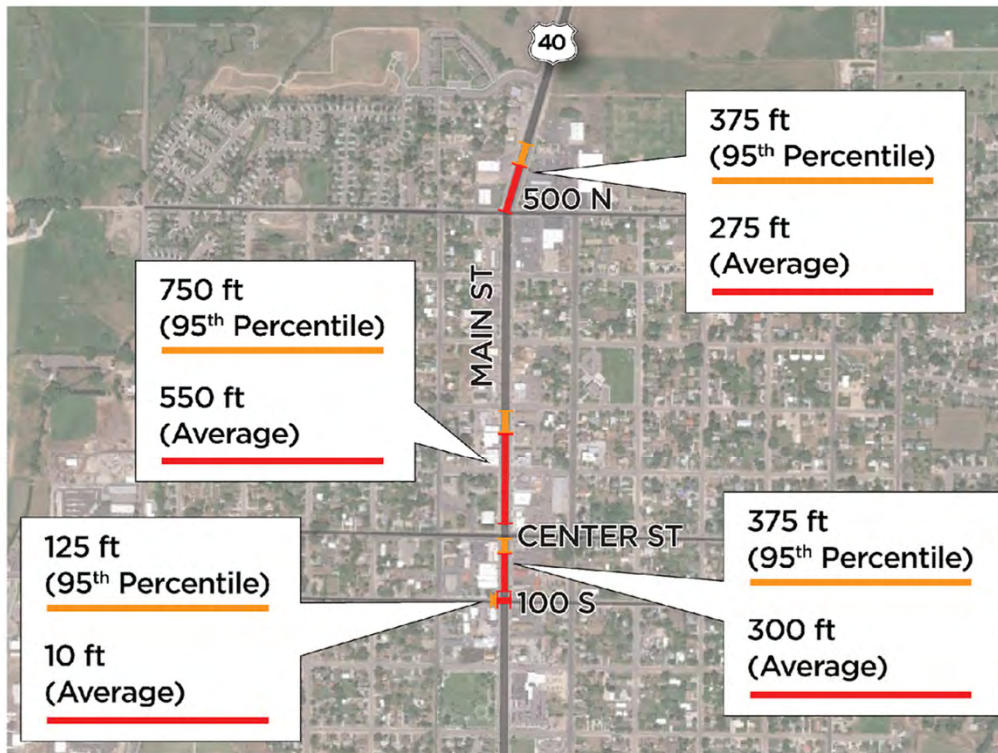
2050 No-Action



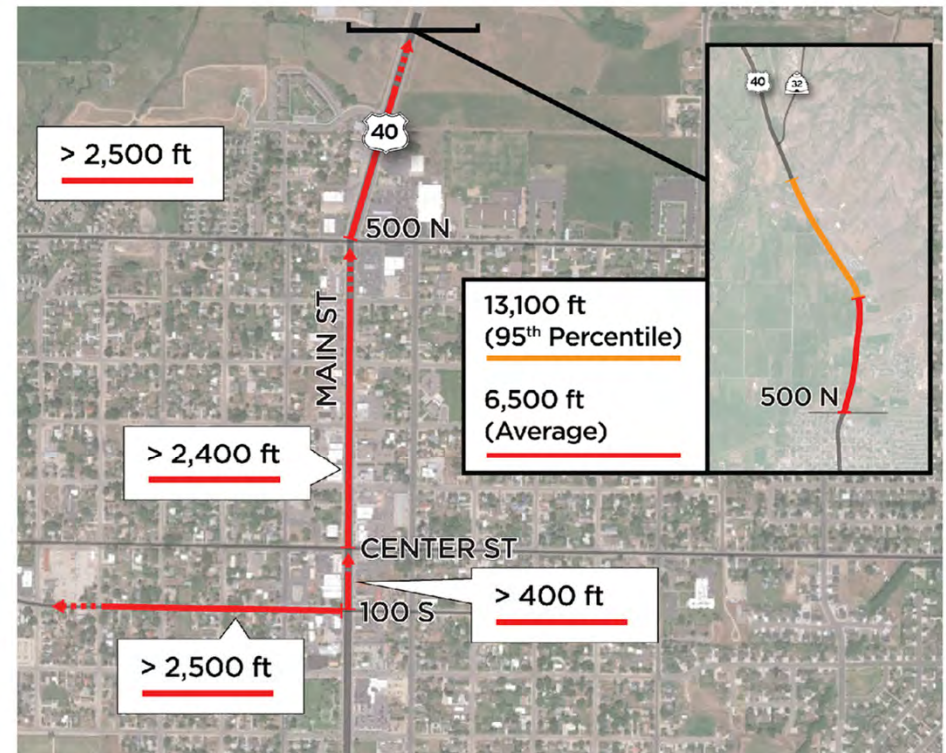
Southbound **Northbound**

Vehicle Back-Ups

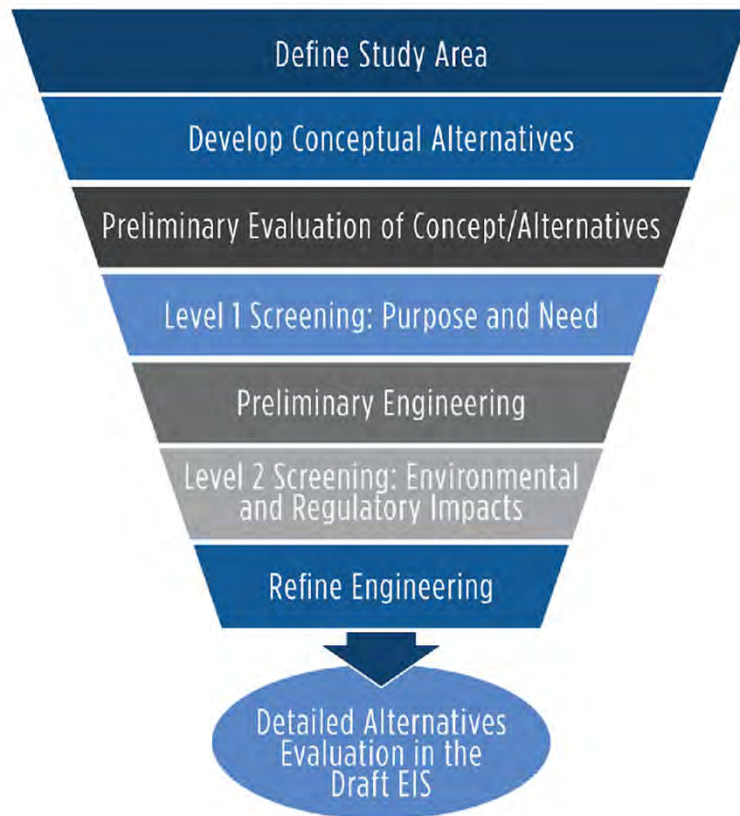
Current



2050 No-Action



Alternatives Screening Process




ALTERNATIVES SCREENING PROCESS

- **Define study area** To meet the Purpose and Need, travel demand modeling will be used to determine how far away alternatives can be from U.S. 40 and still effectively draw traffic off U.S. 40.
- **Develop Conceptual Alternatives** informed by traffic data and public input
- **Preliminary evaluation of alternatives** to determine if they are technically feasible and meet project objectives, NEPA requirements and are within the project study area.
- **Apply first-level screening criteria (Purpose and Need)** to eliminate alternatives that do not meet the purpose and need of the project. Refine alternatives that pass first-level screening.
- **Preliminary engineering** of the alternatives that pass Level 1 screening includes further developing and designing to a higher level of detail before UDOT performs the detailed impact analyses for the EIS.
- **Apply second-level screening criteria (Impacts)** to eliminate alternatives that might meet the purpose and need of the project but would be unreasonable for reasons such as environmental or regulatory impacts.
- **Refine engineering**

Screening Criteria

LEVEL 1 SCREENING CRITERIA

Criteria	Measure
Improve regional and local mobility on U.S. 40 through 2050	<ul style="list-style-type: none"> • Improve arterial and intersection Level of Service (LOS) on U.S. 40 • Substantially decrease thru-traffic travel time • Substantially decrease queue length along U.S. 40 • Minimize conflicts¹ to north-south mobility for thru-traffic
Allow Heber City to meet their vision for the historic town center	<ul style="list-style-type: none"> • Avoid/minimize impacts to valued places² and historic buildings on Main Street • Avoid improvements that would preclude Heber City from implementing strategies to achieve their vision for Main Street (<i>wide sidewalks, bike lanes, landscaping, reduced speed limit</i>)
Right-of-way	<ul style="list-style-type: none"> • Number of partial property acquisitions
 Cost	<ul style="list-style-type: none"> • Alternatives cost compared to other alternatives (<i>alternatives would not be eliminated based on cost unless they are an order of magnitude greater</i>)

Cooperating Agencies

- Agencies that have regulatory authority over the project (e.g., issue a permit) or manage land in the project area
- Participate in the scoping process and coordinate on development of resource specific information

Participating Agencies



- A category created under SAFETEA-LU
- Provides additional opportunities for other federal, state, and local agencies that have an interest in the project or project area to participate through providing input and information.
- Cooperating agencies are always participating agencies



Coordination Plan

- Required for a FHWA EIS by statute
- Describes the agency coordination and consultation plan
- Details agencies' roles and responsibilities
- Identifies opportunities for public involvement
- Describes the communication methods that will be used
- Communicates upcoming meeting dates and the current project schedule
- Communicates the expected document review schedule

Cooperating and Participating Agency Expectations



- Participate in the NEPA process starting at the earliest possible time
 - Milestone-based meetings (scoping/purpose and need, identification of a range of alternatives, publication of the DEIS)
- Participate in the scoping process
 - All agencies and the public encouraged to provide input
- Identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts

Teamwork

- Our commitment to you:
 - Keep you informed
 - Involve you in analysis and decision-making
 - Provide early notification of upcoming reviews and events
 - Respond in a timely manner
- Partnering expectations:
 - Open communication
 - Timely document review
 - Early communication of concerns
 - Foster consensus

Project Timeline & Process



ONGOING STAKEHOLDER ENGAGEMENT

- | | | | | | | |
|--|---|--|--|--|--|---|
| <ul style="list-style-type: none"> • Virtual public meeting • 30-day public comment period | <ul style="list-style-type: none"> • File Notice of Intent to begin NEPA process • 45-day public comment period | <ul style="list-style-type: none"> • Develop screening criteria and preliminary alternatives • Public engagement | | <ul style="list-style-type: none"> • Public hearing • 45-day public comment period | <ul style="list-style-type: none"> • Respond to public comments on DEIS • Revise EIS | <ul style="list-style-type: none"> • Public engagement |
|--|---|--|--|--|--|---|

MONTHLY COORDINATION WITH LOCAL GOVERNMENT AND REGULAR STAKEHOLDER WORKING GROUP MEETINGS

Purpose and Need Public Comment Period



The public comment period will run from
April 30, 2021 – June 14, 2021

Provide comments through:



HeberValleyEIS.udot.Utah.gov



801-210-0498



HeberValleyEIS@Utah.gov



Agency Tasks



- Respond to invitation to be Cooperating or Participating Agency by May 14
 - Include agency point of contact
- Comments on Purpose and Need, Screening Criteria: April 30-June 14 (45 days)
- Review Coordination Plan: Late May 2021 (14 days)
- Milestone Meeting and Review of Range of Alternatives: Fall 2021 (30 days)
- Review and Comment on Alternative Screening Memo: Winter 2021/2022 (30 days)
- Review and Comment on Draft EIS: Spring/Summer 2022 (45 days)



Contact the Project Team



@ Email: HeberValleyEIS@utah.gov

🌐 Website: HeberValleyEIS.udot.utah.gov

📞 Phone: 801-210-0498

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





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.

Summary

Project:	Heber Valley Corridor EIS
Subject:	Agency Scoping Meeting
Date:	Thursday, April 29, 2021
Time:	10:00-11:00 am
Location:	Zoom

Attendees

✓	Name	Representing	Project Role	Email
✓	Craig Hancock	UDOT	Project Manager	chancock@utah.gov
✓	Naomi Kisen	UDOT	Environmental Manager	nkisen@utah.gov
✓	Vince Izzo	HVC Team	Project Manager	Vincent.izzo@hdrinc.com
✓	Andrea Clayton	HVC Team	Environmental Lead	Andrea.clayton@hdrinc.com
✓	Bri Binnebose	HVC Team	Public Involvement	bbinnebose@pennapowers.com
✓	Hollis Jencks	USACE	Project Manager	hollis.g.jencks@usace.army.mil
✓	Matt Hubner	EPA	Transportation Section Lead	hubner.matt@epa.gov
✓	Peter Crookston	USBOR	Environmental Group Chief	PCrookston@usbr.gov
✓	Zach Nelson	USBOR	Archaeologist	znelson@usbr.gov
✓	Brittany White	USBOR	Fish & Wildlife Biologist	blwhite@usbr.gov
✓	Tim McCain	USBOR	Reality Specialist	tmccain@usbr.gov
✓	Michael Mills	URMCC	Project Coordinator	mmills@usbr.gov
✓	Richard Mingo	URMCC	Planning Coordinator	rmingo@usbr.gov
✓	Paula Trater	URMCC	Biological Technician	ptrater@usbr.gov
✓	Sindy Smith	PLPCO	RDCC Coordinator	sindysmith@utah.gov
✓	Shane Hill	UDWR	Project Manager	sahill@utah.gov
✓	James Toledo	UDIA	Program Manager	jtoledo@utah.gov
✓	Shawn Seager	MAG	Director of Regional Planning	sseager@mountainland.org
✓	Dennis Gunn	HVSSD	Manager	hvssd@aol.com
✓	Matt Brower	Heber City	City Manager	mbrower@ci.heber.ut.us
✓	Dustin Grabau	Wasatch County	Assistant County Manager	dgrabau@wasatch.utah.gov
✓	Kendall Crittenden	Wasatch County	Wasatch County Council	kcrittenden@wasatch.utah.gov
✓	Michael Henke	Midway City	City Planner	mhenke@midwaycityut.org
✓	Luke Robinson	Midway City	Planner	lrobinson@midwaycityut.org

Meeting Summary

1. Summary of Early Scoping

- a. UDOT conducted early scoping from July - December 2020 to solicit public and stakeholder input. A summary is available on the project website <https://hebervalleyeis.udot.utah.gov/>.
- b. The draft purpose and need is based on input from early scoping. The technical report will be posted on the website for review on April 30.
- c. Comments from the public and stakeholders identified interest and/or concern with wetlands, the Provo River, wildlife, noise, air quality, visual, water quality, property impacts, agriculture, safety, and growth.
- d. Alternatives identified in early scoping include improvements to U.S. 40, improvements to other existing roads, one-way-couplet system, west bypass, east bypass, and transit.

2. Notice of Intent (NOI)

- a. UDOT submitted a NOI to the Federal Register, it should be posted shortly. This will officially kick-off the EIS process.
- b. A 45-day public comment period will run from April 30 to June 14.

3. Draft Purpose and Need

- a. The purpose is the guiding statement for development of the EIS. UDOT's currently proposed purpose and need:

The purpose of the Heber Valley Corridor EIS is to improve regional and local mobility on U.S. 40 from S.R. 32 to U.S. 189 through 2050 while allowing Heber City to meet their vision for the historic town center.

- b. Secondary objectives are desirable, but don't drive the project. UDOT's currently proposed secondary objectives:
 - Provide opportunities for more active transportation. Active transportation could include bike lanes, trails, pedestrian accommodations and could look different for different alternatives.
 - Develop alternative designs that blend with the natural and built environment.
- c. The project need is based on issues identified on U.S. 40:
 - U.S. 40 changes from a high-speed facility north of Heber City to a Main Street in Heber City, resulting in congestion and delay.
 - U.S. 40 is currently operating at failing conditions and will continue to get worse if nothing is done.

- Southbound travel time will double by 2050 during the PM peak hour. There is more traffic traveling southbound during the evening peak hour compared to northbound.
 - Vehicles queue (back-up) waiting to get through the intersections during the PM peak hour. By 2050, the southbound backups will almost reach S.R. 32. This raises safety concerns because the speed limit is 55 mph and sight distance is limited by curves.
4. **Alternative Screening Process.** The alternative screening process is a series of steps to narrow down alternatives to be studied in detail in the Draft EIS. UDOT's proposed screening criteria is as follows:
- i. **Level 1** screening determines which alternatives meet the purpose and need.
 - The ability to improve mobility is measured by level of service, travel time, queue length, number of conflicts.
 - Allowing Heber City to meet their vision for the historic town center is measured by how an alternative can avoid/minimize impacts to valued places and historic buildings on Main Street. Alternatives should not preclude Heber City from implementing strategies to achieve their vision.
 - **Level 2** screening evaluates impacts to resources that have regulatory protection: Waters of the U.S., Section 4(f) historic and recreation properties, and Section 6(f) properties that have received funds from the Land and Water Conservation Act.
 - Comment – Wildlife and waterfowl refuges are also Section 4(f) resources. It is likely Bureau of Reclamation lands from the Jordanelle Dam to Charleston qualify for 4(f). Response – any resource that qualifies for 4(f) would be used for Level 2 screening. It is unlikely the project would impact lands managed by the Bureau of Reclamation because of distance from U.S. 40. As alternatives get farther away from U.S. 40, they do not attract as much traffic away from U.S. 40 and cannot meet the purpose and need.
 - Right-of-way and property impacts are also considered. Question - how is the right-of-way preserved by Heber City and Wasatch County accounted for? Response – the project would take that into consideration (that the preserved land is intended to be used for a transportation corridor).
 - Cost is also a consideration, but more as information. Alternatives are generally not eliminated based solely on cost unless they are significantly higher.
5. **Agency Consultation.** There are two levels of agency consultation:
- a. Cooperating agencies have regulatory authority and are more closely involved regarding the resources under their jurisdiction. UDOT has asked USACE and USEPA to be cooperating agencies. Cooperating agencies are always participating agencies.

- b. Participating agencies have a specific meaning under the U.S. Department of Transportation environmental process. These federal, state, and local agencies have an interest in the project.
 - c. UDOT will prepare an agency coordination plan describing the roles and responsibilities, opportunities for public involvement, communication methods, proposed project schedule, and document review schedule.
 - d. UDOT asks cooperating and participating agencies to identify concerns as early as possible, for timely document review, and to foster consensus.
 - e. UDOT commits to keeping agencies informed, providing early notification of upcoming meetings and reviews, and responding in a timely manner.
6. **Public Review and Comment** runs from April 30 through June 14.
- a. Comments accepted through:
 - Website <https://hebervalleyeis.udot.utah.gov/>.
 - Email HeberValleyEIS@utah.gov
 - Telephone 801-210-0498.
 - b. Social media:
 - i. What is the social media strategy? There is a project Facebook group intended to push out official information. It is monitored regularly. UDOT will not respond to every comment posted on Facebook, rather the strategy is to identify key themes and respond that way.
 - ii. Is UDOT going to monitor other Facebook pages (e.g. Ask Heber)? No, UDOT will not monitor other Facebook pages. We would like to encourage people to join the official project group. Help from Heber City and Wasatch County pointing constituents in that direction would be appreciated.
 - iii. Social media comments are not considered official comments. Please encourage constituents to provide official comments through the project website, email, telephone, or postal mail.