

Coordination Plan

Heber Valley Corridor Environmental Impact Statement

Lead agency:
Utah Department of Transportation

May 7, 2025

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1.0 Introduction

The Utah Department of Transportation (UDOT) is preparing an environmental impact statement (EIS) to evaluate transportation solutions to improve mobility through the Heber Valley and the operation of U.S. Highway 40 (US-40). The EIS will be prepared according to the procedural provisions of the National Environmental Policy Act (NEPA) and other laws, regulations, and guidelines of the Federal Highway Administration (FHWA). This document conforms to the requirements of UDOT, the project sponsor and lead agency.

1.1 Purpose of This Coordination Plan

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU; Public Law 109-059), codified as Section 139 of amended Chapter 1 of Title 23, United States Code (23 United States Code [USC] Section 139), requires the federal lead agency to develop a coordination plan for all projects for which an EIS is prepared under the National Environmental Policy Act of 1969. The purpose of the plan is to coordinate public and agency participation and comment on the NEPA environmental review process. The plan should explain how the public, agencies, and local governments are given opportunities to provide input about a project.

This coordination plan will guide the lead agency through the agency and public coordination activities for the Heber Valley Corridor EIS. As a result of NEPA Assignment, UDOT is the lead agency (for more information, see the paragraph below titled *NEPA Assignment*). Section 2.1, *Lead Agency*, lists the lead agency contacts for the project.

This coordination plan defines the process by which UDOT will communicate information about the project and how input from cooperating and participating agencies and the public will be solicited and considered. The plan will be updated periodically to reflect schedule updates and other changes such as modified meeting information. This coordination plan:

- Describes the agency coordination and consultation plan for the EIS process
- Identifies opportunities for public involvement during the EIS process
- Describes the communication methods that will be used during the EIS process
- Describes the public meetings that will be held in the project area, the information that is likely to be presented at each meeting, and the anticipated dates and locations of the meetings
- Communicates upcoming meeting dates and the current project schedule
- Communicates the expected document review schedule

Cooperating Agencies. A *cooperating agency* is any federal agency, other than a lead agency, that has jurisdiction by law or special expertise concerning the action or with respect to any environmental impacts involved in a proposed project or reasonable alternative. Their selection and responsibilities are described in 23 Code of Federal Regulations (CFR) Section 771.111, 23 USC Section 139, and 40 CFR Section 1501.8. All cooperating agencies are participating agencies by definition.

A state or local agency of similar qualifications (or, when the project could affect land of tribal interest, a Native American tribe) may, by agreement with the lead agency, also become a cooperating agency. Cooperating agencies for the Heber Valley Corridor EIS are discussed further in Section 2.2, *Cooperating Agencies*.

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

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

1.2 Project Overview and History

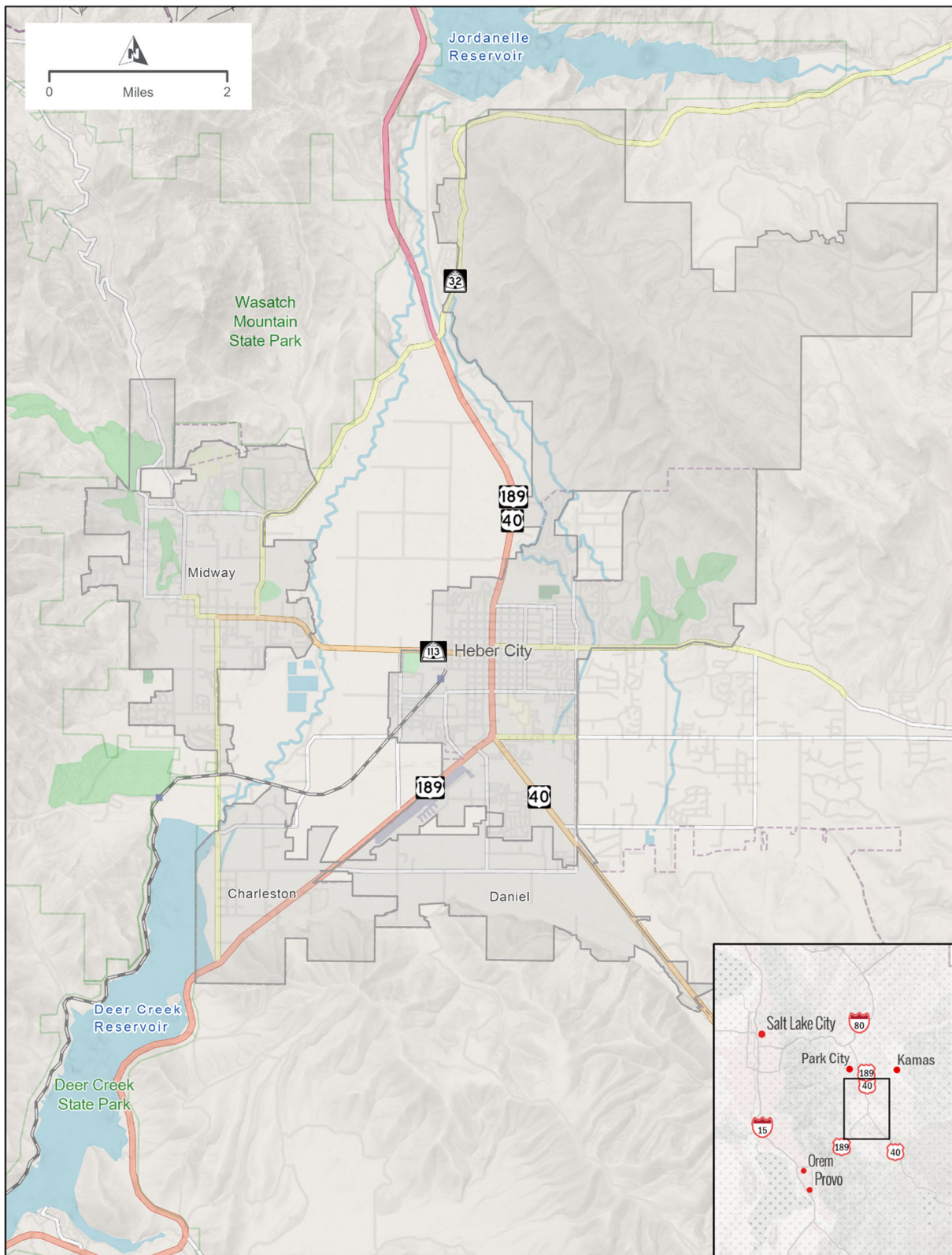
1.2.1 Project Overview

UDOT will prepare an EIS to evaluate transportation solutions to improve mobility through the Heber Valley and the operation of US-40 in Wasatch County, Utah. The proposed project study area is centered on US-40 from State Route (SR) 32 to its intersection with U.S. Highway 189 (US-189) (Figure 1). The study area expands to include about 1.5 miles west of US-40, 1.5 miles east of US-40, and 1.5 miles south of the intersection of US-40 and US-189.

UDOT initiated an early scoping process in the spring of 2020 to provide information and solicit input. During early scoping, UDOT conducted a traffic and safety technical analysis and coordinated with agencies, stakeholders, and the public to identify transportation needs, preliminary alternatives, and potentially significant environmental issues. A public early scoping meeting was held on August 27, 2020. Based on early scoping, UDOT developed a draft purpose and need statement. UDOT published a Notice of Intent (NOI) on May 11, 2021, soliciting comments on the draft purpose and need statement, the alternatives, and the scope of the NEPA analysis that was developed during early scoping. Based on scoping comments, UDOT revised the purpose and need statement. The *Purpose and Need Technical Report* (UDOT 2022a), the *Early Scoping Summary Report* (UDOT 2020), and the *Scoping Summary Report* (UDOT 2021a) are available on the project website at <https://hebervalleyeis.udot.utah.gov>.

The purpose of the Heber Valley Corridor Project is to improve regional and local mobility on US-40 from SR-32 to US-189 and provide opportunities for nonmotorized transportation while allowing Heber City to meet their vision for the historic town center. The evaluation of transportation needs in the Heber Valley is focused on US-40 because it is the only principal arterial in the valley. The character and function of US-40 changes from a 65-miles-per-hour (mph) limited-access freeway north of Heber City to a 35-mph Main Street with signalized intersections in Heber City. These changes decrease throughput on US-40 but increase access within Heber City's historic core, resulting in congestion and delay.

Figure 1. Project Area



Portions of US-40 currently operate at failing conditions, and these conditions will continue to worsen as the population increases. All signalized intersections on US-40 currently operate at acceptable conditions; however, if no improvements are made, they are expected to operate at failing conditions during the PM peak hour by 2050. During the PM peak hour, vehicle queue lengths (vehicles backed up waiting to get through an intersection) will increase and spill back to other intersections and onto US-40 north of Heber City, where the posted speed is 55 mph, resulting in safety concerns. Additionally, increased traffic on Main Street has disrupted the traditional feel by increasing noise and pedestrian safety concerns.

UDOT is proposing to provide additional north-south capacity on US-40. In 2023, UDOT published the *Final Alternatives Development and Screening Report* (January 2023). UDOT considered a range of alternatives based on the purpose of and need for the project while taking into account agency and public input. UDOT considered the following conceptual alternatives:

- Taking no action
- Making improvements, such as adding lanes and improving intersections, to US-40
- Making improvements to existing roads other than US-40
- Constructing a one-way-couplet system
- Constructing a new bypass west of US-40
- Constructing a new bypass east of US-40
- Implementing Transportation System Management (TSM)
- Improving transit

Based on an evaluation of 23 conceptual alternatives, 5 western bypass alternatives passed the screening process and were in the process of being evaluated in detail in the Draft EIS.

1.2.2 Changes and Updates Made to the Heber Valley Corridor Coordination Plan since January 2023

For the *Final Alternatives Development and Screening Report* (January 2023), UDOT relied on the Summit-Wasatch travel demand model version 1 2020-06-10. This travel demand model is the approved tool for forecasting traffic volumes in Summit and Wasatch Counties in 2050 (the design year for the EIS) to analyze how well each alternative would meet the project purpose.

After the release of the *Final Alternatives Development and Screening Report* (January 2023), UDOT conducted a sensitivity analysis using a draft version of the updated Summit-Wasatch travel demand model. Regional travel demand models typically undergo comprehensive updates every 4 years to coincide with the 4-year update cycle for a long-range plan. This model update accompanied the development and adoption of the *2023 UDOT Long-range Transportation Plan*. And, the model update included revisions to growth assumptions for Summit and Wasatch Counties.

UDOT's sensitivity analysis found that traffic was forecasted to increase by as much as 30% in some locations in the needs assessment study area compared to forecasts produced using the previous version of the model. This increase in traffic warranted an investigation by UDOT to determine how the 30% increase in forecasted traffic would affect the alternatives being considered. This investigation delayed the EIS process while version 2 of the travel demand model was calibrated and finalized.

In fall 2024, UDOT thoroughly reviewed the calibrated and finalized version of the Summit-Wasatch travel demand model (version 2.1 2024-03-28). UDOT determined that, without additional improvements, the five alternatives that had passed through screening in 2023 would no longer meet the purpose of the project. For this reason, UDOT refined the designs of the 2023 alternatives to include additional improvements, such as additional travel lanes, turn lanes, and grade separation (interchanges and directional ramps), and rescreened them. Based on the rescreening process, two western bypass alternatives will be carried forward for detailed consideration in the EIS. For more information, see the *Alternatives Development and Screening Report Addendum* (UDOT 2025).

1.2.3 Project History

As communities grow, traffic and congestion increase in the town center. Many Cities consider rerouting regional traffic from the center of town to the periphery to improve mobility, safety, and quality of life in the downtown area. Heber City and Wasatch County have been considering a bypass road around Heber City for more than 20 years. A bypass has been identified in several previous planning documents, including the following:

- *Heber City Highway Bypass Study* prepared for UDOT, Mountainland Association of Governments (MAG), Heber City, and Wasatch County (PEC 2008)
- *Wasatch County General Plan 2001–2016* (Wasatch County 2010)
- *Heber City General Plan, Chapter 3, Transportation Plan* (Heber City 2017)
- *Heber Valley Parkway Planning Study* prepared for UDOT, MAG, Heber City, and Wasatch County (Avenue Consultants 2019)
- *Heber City Envision 2050 General Plan* (Heber City 2023)

These previous studies have focused on a western bypass generally running north-south near 1200 West/Southfield Road between US-189 and SR-113 and connecting back to US-40 near 850 North. The studies have shown various alignments through the North Fields (the undeveloped land north of Heber City and west of US-40). The 2019 study also showed a variation on the southern end with the bypass connecting to US-189 farther west, skirting the west edge of the sewer farm at Edwards Lane.

Although UDOT is aware of these previous planning studies and corridor-preservation efforts, the EIS will not assume that a bypass will be the selected alternative. Previous studies will inform the EIS regarding key issues and recommendations, but they will not direct any specific alternatives or outcomes.

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

2.1 Lead Agency

The lead agency for the Heber Valley Corridor EIS is UDOT. UDOT's contacts for the project are listed in Table 2-1.

Table 2-1. Lead Agency Contacts

| Name and Organization | Title | Contact Information |
|------------------------------|--------------------|--|
| Craig Hancock UDOT | Project Manager | Phone: (801) 928-9158 Email: chancock@utah.gov |
| Naomi Kisen UDOT | Environmental Lead | Phone: (801) 965-4005 Email: nkisen@utah.gov |

Responsibilities

The roles and responsibilities of lead agencies are codified in 23 USC Section 139. The lead agency is responsible for supervising the preparation of the EIS. The lead agency also must:

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

2.2 Cooperating Agencies

Cooperating agencies are agencies or tribes that have jurisdiction by law or that have special expertise regarding the evaluation of a project. Agencies that accepted cooperating agency status for the Heber Valley Corridor EIS are listed in Table 2-2.

Table 2-2. Cooperating Agency Contacts

| Name and Organization | Title | Contact Information |
|--|--|---|
| Mike Pectol U.S. Army Corps of Engineers | Senior Project Manager | U.S. Army Corps of Engineers Utah Regulatory Office 533 West 2600 South, Suite 150 Bountiful, UT 84010 Michael.A.Pectol@usace.army.mil (801) 295-8380 ext. 8315 |
| Matt Hubner U.S. Environmental Protection Agency | NEPA Reviewer; Transportation Section | EPA Region 8, NEPA Branch 1595 Wynkoop Street Denver, CO 80202 hubner.matt@epa.gov (303) 312-6500 |

Responsibilities

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

2.3 Participating Agencies

Participating agencies are federal, state, tribal, regional, or local government agencies that have an interest in a project. Agencies that accepted participating agency status for the Heber Valley Corridor EIS are listed in Table 2-3.

Table 2-3. Participating Agency Contacts

| Name and Organization | Title | Contact Information |
|---|--|--|
| Rita Reisor U.S. Fish and Wildlife Service | Deputy State Supervisor | U.S. Fish and Wildlife Service Utah Field Office 2369 W Orton Circle, Suite 50 West Valley City, UT 84119 rita_reisor@fws.gov (801) 975-3330 |
| Peter Crookston Bureau of Reclamation | Fish and Wildlife Biologist | Bureau of Reclamation Provo Area Office 302 E Lakeview Parkway Provo, UT 84606 pcrookston@usbr.gov (801) 379-1152 |
| Michael Mills Utah Reclamation Mitigation and Conservation Commission | Executive Director | Utah Reclamation Mitigation and Conservation Commission 230 South 500 East, Suite 230 Salt Lake City, UT 84102-2045 mmills@usbr.gov (801) 524-3146 |
| Josee Seamons Utah Division of Wildlife Resources | Project Manager | Utah Division of Wildlife Resources, Central Region 1115 N Main Street Springville, UT 84663 jseamons@utah.gov (385) 421-1277 |
| Sindy Smith Resource Development Coordinating Committee (RDCC)/Public Lands Policy Coordinating Office (PLPCO) | RDCC Coordinator | PLPCO PO Box 141107 Salt Lake City, UT 84114-1107 sindysmith@utah.gov (801) 537-9023 |
| Bob Allen Mountainland Association of Governments | Senior Planner and TIP Program Manager | Mountainland Association of Governments 586 East 800 North Orem, UT 84097 rallen@mountainland.org (801) 836-2823 |

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Table 2-3. Participating Agency Contacts

| Name and Organization | Title | Contact Information |
|--|--------------------------|--|
| Matt Brower Heber City | City Manager | Heber City 75 N Main Street Heber City, UT 84032 mbrower@ci.heber.ut.us (435) 657-7885 |
| Dustin Grabau Wasatch County | Assistant County Manager | Wasatch County 25 N Main Street Heber City, UT 84032 dgrabau@wasatch.utah.gov (435) 657-3310 |
| Michael Henke City of Midway | City Planner | City of Midway 75 North 100 West PO Box 277 Midway, UT 84049 mhenke@midwaycityut.org (435) 654-3223 x105 |

Responsibilities

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

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

3.0 Agency Coordination, Public Involvement, and Scheduling

The lead agency is responsible for preparing a project’s environmental document, including coordinating agency and public involvement. SAFETEA-LU Section 6002 states that, as part of the coordination plan, the federal lead agency may establish a schedule for completing the environmental review process for a project. The schedule should be developed in consultation with participating agencies and the local lead agency (in this case, UDOT is the local lead agency and also has the authority of the federal lead agency). Table 3-1 summarizes key coordination activities and the expected completion dates.

Table 3-1. Schedule for the Heber Valley Corridor EIS Process

| Milestone or Activity | Participants | Actions | Completion Date |
|--------------------------------|-------------------------------|---|-----------------|
| Early Scoping (pre-NOI) | | | |
| Early scoping open house | Lead agency, agencies, public | Lead agency held open house to educate the public on the NEPA process, identify issues that should be evaluated in detail, form the scope of analysis to be conducted, and provide an opportunity for public involvement on defining the purpose and need and consideration of range of alternatives. The early scoping notice informed the public that a separate EIS scoping meeting after release of the NOI might not be conducted. A 37-day public comment period ran from August 27 through October 3, 2020. A summary is available on the project website: Early Scoping Summary Report . | August 27, 2020 |
| Agency coordination meeting | Lead agency, select agencies | Lead agency held an agency coordination meeting with the U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, U.S. Fish and Wildlife Service, and Utah Division of Wildlife Resources during the early scoping period to identify issues early. These agencies were identified because there is a large wetland complex northwest of Heber City, and it is possible or likely that these agencies would have jurisdiction by law or special expertise with respect to the environmental impacts of the project. A summary of the meeting is included in the Early Scoping Summary Report . | August 27, 2020 |

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Table 3-1. Schedule for the Heber Valley Corridor EIS Process

| Milestone or Activity | Participants | Actions | Completion Date |
|--|---|--|------------------------|
| NOI and Scoping | | | |
| Notice of Intent (NOI) | Lead agency | Lead agency prepared and published the NOI. The NOI included information about the 45-day comment period (April 30 through June 14, 2021) soliciting comments on the draft purpose and need, the alternatives, and the scope of the NEPA analysis that was developed during early scoping. The NOI included a link to the website for the <i>Draft Purpose and Need Technical Report</i> , the <i>Phase One Summary Report</i> (UDOT 2021b), and the Early Scoping Summary Report to allow the public to review and provide any further input during the 45-day scoping comment period. Notice of the scoping process was published in newspapers, posted on social media websites, and sent through email updates. | May 11, 2021 |
| Letters of invitation | Lead agency | Lead agency prepared invitation letters for cooperating and participating agencies. | April 7, 2021 |
| Agency meeting | Lead, cooperating, and participating agencies | Lead agency held the agency scoping meeting. A summary of the meeting is included in Appendix B, Agency Scoping Meeting, of the Scoping Summary Report . | April 29, 2021 |
| Coordination plan | Lead agency | Lead agency developed this coordination plan to disclose the agency and public involvement plan. The coordination plan will be updated as the project progresses and published on the project website: Coordination Plan . | Revised March 27, 2025 |
| Scoping report | Lead agency | Lead agency prepared a report that summarizes scoping activities and comments. The report is available on the project website: Scoping Summary Report . | September 20, 2021 |
| Purpose and Need, Alternatives | | | |
| Develop purpose and need | Lead, cooperating, and participating agencies, and public | Lead agency developed draft purpose and need based on input from early scoping process and provided opportunity for agency and public input during the 45-day comment period for scoping. UDOT revised the purpose and need based on scoping comments to include nonmotorized transportation as a primary purpose. The report is available on the project website: Purpose and Need Technical Report . | Revised June 7, 2022 |
| Develop methodology for alternatives screening and selection | Lead, cooperating, and participating agencies, and public | Lead agency developed criteria for how alternatives will be screened. Lead agency provided opportunity for agency and public input during the 45-day comment period for scoping, and again during the 30-day comment period for alternatives (October 5 to November 4, 2021). | October 5, 2021 |

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Table 3-1. Schedule for the Heber Valley Corridor EIS Process

| Milestone or Activity | Participants | Actions | Completion Date |
|---|---|--|--------------------------|
| Develop initial range of alternatives | Lead, cooperating, and participating agencies, and public | Lead agency used information received during early scoping and scoping to identify initial alternatives. Lead agency held alternatives development meetings on October 5 and 6, 2021. Opportunity for additional input on alternatives and screening criteria provided during a 30-day comment period (October 5 to November 4, 2021). | October 5, 2021 |
| Identify appropriate level of detail for alternatives analysis | Lead, cooperating, and participating agencies, and public | Through continual coordination, lead agency developed and documented guidelines for the appropriate level of detail for the alternatives analysis. | 2022 |
| Identify alternatives to be carried forward for review in the EIS | Lead and cooperating agencies | Lead and cooperating agencies screened alternatives using agreed-on methodology and identified alternatives to be analyzed in the EIS. Lead agency published the <i>Draft Alternatives Development and Screening Report</i> (UDOT 2022b) on June 7, 2021, followed by a 45-day comment period (June 7 to July 22, 2022). UDOT revised the <i>Alternatives Development and Screening Report</i> based on comments and new wetlands delineation field data collected in 2022. The final report is available on the project website: Final Alternatives Development and Screening Report . | Revised January 16, 2023 |
| Revise alternatives based on updated travel demand model (version 2.1) and rescreen | Lead agency | Lead agency revised alternatives that passed through screening in 2023 to accommodate the increase in projected travel demand. Lead agency screened the alternatives using the same methodology as was used previously. Lead agency published <i>Addendum to the Final Alternatives Development and Screening Report</i> on March 27, 2025. The addendum is available on the project website: Heber Valley Corridor EIS Coordination Plan . | March 27, 2025 |
| Prepare EIS | | | |
| Prepare Draft EIS | Lead agency | Lead agency characterizes environmental conditions and analyzes environmental effects of project alternatives. Lead agency prepares and releases a Draft EIS, which identifies a preferred alternative. | Expected fall 2025 |
| Identify the preferred alternative | Lead and cooperating agencies | Lead agency identifies the preferred alternative with input from cooperating agencies. | Expected fall 2025 |
| Draft EIS public comment period and hearing | Lead, cooperating, and participating agencies, and public | Lead agency publishes a Draft EIS Notice of Availability (NOA) in the Federal Register. Lead agency holds a public hearing on the Draft EIS and seeks input during a 45-day comment period . | Expected fall 2025 |
| Compile and respond to comments on Draft EIS | Lead agency | Lead agency compiles, categorizes, and responds to comments received on the Draft EIS. | Expected winter 2025 |
| Prepare Final EIS and Record of Decision (ROD) | Lead agency | Lead agency prepares the Final EIS and ROD, which responds to comments received on the Draft EIS. | Expected spring 2026 |
| Release Final EIS and ROD | Lead agency | Lead agency releases the Final EIS and ROD with the NOA in the Federal Register. | Expected spring 2026 |

3.1 Cooperating and Participating Agencies

UDOT asked the cooperating and participating agencies to submit comments during scoping that summarize their interests related to the project area. Following scoping, UDOT coordinated with appropriate agencies on the purpose of and need for the project, alternatives development and screening, and methodologies for documenting environmental conditions and assessing impacts. Cooperating and participating agencies will be notified of the availability of the Draft and Final EIS documents and will be given appropriate comment opportunities (see Table 3-1 above).

3.2 Public Involvement

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

Early Scoping/Purpose and Need. The public open house during early scoping was held on August 27, 2020. Public comments helped to identify key project concerns that UDOT used when developing the purpose and need statement, developing the alternatives, and gathering data for the impacts analysis. This meeting emphasized receiving input from the public and agencies to develop the purpose and need, alternatives to consider, and scope of analysis. The early scoping notice included language to inform the public that a separate EIS scoping meeting might not be conducted after the release of the NOI. A 37-day public comment period was provided. A summary of early scoping is available on the project website: [Early Scoping Summary Report](#).

Scoping. After developing the project purpose and at the conclusion of early scoping, UDOT published the NOI. The NOI provided information about the 45-day comment period for comments on the draft purpose and need, the alternatives, and the scope of the NEPA analysis that was developed during early scoping. The NOI included a link to the project website for the *Draft Purpose and Need Technical Report, Phase One Summary Report*, and the *Early Scoping Summary Report* to allow the public to review and provide any further input during the 45-day scoping comment period. Notice of the scoping process was published in newspapers, posted on social media websites, and sent through email updates. With this format, no public scoping open house was held.

Development and Screening of Alternatives. UDOT built on the information gained through early scoping and scoping to develop a range of project alternatives and screening criteria. UDOT held two public meetings to present conceptual alternatives and screening criteria for public review and comment. A virtual public meeting was held on October 5, 2021, and an in-person open house was held on October 6, 2021. A 30-day public comment period ran from October 5 to November 4, 2021. UDOT took into account comments submitted by the public, cooperating agencies, and participating agencies as it developed alternatives for screening and impact analysis.

UDOT published the *Draft Alternatives Development and Screening Report* on June 7, 2021, followed by a 45-day comment period from June 7 to July 22, 2022. The draft report detailed how the study team evaluated 17 preliminary alternatives initially presented to the public in fall 2021 and 6 new alternatives suggested by the public during the associated comment period in a three-level screening process. Preliminary screening focused on technical feasibility, Level 1 screening focused on the purpose of and need for the project, and Level 2 screening focused on initial impacts to key resources. Based on an evaluation of 23 alternatives, 5 alternatives on the west side passed the screening process and were in the

process of being evaluated in detail in the Draft EIS. UDOT updated the *Alternatives Development and Screening Report* based on public comment and new wetlands delineation field data collected in 2022 (used for Level 2 screening). The final report is available on the project website.

As described in Section 1.2.2, *Changes and Updates Made to the Heber Valley Corridor Coordination Plan since January 2023*, UDOT revised the alternatives that passed the screening process in 2022–2023 to accommodate additional projected traffic based on the updated travel demand model (version 2.1). The revised alternatives included four “at-grade” alternatives with traffic signals and four “free-flow” alternatives generally following the same alignment; however, the alternatives included interchanges and directional ramps instead of traffic signals. UDOT then screened the revised alternatives using the same screening process and criteria as was used in 2022–2023. Two free-flow alternatives passed the screening process and will be carried forward for detailed evaluation in the Draft EIS. UDOT published the *Addendum to the Final Alternatives Development and Screening Report* on March 27, 2025. The addendum is available on the project website.

Completion of the Draft EIS. UDOT will publish a Notice of Availability (NOA) of the Draft EIS in the Federal Register. A 45-day comment period will follow the publication of the Draft EIS. A public hearing on the Draft EIS will be held during the comment period. Cooperating and participating agencies will be included on the distribution list for the Draft EIS.

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

The methods of communication that UDOT will use with the public throughout the project are discussed in the public involvement plan (see Appendix A, *Public Involvement Plan*) and are summarized below.

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

4.0 Additional Agency Coordination

4.1 Project Development

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

UDOT will schedule additional meetings with representatives of the cooperating and participating agencies to discuss specific concerns and ideas. These meetings might involve only one agency or several agencies interested in a particular subject (such as a meeting with the U.S. Army Corps of Engineers [USACE] and the U.S. Environmental Protection Agency to discuss wetland regulatory issues). Subsequent meetings with agencies will be scheduled as needed to ensure the appropriate level of coordination as the project proceeds. The purpose of these meetings will be to identify and resolve major issues as early as practicable in the design and environmental processes. These additional meetings will support the documentation of official communications and agreements between UDOT and these agencies. UDOT will fully document additional coordination and any decisions. UDOT will schedule additional meetings with representatives of the cooperating and participating agencies to discuss specific concerns and ideas.

4.2 Permits, Licenses, and Approvals

Coordination during project development will support obtaining other approvals needed for the NEPA process (for example, National Historic Preservation Act Section 106 consultation and Endangered Species Act compliance). Coordination will also address the same issues and concerns that regulatory agencies normally consider as part of the necessary permit, license, and other approval processes that would take place after a ROD is issued. For example, by working with USACE during the NEPA process, UDOT will ensure that necessary future permitting actions taken by USACE can reference the work done as part of the EIS process. This coordination will enable UDOT to address subjects that are important to USACE and allow USACE to more efficiently process a Clean Water Act Section 404 authorization.

Table 4-1 summarizes the permits, licenses, and approvals that might be needed to support the project if an action alternative is selected. Because the needed permits, licenses, and approvals would depend on the types of resources that could be affected by a specific action alternative, the final list of permits, licenses, and approvals would be developed once UDOT selects a preferred alternative.

Table 4-1. Permits, Licenses, and Approvals That Might Be Needed to Support an Action Alternative

| Permit, License, or Approval | When Needed | Authorizing or Approving Agency |
|---|---|--|
| Clean Water Act Section 404 General Permit or Standard Permit | Needed if construction would discharge fill material to waters of the United States. | U.S. Army Corps of Engineers |
| Clean Water Act Section 401 Authorization (Water Quality Certification) | If the project requires a Section 404 authorization, the project must also receive water quality certification under Section 401. | Utah Division of Water Quality |
| Endangered Species Act Coordination | If the project might affect endangered species, consultation would occur during the EIS process. | U.S. Fish and Wildlife Service |
| Stream Alteration Permit | Needed if construction would require major alteration or modification of a stream subject to the jurisdiction of the State of Utah. | Utah Department of Natural Resources |
| Utah Pollutant Discharge Elimination System: Construction Stormwater Permit (Clean Water Act Section 402) | Needed if construction would disturb more than 1 acre of land. | Utah Division of Water Quality |
| Air Quality Approval Order | Required to build, own, or operate a facility that pollutes the air. | Utah Division of Air Quality |
| Conditional Letter of Map Revision or Letter of Map Revision | Needed if construction would modify the existing regulatory floodway, the effective base flood elevations, or special flood hazard areas. | Local Floodplain Administrator in coordination with the Federal Emergency Management Agency (FEMA) |
| Floodplain Development Permit | Needed if construction would occur within a 100-year floodplain as designated by FEMA. | Local Floodplain Administrator |

5.0 Issue Identification and Resolution

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

6.0 Revision History

| Revision | Date | Name | Description |
|----------|------------------|------------|---|
| A | June 2, 2021 | A. Clayton | Draft for review by cooperating agencies |
| B | March 23, 2022 | A. Clayton | Update to reflect progress and adjust schedule |
| C | January 16, 2023 | A. Clayton | Update to reflect progress and adjust schedule |
| D | March 27, 2025 | A. Clayton | Update to reflect updated travel demand model (version 2.1) and adjust schedule |

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Wasatch County

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APPENDIX A

Public Involvement Plan

Public Involvement Plan

Heber Valley Corridor Environmental Impact Statement

Lead agency:
Utah Department of Transportation

March 27, 2025

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1.0 Background and Purpose

The Utah Department of Transportation (UDOT) is preparing an Environmental Impact Statement (EIS) to evaluate potential transportation solutions to improve mobility through the Heber Valley and the operation of Heber City's Main Street (US-40). The Heber Valley Corridor EIS will be prepared consistent with the National Environmental Policy Act (NEPA) and will follow the guidelines in UDOT's *Environmental Process Manual of Instruction* (UDOT 2023).

The Heber Valley is a rapidly growing community located in Wasatch County. Heber City is in Heber Valley and is known for its attractive quality of life. It offers a mixture of small-town charm, modern-day conveniences, and quick access to year-round recreational opportunities. Its proximity to world-class ski resorts and recreational opportunities, such as walking, hiking, snowmobiling, biking, golfing, and fly fishing, make it a rising tourist destination for outdoor recreationists and potential new residents. As such, the population in the Heber Valley has doubled over the last 17 years and is expected to double again by 2050. This growth is leading to congestion on Heber City's Main Street (US-40) in Heber City, particularly during the summer when regular traffic is joined by recreational traffic, where traffic volumes are above the annual average for 5 months of the year (April through August) in downtown Heber City. Estimates show that Heber City's Main Street is already nearing capacity today and will not be able to handle the full future traffic demands as population and visitation increase (Parametrix 2020).

UDOT recognizes the value of being a strong community partner and including public input throughout the study process. This Public Involvement Plan describes the different methods that UDOT will use to educate the public about and solicit input for the study.

Engagement throughout the EIS process helps UDOT identify stakeholder issues and opinions early so that they can be addressed and appropriately incorporated into the study results. The activities undertaken via this plan are intended to increase all parties' understanding of the goals, needs, and potential solutions that best meet the transportation needs of Heber City and the Heber Valley.

UDOT will proactively work with all stakeholders in a transparent and inclusive process that builds on previous efforts to identify solutions that consider a broad range of perspectives.

Note: All proposed information in this Public Involvement Plan is subject to change because of shifts in priorities, budgeted hours, and unforeseen opportunities or issues. Any significant changes in this strategy will be discussed with the study team and must be approved by UDOT.

2.0 Team Leadership

Craig Hancock, UDOT, Project Manager

Andrea Clayton, HDR, Consultant Project Manager

Naomi Kisen, UDOT, Environmental Lead

Sarah Rigard, HDR, Environmental Lead

Wyatt Woolley, UDOT, Region Three Senior Communications Manager

Brianna Binnebose, Penna Powers, Public Involvement and Communications Lead

3.0 Public Involvement Goal

Engage stakeholders and the public in an open and inclusive process that builds on previous efforts to identify mobility needs and solutions that consider a range of perspectives.

4.0 Public Involvement Objectives

- Increase understanding of the EIS process.
- Increase awareness of the EIS purpose and need, alternatives, and environmental analysis.
- Provide stakeholders and the public with opportunities to provide input.
- Ensure public and stakeholder input is appropriately and fairly included in the EIS process.

5.0 Public Involvement Strategies

- Inform stakeholders and the public of the Heber Valley Corridor EIS process and timeline.
- Inform key audiences about the purpose and need, alternatives, and environmental analysis to be considered.
- Encourage key audiences to engage in the EIS process, provide formal comments during the official comment periods, and maintain an open dialogue with the study team.

6.0 Audiences and Key Stakeholders

Key stakeholders are audiences that are integral to achieving a study's objectives and goals. They are motivated by varying interests and represent influential or interested groups. Gathering quality information from key stakeholders and the public is important to the success of a study. The following sections describe key stakeholders identified for the Heber Valley Corridor EIS and internal resources available to deliver information to key stakeholders about the EIS process. The range of stakeholders may be expanded as the study develops.

6.1 Economic

Possible motivators: Concerned about impacts that might result in traffic congestion, noise, and perceived safety concerns on Heber City's Main Street (US-40) and a possible decrease in accessibility to their businesses. Interested in solutions that would contribute to the long-term sustainability of their businesses.

Examples of economic stakeholders include but are not limited to:

- Restaurants
- Hotels
- Outdoor recreation companies

- Developers
- Businesses located on Heber City's Main Street
- Employees of businesses in the Heber Valley
- Heber Valley Chamber of Commerce
- Trucking industry
- Agricultural industry

6.2 Residents

Possible motivators: Concerned about impacts to their quality of life caused by increased traffic and/or parking in their neighborhoods and potential alternatives that might impact them. Public comments from residents include concerns regarding property devaluation, noise, litter/trash, light pollution, the safety of children and pets, air quality, water quality/culinary well impacts, and so on.

Examples of residential stakeholders include but are not limited to:

- Study area residents
- Owners of noncommercial properties

6.3 Municipalities, Community Services, and Elected Officials

Possible motivators: Want to be involved in issues that would directly affect their constituents and communities. Interested in supporting short- and long-term economic growth, preserving quality of life, and improving community connections. Concerned about safety and traffic congestion and how those impacts might affect access and mobility for their constituents in terms of getting to homes, jobs, recreational resources, and commercial areas.

Examples of municipal, and elected official, and community service stakeholders include but are not limited to:

- Local government:
 - Heber City
 - Wasatch County
 - City of Midway
 - Town of Charleston
 - Town of Daniel
 - Emergency services
 - Wasatch County Housing Authority and Mountainlands Community Housing Trust
- Regional government:
 - Mountainland Association of Governments
- Utility:
 - Heber Valley Special Service District
 - Heber Power and Light

6.4 Agencies

Possible motivators: Interested in alternatives that would impact the resources that they manage or require a decision-making action from their respective agencies. For more information about agency coordination, see the *Coordination Plan* for the Heber Valley Corridor EIS.

Examples of agency stakeholders include but are not limited to:

- State government:
 - Resource Development Coordinating Committee / Public Lands Coordinating Office
 - Utah Division of Wildlife Resources
- Federal government:
 - Bureau of Reclamation
 - Federal Aviation Administration
 - Federal Highway Administration
 - U.S. Army Corps of Engineers
 - U.S. Environmental Protection Agency
 - U.S. Fish and Wildlife Service

6.5 Environmental Groups

Possible motivators: Concerned with alternatives that would harm the natural resources that they are working to protect and conserve.

Examples of environmental stakeholders include but are not limited to:

- Friends of Heber Valley
- Pure Midway
- Wasatch County Open Lands Board

6.6 Recreation Groups

Possible motivators: Interested in improvements to trails, access, and parking; reduced travel time; and the preservation of historic and natural resources. Different groups are protective of their specific use. The stakeholders could be involved in sharing project information with their networks.

Examples of recreational stakeholders include but are not limited to:

- Annual visitors
- Heber Valley Railroad Foundation
- Wasatch Trails Foundation

7.0 Key Messages

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

- The first step in the EIS process is to develop the purpose and need that will be used to identify a transportation solution. UDOT will work with the public, agencies, elected officials, and a wide variety of stakeholders to seek input on the purpose of and need for the project.
- Once the purpose and need is identified, UDOT will develop transportation alternatives to address the project need, which might include a variety of solutions including but not limited to reconfiguration of Heber City's Main Street, improvements to other area roads, and construction of new roads.
- The EIS will be process- and data-driven with no predetermined outcome; the public will have opportunities to provide the project team with information for consideration in the decision-making process.

The EIS will start fresh with an in-depth look at needs to make sure that UDOT understands the transportation issues and will evaluate a range of alternatives.

- Information from previous studies will be evaluated for use in the EIS, but the EIS process will not rely solely on the recommendations and findings of other studies to identify needs or potential alternatives.
- The selection of the preferred alternative will be made using an objective, data-driven approach that is informed by all public input received during the various comment periods throughout the EIS process alongside the technical data and analysis.
- Commenting is not a vote on an alternative. UDOT will consider input from the public, stakeholders, and agencies when they decide on the preferred alternative.

UDOT's intent is to proactively work with all stakeholders in a transparent and inclusive process that builds on previous efforts to identify solutions that consider a broad range of perspectives.

- The EIS process will show respect for stakeholders' time and concerns.
- Stakeholders might disagree on outcomes but will experience an open and transparent process.
- Stakeholder groups will be engaged regularly to voice their concerns and suggestions.
- Stakeholders will be provided with project information through the website, public information meetings, council meetings, the stakeholder working group, and social media.
- Public input is one of several elements that will be considered in decisions. UDOT will also consider technical data, established environmental policies, and agency input.

8.0 Strategies and Tactics

8.1 Public Engagement

Public Engagement Strategy: Coordinate ongoing communication with EIS stakeholders to ensure that the process is responsive and collaborative.

- Inform key audiences of the EIS process, the timeline, and the value of their participation.
- Encourage key audiences to engage in the EIS process, provide formal comments during the official comment periods, and maintain an open dialogue with the study team.
- Identify and resolve potential concerns or questions.

Table 1. Public Engagement Tactics

| Tactic | Target Audience(s) | Resource(s) | Deliverable or Outcome |
|--|--|--|--|
| Stakeholder mapping exercise | <ul style="list-style-type: none"> • Project Management Team | <ul style="list-style-type: none"> • Meeting | <ul style="list-style-type: none"> • Key Stakeholder section of this plan |
| Stakeholder contact and comment database | <ul style="list-style-type: none"> • Project Management Team | <ul style="list-style-type: none"> • Database | <ul style="list-style-type: none"> • Records in database of stakeholder contact information; notes on interactions with stakeholders and official public comments |
| Stakeholder outreach: Process education; one-on-one and small group stakeholder interviews; stakeholder working group (online options will be provided); project team will conduct additional stakeholder meetings upon request and on a first-come, first-served basis (up to one meeting per quarter or four per calendar year) | <ul style="list-style-type: none"> • Agencies • All key stakeholder groups | <ul style="list-style-type: none"> • Open House • Meetings | <ul style="list-style-type: none"> • Meeting summary reports • Frequently Asked Questions • Stakeholder database records |
| Reports to local government throughout the EIS process | <ul style="list-style-type: none"> • Agencies • Municipalities | <ul style="list-style-type: none"> • Email • Meetings | <ul style="list-style-type: none"> • Monthly email updates • E-newsletter • Presentation outline and attendance at meetings |
| Local government presentations at major milestones of the EIS process | <ul style="list-style-type: none"> • Municipalities • All stakeholders | <ul style="list-style-type: none"> • Presentations | <ul style="list-style-type: none"> • Presentation outline and attendance at meetings |

8.2 Public Information

Public Information Strategy: Proactively provide information to stakeholders about the study and its progress, including the EIS process, purpose and need, alternatives and environmental analysis, and timeline.

- Inform key audiences about the Heber Valley Corridor EIS process and timeline.
- Inform key audiences about the purpose and need and alternatives being considered.
- Encourage key audiences to engage in the process, provide formal comments during the official comment periods, and maintain an open dialogue with the study team.

Table 2. Public Information Tactics

| Tactic | Target Audience(s) | Resource(s) | Deliverable or Outcome |
|---|--|--|--|
| Media relations: Messaging at major milestones in case of media inquiries | <ul style="list-style-type: none"> • Partners | <ul style="list-style-type: none"> • UDOT Central Communications Office and consultant team | <ul style="list-style-type: none"> • Talking-point documents, visual aids, factsheets, and a media release |
| Email updates issued to stakeholder contact list at major milestones | <ul style="list-style-type: none"> • All stakeholders | <ul style="list-style-type: none"> • Stakeholder database software | <ul style="list-style-type: none"> • Email updates |
| Study web page on UDOT's site with information about the process, contact information, and so on. | <ul style="list-style-type: none"> • Agencies • All stakeholders | <ul style="list-style-type: none"> • Consultant's digital design team; UDOT's website; UDOT branding guidelines | <ul style="list-style-type: none"> • Website and public comments |
| Interactive map that shows the study area and study information; the map will be housed on the project website and used as presentation material for meetings | <ul style="list-style-type: none"> • Agencies • All stakeholders | <ul style="list-style-type: none"> • Consultant's geographical information systems (GIS) group | <ul style="list-style-type: none"> • Interactive map |
| Social media engagement and conversation monitoring, including a project Facebook group | <ul style="list-style-type: none"> • All stakeholders | <ul style="list-style-type: none"> • UDOT Region Three and Central Communications and consultant team; other resources to be determined | <ul style="list-style-type: none"> • Social media content that is organized in advance on a content calendar to the extent possible |
| Project information videos and E-newsletters | <ul style="list-style-type: none"> • All stakeholders | <ul style="list-style-type: none"> • UDOT Region Three and Central Communications and consultant team; other resources to be determined | <ul style="list-style-type: none"> • Videos and E-newsletters that provide information regarding the study process, alternatives, methodology, and milestones |

8.3 Early Scoping

Early Scoping Virtual Public Meeting Strategy: Conduct a public educational meeting to supplement the NEPA process using an open house format.

- Educate the public on the NEPA process.
- Identify issues that should be evaluated in detail.
- Form the scope of analysis to be conducted and provide an opportunity for public involvement on defining the purpose and need and consideration of range of alternatives.
- Encourage key audiences to engage in the process, provide formal comments during the official comment periods, and maintain an open dialogue with the study team.

Table 3. Early Scoping Virtual Public Meeting Tactics

| Tactic | Target Audience(s) | Resource(s) | Deliverable or Outcome |
|--|--|--|--|
| Educate the public on the NEPA process and opportunities to be involved. | <ul style="list-style-type: none"> • Agencies • Economic • Environmental • Municipalities • Recreation • Residents | <ul style="list-style-type: none"> • Major newspaper(s) in the area; partner, agency, and stakeholder social media networks | <ul style="list-style-type: none"> • Notice(s), social media content, email updates, and a media release |
| Conduct a meeting to provide NEPA process information and seek input on the project needs through a 30-day comment period; provide online option | <ul style="list-style-type: none"> • Agencies • Economic • Environmental • Municipalities • Recreation • Residents | <ul style="list-style-type: none"> • Visual aids, comment forms, a stakeholder database, and the study website | <ul style="list-style-type: none"> • <i>Public comments; Early Scoping Summary Report;</i> • <i>Frequently Asked Questions</i> |

8.4 NEPA Scoping

NEPA Scoping Strategy: Publish the Notice of Intent (NOI) and a pre-scoping report with information gathered on key issues and alternatives to be considered to allow the public to review and provide any further input during the 30-day scoping comment period.

- Solicit public input on the draft purpose and need and associated screening criteria.
- Inform key audiences about the EIS process.
- Encourage key audiences to engage in the process, provide formal comments during the official comment periods, and maintain an open dialogue with the study team.

Table 4. NEPA Scoping Tactics

| Tactic | Target Audience(s) | Resource(s) | Deliverable or Outcome |
|--|--|--|--|
| Issue notifications to the public about the opportunity to comment. | <ul style="list-style-type: none"> • Agencies • All stakeholders | <ul style="list-style-type: none"> • Major newspaper(s) in the area; partner, agency, and stakeholder social media networks | <ul style="list-style-type: none"> • Legal notice(s), social media content, email updates, and a media release |
| Conduct the scoping 30-day comment period to provide study information to stakeholders and collect public input. | <ul style="list-style-type: none"> • Agencies • All stakeholders | <ul style="list-style-type: none"> • Visual aids, comment forms, a stakeholder database, and the study website | <ul style="list-style-type: none"> • Scoping Comments; Scoping Summary Report • Scoping Frequently Asked Questions |

8.5 Alternatives Development and Screening

Alternatives Open House Strategy: Conduct an alternatives development public meeting using an open house format.

- Describe the purpose and need and how it is used to develop alternatives.
- Establish a range of alternatives for consideration.
- Encourage input from meeting participants, engagement in the process, and commenting during the official comment periods.
- Provide opportunities for an open dialogue with the study team.

Alternatives Screening Strategy: Publish alternatives screening results for public review and comment.

- Describe the screening process and criteria.
- Publish a draft, a final, and an addendum to the screening results.
- Encourage input from all stakeholders, engagement in the process, and commenting during the official comment periods (draft alternatives screening).

Table 5. Alternatives Development and Screening Tactics

| Tactic | Target Audience(s) | Resource(s) | Deliverable or Outcome |
|--|--|--|--|
| Issue notifications to the public about the opportunity to comment and to attend the alternative concepts meeting in person or online. | <ul style="list-style-type: none"> • Agencies • All stakeholders | <ul style="list-style-type: none"> • Major newspaper(s) in the area; partner, agency, and stakeholder social media networks | <ul style="list-style-type: none"> • Notice(s), social media content, and a media release |
| Conduct the alternative concepts meeting to provide study information to stakeholders and collect public input through a 30-day comment period; provide online option. | <ul style="list-style-type: none"> • Agencies • All stakeholders | <ul style="list-style-type: none"> • Visual aids, comment forms, a stakeholder database, and the study website | <ul style="list-style-type: none"> • Alternatives Comments, • Alternatives Frequently Asked Questions |
| Issue notifications to the public about the opportunity to review the draft screening results and provide comment. | <ul style="list-style-type: none"> • Agencies • All stakeholders | <ul style="list-style-type: none"> • Major newspaper(s) in the area; partner, agency, and stakeholder social media networks | <ul style="list-style-type: none"> • Notice(s), social media content, and a media release • Draft Alternatives Development and Screening Report |
| Publish the final screening results (final screening report, factsheets). | <ul style="list-style-type: none"> • Agencies • All stakeholders | <ul style="list-style-type: none"> • Visual aids, a stakeholder database, and the study website | <ul style="list-style-type: none"> • Public comments on draft screening results; Final Alternatives Development and Screening Report, • Frequently Asked Questions |
| Publish an addendum to final screening report. | <ul style="list-style-type: none"> • Agencies • All stakeholders | <ul style="list-style-type: none"> • Visual aids, a stakeholder database, and the study website | <ul style="list-style-type: none"> • Notice(s), social media content, and a media release • Addendum to Screening Report |

8.6 Draft EIS Public Hearing

Draft EIS Public Hearing Strategy: Conduct a public hearing to present the Draft EIS.

- Present the preferred alternative(s).
- Encourage input from participants, engagement in the process, and commenting during the official comment period.
- Provide opportunities for an open dialogue with the study team.

Table 6. Draft EIS Public Hearing Tactics

| Tactic | Target Audience(s) | Resource(s) | Deliverable or Outcome |
|--|--|---|--|
| Issue notifications to the public about the opportunity to comment and to attend the public hearing in person or online. | <ul style="list-style-type: none"> • Agencies • All stakeholders | <ul style="list-style-type: none"> • Major newspaper(s) in the area; partner, agency, and stakeholder social media networks | <ul style="list-style-type: none"> • Legal notice(s), social media content, and a media release |
| Conduct the public hearing to provide study information to stakeholders and collect public input through a 45-day comment period; provide online option. | <ul style="list-style-type: none"> • Agencies • All stakeholders | <ul style="list-style-type: none"> • Visual aids, comment forms, a stakeholder database, the study website, and a court reporter | <ul style="list-style-type: none"> • Public comments; <i>Meeting Summary Report</i> • <i>Frequently Asked Questions</i> • Response to Comments in the Final EIS |

8.7 Decision Open House

Decision Open House Strategy: Conduct a public meeting to present Final EIS and Record of Decision using an open house.

- Present the Final EIS findings.
- Describe any revisions and responses to comments from the Draft EIS and the next steps.
- Provide opportunities for an open dialogue with the study team.

Table 7. Decision Tactics

| Tactic | Target Audience(s) | Resource(s) | Deliverable or Outcome |
|---|--|--|--|
| Issue notifications to the public about the opportunity to attend the open house in person or online. | <ul style="list-style-type: none"> • Agencies • All stakeholders | <ul style="list-style-type: none"> • Major newspaper(s) in the area; partner, agency, and stakeholder social media networks | <ul style="list-style-type: none"> • Notice(s), social media content, and a media release |
| Conduct the open house to provide study information to stakeholders; provide online option. | <ul style="list-style-type: none"> • Agencies • All stakeholders | <ul style="list-style-type: none"> • Visual aids, comment forms, a stakeholder database, and the study website | <ul style="list-style-type: none"> • <i>Meeting Summary Report</i> |

9.0 Anticipated Project Timeline

Table 8. Anticipated Project Timeline

| Schedule | Activities |
|-------------------------|--|
| Spring 2020–Spring 2021 | Pre-scoping <ul style="list-style-type: none"> • Establish stakeholder working groups • Local government presentations • Website launch • Media release • Early scoping public open house and 30-day comment period |
| Spring 2021–Summer 2021 | NEPA Scoping <ul style="list-style-type: none"> • Local government presentations • Stakeholder working group meetings • Media release • Website and social media updates • Email updates • Scoping 30-day comment period |
| Summer 2021–Winter 2023 | Alternatives Development and Screening <ul style="list-style-type: none"> • Local government presentations • Stakeholder working group meetings • Media release • Website and social media updates • Email updates • Alternative Concepts public open house and 30-day comment period • Draft Alternatives Screening Report 30-day comment period • Publish Final Alternatives Screening Report |
| Winter 2023–Spring 2025 | Alternatives Refinement and Re-screening <ul style="list-style-type: none"> • Local government updates • Email updates • Social media updates • Publish Addendum to Final Alternatives Screening Report |
| Fall 2025 | Release Draft EIS <ul style="list-style-type: none"> • Local government presentations • Stakeholder working group meetings • Media release • Website and social media updates • Email updates • Draft EIS public hearing and 45-day comment period |
| Spring 2026 | Final EIS and Record of Decision <ul style="list-style-type: none"> • Local government presentations • Stakeholder working group meetings • Media release • Website and social media updates • Email updates • Decision public open house |

10.0 References

Parametrix

- 2020 Existing and 2050 No Build Traffic and Safety Analysis. <https://hebervalleyeis.udot.utah.gov/wp-content/uploads/2021/04/Existing-and-2050-No-Build-Conditions-Report-20201029-1.pdf>. October 29.

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