

Chapter S: Summary

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

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

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

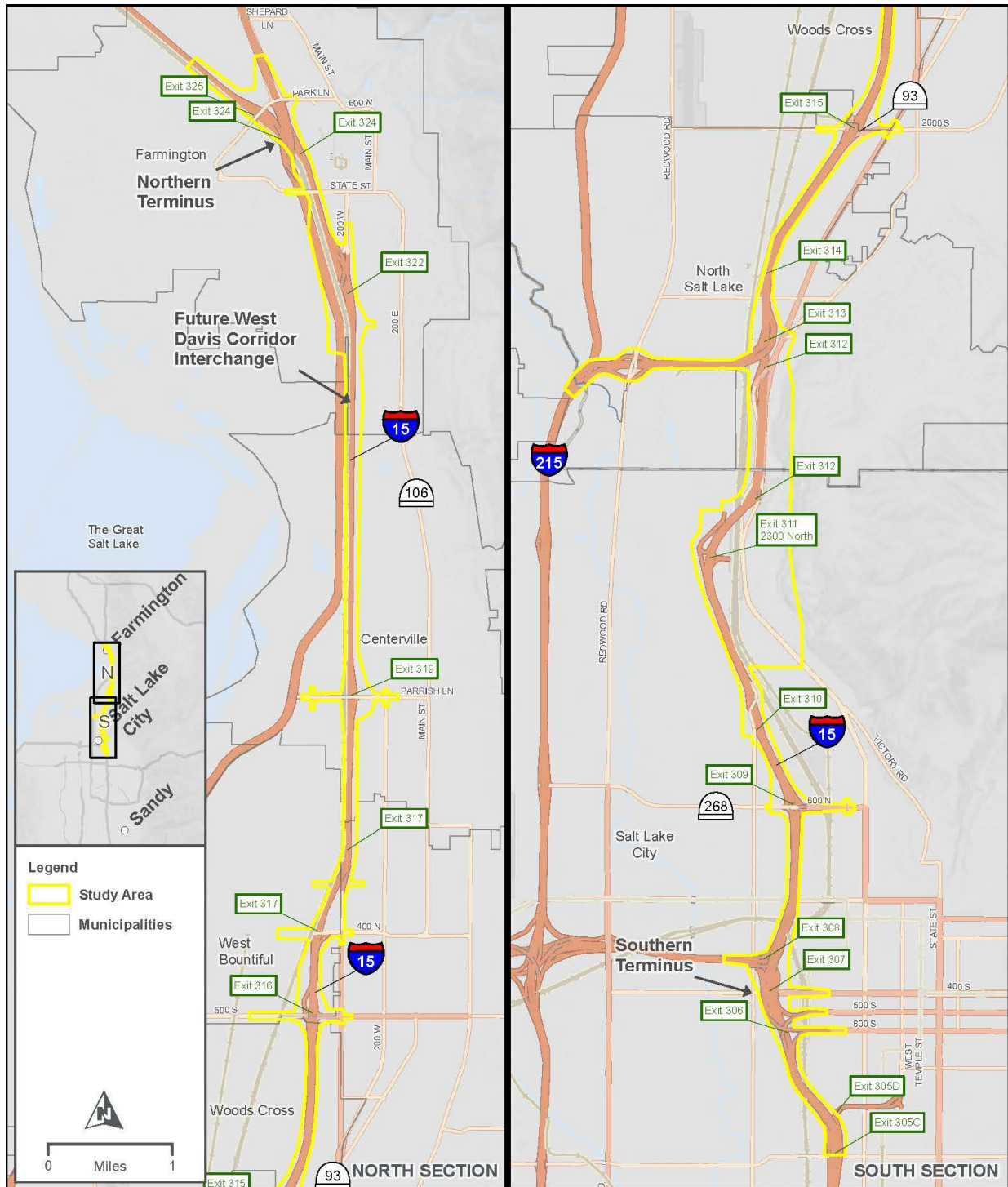
The needs assessment study area for the I-15 EIS extends from the U.S. Highway 89 (U.S. 89)/Legacy Parkway/Park Lane interchange (I-15 milepost 325) in Farmington to the Interstate 80 (I-80) West/400 South interchange (I-15 milepost 308) in Salt Lake City (Figure S.1-1). The study area also includes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

As described in Section 1.3, *Need for the Project*, in Chapter 1, *Purpose and Need*, between Farmington and Salt Lake City, I-15 has aging infrastructure and worsening operational performance for 2019 conditions and projected (2050) travel demand. These issues contribute to decreased safety, increased congestion, lost productivity, and longer travel times. East-west streets that access or cross I-15 are important to connect communities and support other travel modes such as biking, walking, and transit. When I-15 and its interchanges fail to meet existing (and future) travel demand, traffic is added to the local streets, which affects both the regional and local transportation system as well as safe, comfortable, and efficient travel by other travel modes.

What is travel demand?

Travel demand is the expected number of transportation trips in an area. Travel demand can be met by various modes of travel, such as automobile, bus, light rail, carpooling, and bicycling.

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



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

S.2 What is the purpose of the project?

The purpose of the I-15 project is to improve safety, replace aging infrastructure, provide better mobility for all travel modes, strengthen the state and local economy, and better connect communities along I-15 from Farmington to Salt Lake City. The project purpose consists of the following objectives, which are organized by UDOT's Quality of Life Framework categories of Good Health, Connected Communities, Strong Economy, and Better Mobility.

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

S.3 What is the history of the project?

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

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

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

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

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

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

S.4 What alternatives were considered for the project?

Figure S.5-1 presents an overview of the alternatives development and screening process. The alternatives development and screening process is documented in Appendix 2A, *Alternatives Screening Report*, of Chapter 2, *Alternatives*.

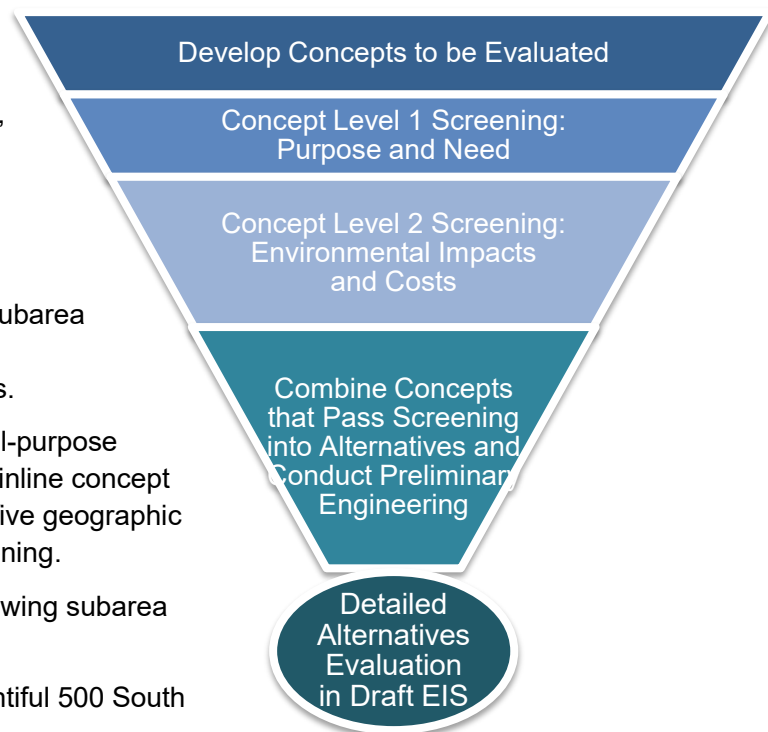
Based on the results of the alternatives development and screening process, UDOT advanced a range of action alternatives that combined a mainline concept with multiple subarea options. UDOT also considered a No-action Alternative as required by federal regulations.

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

The Action Alternative also includes the following subarea options:

- | | |
|-----------------------|-----------------------------|
| • Farmington | • Bountiful 500 South |
| ○ 400 West Option | ○ Northern Option |
| ○ State Street Option | ○ Southern Option |
| • Bountiful 400 North | • Salt Lake City 1000 North |
| ○ Northern Option | ○ Northern Option |
| ○ Southern Option | ○ Southern Option |

Figure S.5-1. Screening Process Overview



The main components of the Action Alternative and options are shown in Figure S.5-2 through Figure S.5-10.

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

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

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

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

Pedestrian and Bicyclist Facilities. The Action Alternative includes new or improved pedestrian and bicyclist facilities throughout the study area. The Action Alternative pedestrian and bicyclist improvements are listed in Table 2.4-2, *Action Alternative Pedestrian and Bicyclist Improvements by Location*, in Chapter 2 and shown in Figure S.5-11, *Action Alternative Proposed Pedestrian and Bicyclist Facilities*.

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

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Figure S.5-2. Action Alternative: Farmington Segment

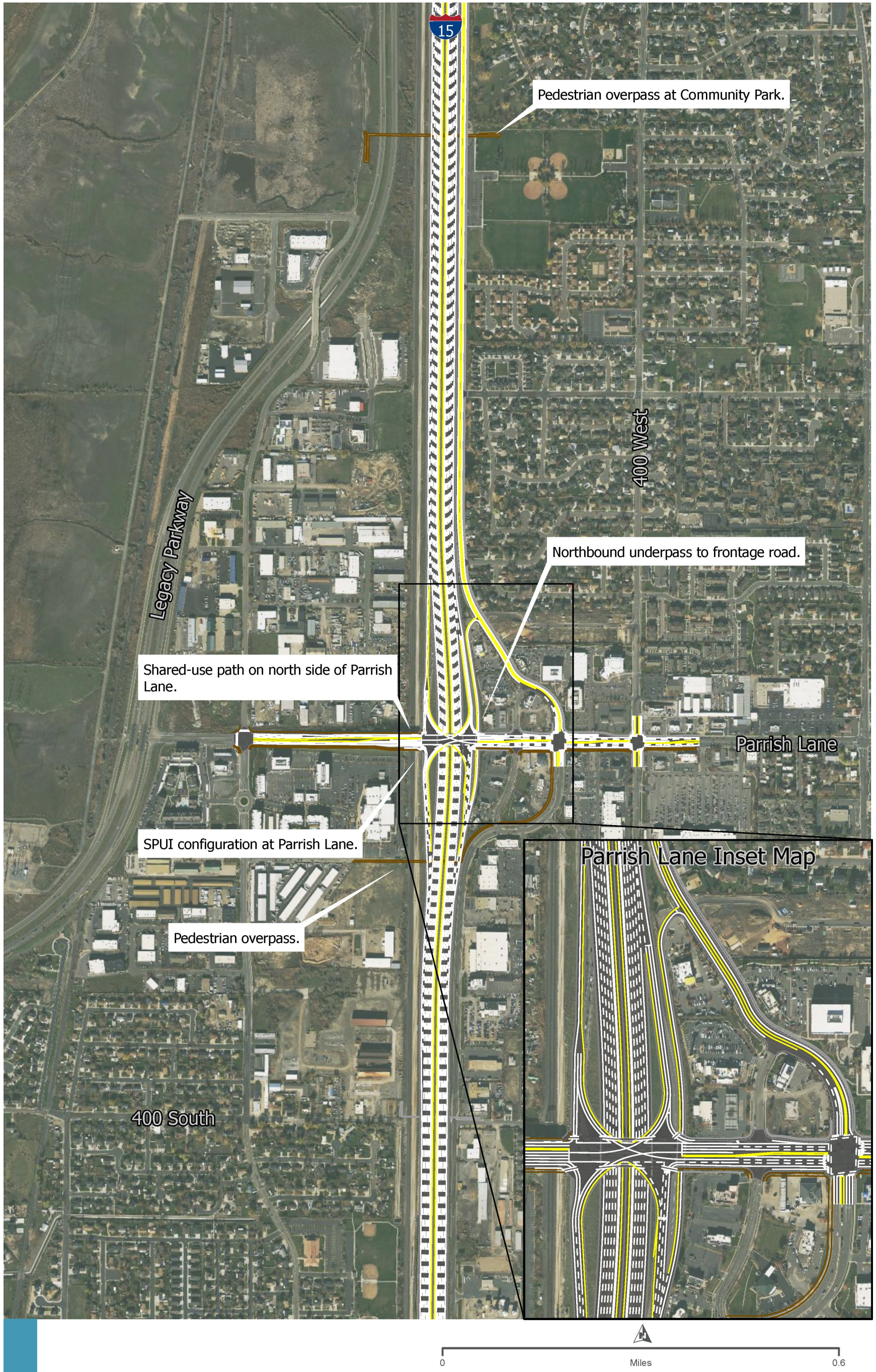


Figure S.5-3. Farmington State Street/Frontage Road and 400 West/Frontage Road Options



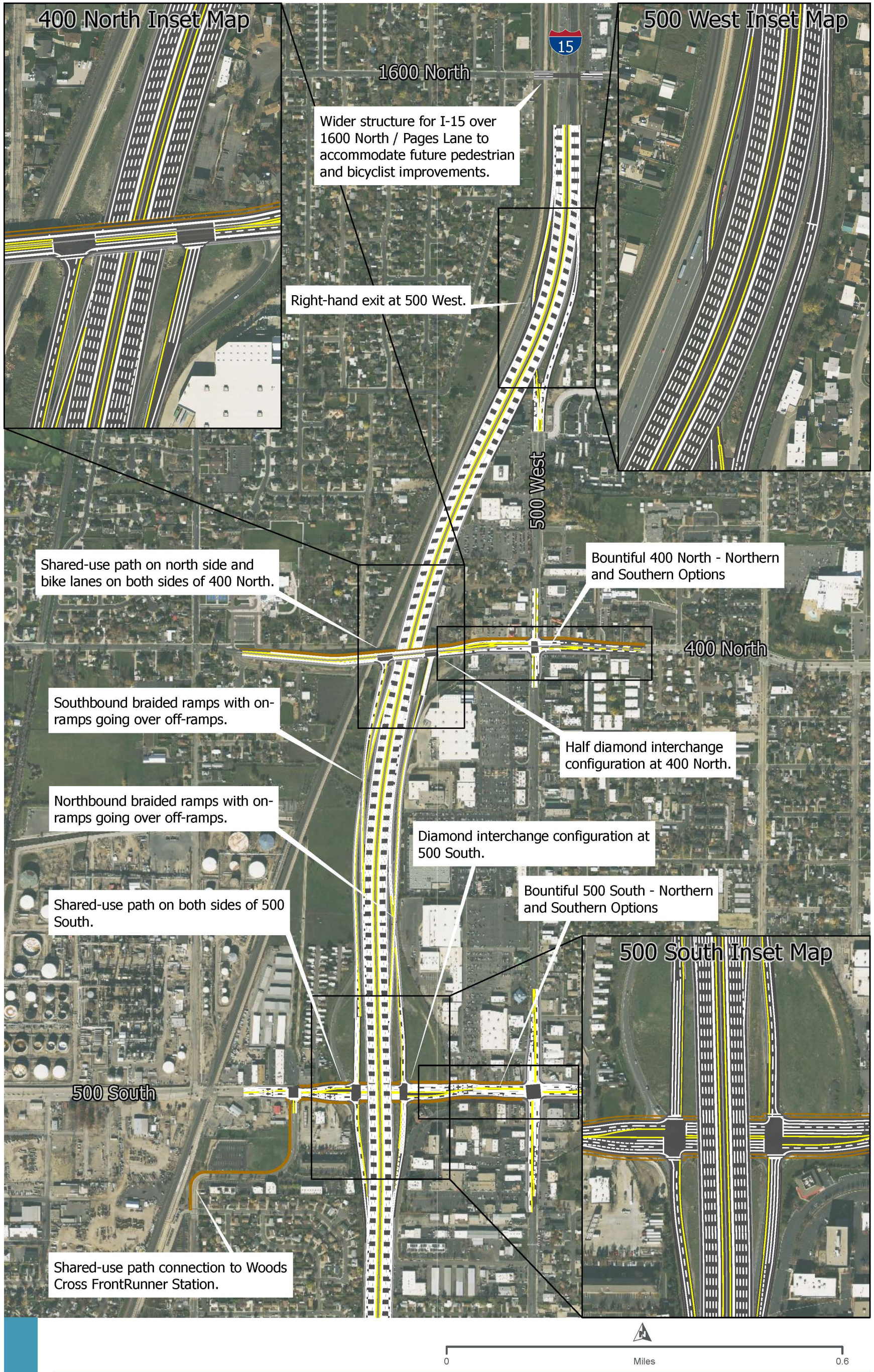
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Figure S.5-4. Action Alternative: Centerville Segment



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



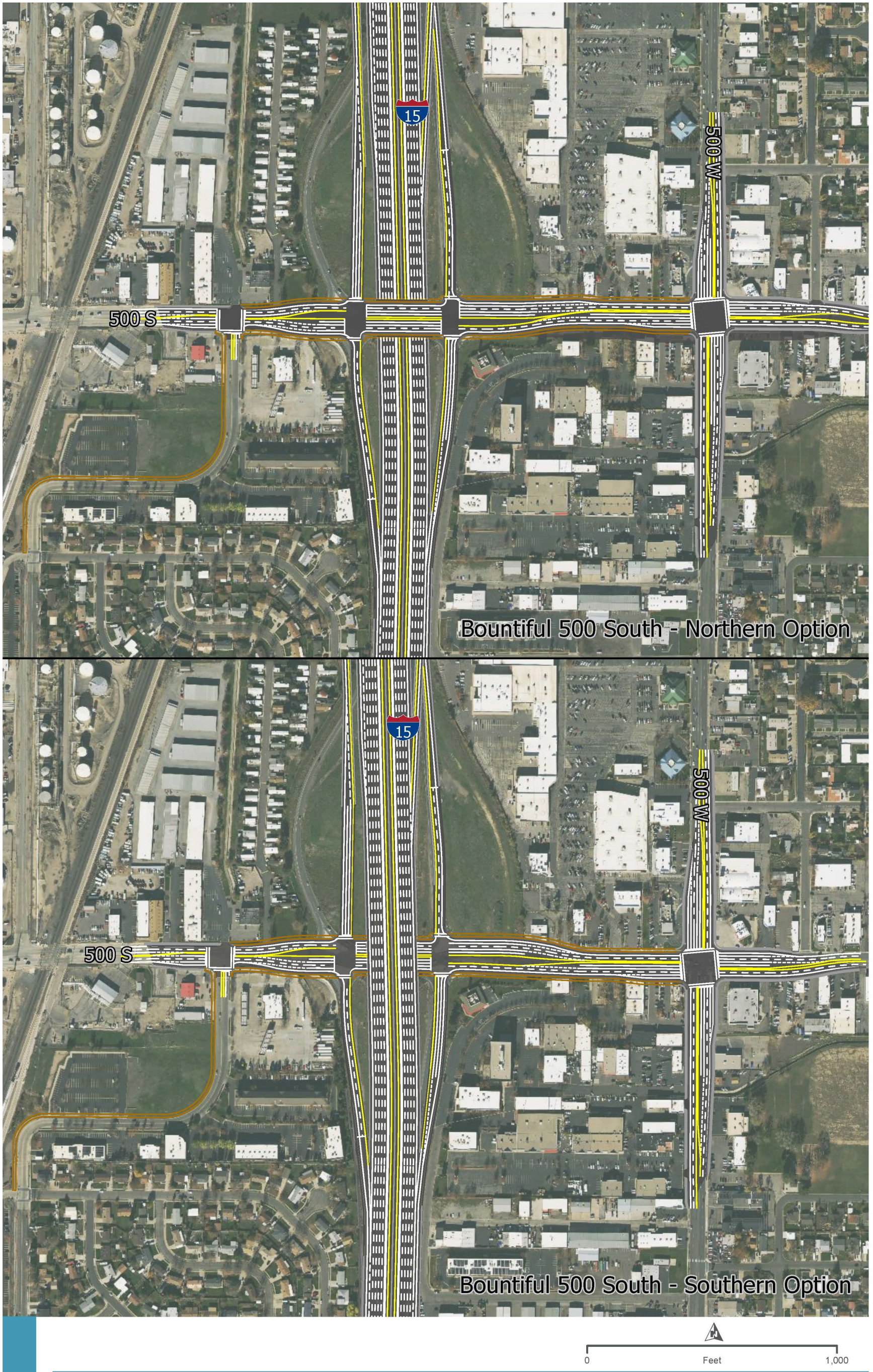
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Figure S.5-6. Bountiful/West Bountiful Option A – 400 North – Northern and Southern Options



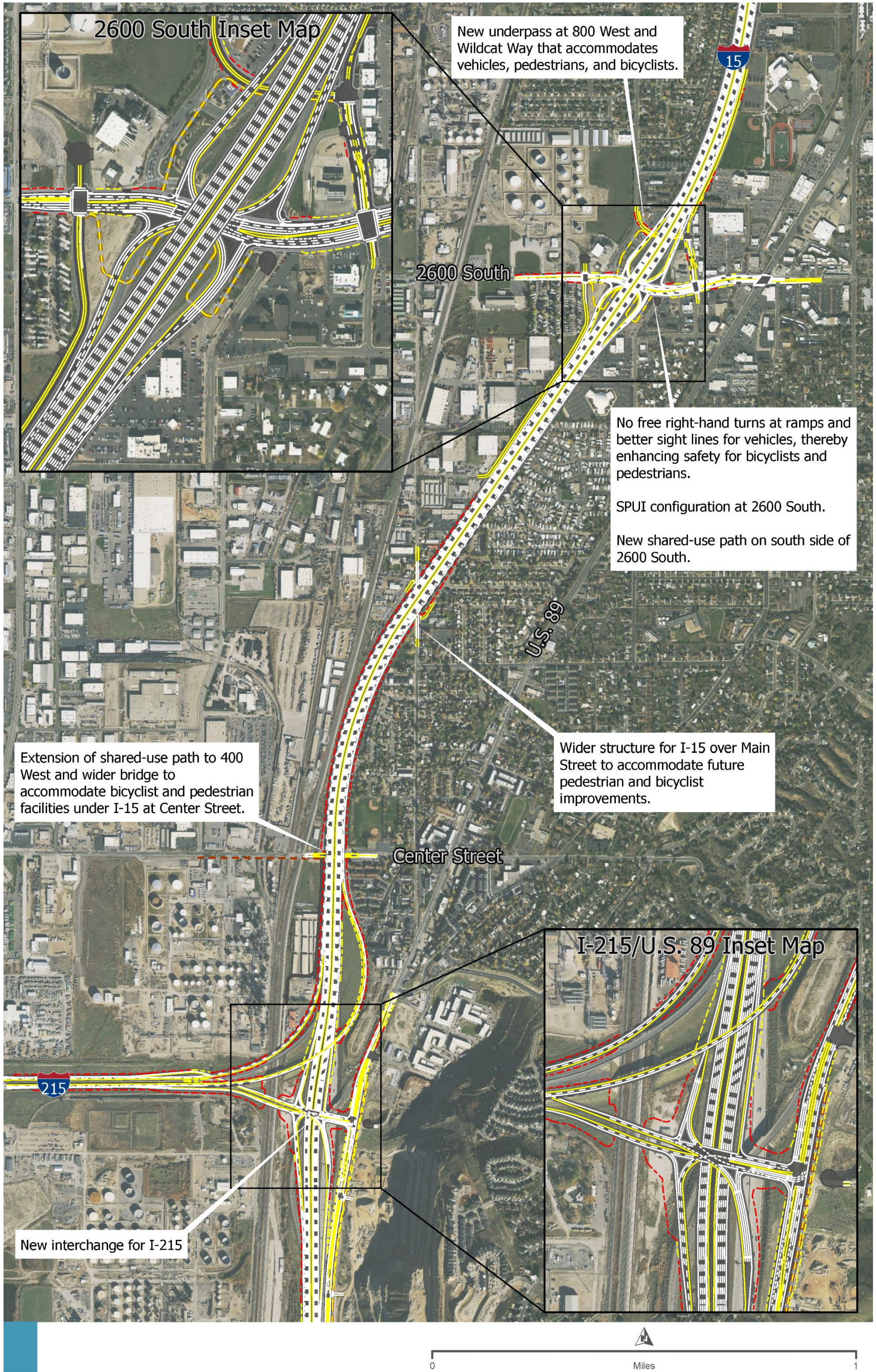
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Figure S.5-7. Bountiful/West Bountiful Option A – 500 South – Northern and Southern Options



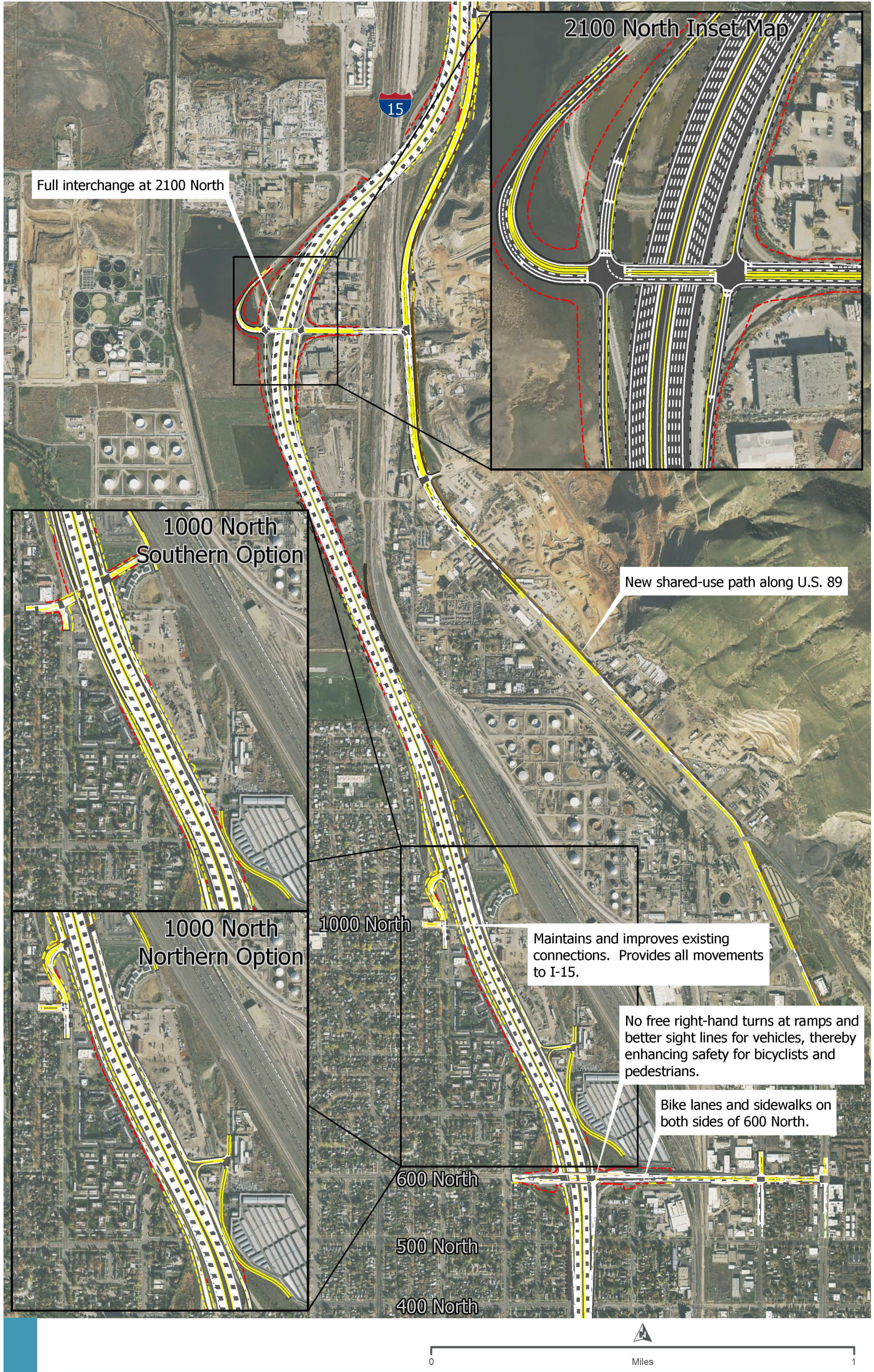
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Figure S.5-8. Action Alternative: North Salt Lake/Woods Cross Segment



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Figure S.5-9. Action Alternative: Salt Lake Segment



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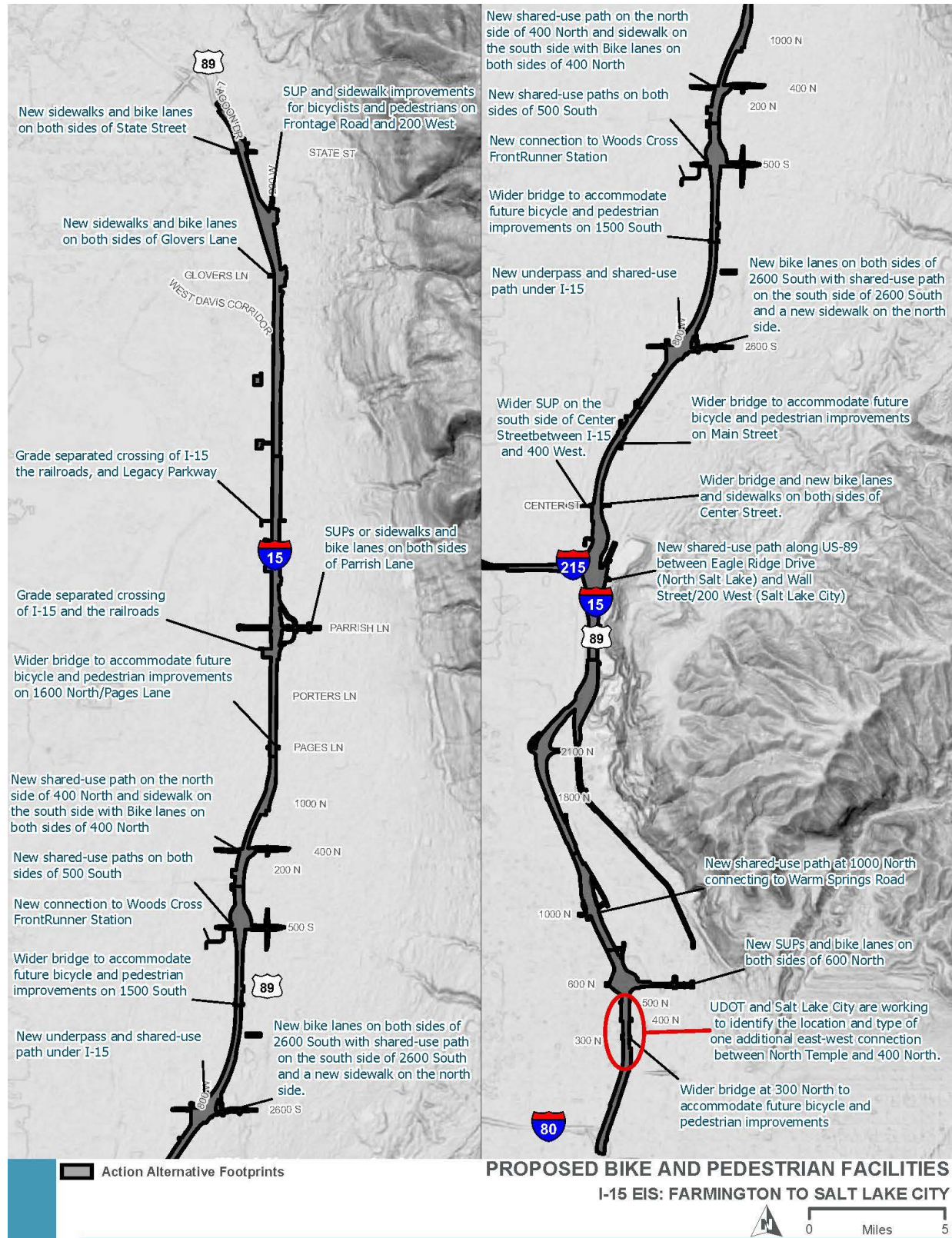
Figure S.5-10. Salt Lake City 1000 North – Northern and Southern Options



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Figure S.5-11. Action Alternative Proposed Pedestrian and Bicyclist Facilities



S.5 How much would the Action Alternative cost?

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

The selected alternative would be constructed based on available funding. UDOT would construct portions of the selected alternative based on the amount of the funding while considering safety and operational benefits. As of September 2023, \$1.7 billion has been allocated for potential construction if the Action Alternative is selected in the environmental process.

S.6 What impacts would the project have?

Table S.6-1 summarizes the environmental impacts of the No-action and Action Alternatives. Because the impacts to some resources depend on which options of the Action Alternative are selected, a range of impacts from low to high is provided. For detailed information about the environmental impacts of the project alternatives, see Chapter 3, *Affected Environment, Environmental Consequences, and Mitigation Measures*.

Table S.6-1. Environmental Impacts of the No-action and Action Alternatives

Impact Category	Unit	No-action Alternative	Action Alternative	Notes
Land converted to roadway use	Acres	0 acres	111 to 116 acres	
Consistent with local land use and transportation plans	Yes/no	No	Yes	Action Alternative is consistent with planned land uses and zoning for all cities. Action Alternative is consistent with the WFRC 2019–2050 RTP.
Residential relocations	Number	0	3 to 5	
Potential residential relocations	Number	0	35 to 36	
Commercial relocations (business relocations)	Number	0	13 to 16 commercial buildings (16 to 26 businesses)	Some commercial buildings include multiple businesses.
Potential commercial relocations (business relocations)	Number	0	10 to 13 commercial buildings (11 to 22 businesses)	Some commercial buildings include multiple businesses.
Section 4(f) parks and recreation areas affected	Number	0	10	Action Alternative’s impacts to parks would be minor except for the Farmington State Street Option’s impacts to Ezra T. Clark Park in Farmington.
Community facilities affected	Number	0	0	

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Table S.6-1. Environmental Impacts of the No-action and Action Alternatives

Impact Category	Unit	No-action Alternative	Action Alternative	Notes
Environmental justice (EJ) benefits or impacts	Yes/no	No impacts and no benefits to EJ communities.	Yes; impacts and benefits to EJ communities. Impacts would not be disproportionately adverse to EJ communities.	
Economic impacts	Yes/No	Yes; adverse due to increased travel times and delay and reduction in average speeds on I-15.	Yes; adverse due to business impacts; positive due to improved travel times and average speeds on I-15.	
Pedestrian and bicyclist improvements	Number	0	<ul style="list-style-type: none"> • 1 new shared-use path • 4 new grade-separated crossings • 8 crossings with improved connections 	<p>No-action Alternative would not improve pedestrian and bicyclist facilities across I-15.</p> <p>Action Alternative would add four new grade-separated crossings of I-15 and a 3.8-mile new shared-use path between North Salt Lake and Salt Lake City. Action Alternative would improve existing crossings in eight locations.</p>
Air quality impacts exceeding standards (NAAQS)	Yes/No	No	No	Action Alternative is part of the WFRC conforming implementation plan.
Receivers with modeled noise levels above criteria	Number	1,789	3,272 to 3,288	3 new noise barriers and 13 replace-in-kind noise barriers are recommended to mitigate for noise impacts and would provide a benefit (at least a 5-dBA reduction) to 1,568 to 1,647 receivers.
Surface water beneficial use impacts	Yes/No	No substantial changes to water quality or beneficial uses.	No substantial changes to water quality or beneficial uses.	
Groundwater quality	Yes/No	No	No	
Impacts to aquatic resources (includes wetlands, streams, mudflats, open-water ponds, canals, and ditches)	Acres	0	30.2	Action Alternative would affect 30.2 acres of aquatic resources. It is likely that not all of these aquatic resources would be considered jurisdictional waters of the United States.
Adverse Impacts to cultural resources	Number	0	6 to 7	

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Table S.6-1. Environmental Impacts of the No-action and Action Alternatives

Impact Category	Unit	No-action Alternative	Action Alternative	Notes
Hazardous material sites affected	Number	0	4 CERCLA 0 to 1 Dry Cleaner 5 LUST/UST	
Floodplain impacts	Acres	0	42.4 acres	Most of the Action Alternative floodplain impacts are in areas already impacted by I-15 (for example, existing floodplain crossings of I-15) and would not be considered new impacts to floodplains.
Visual changes	Category	Similar to existing conditions	Neutral to beneficial	
Section 4(f) uses with greater-than- <i>de minimis</i> impacts	Number	0	6 to 8	
Section 4(f) <i>de minimis</i> impacts	Number	0	52 to 54	
Section 4(f) temporary occupancy impacts	Number	0	66	
Section 6(f) conversions	Number	0	1 – Centerville Community Park (0.61 acre/2.5% of park)	Action Alternative would also have temporary nonconforming use of 0.19 acre of Hatch Park in North Salt Lake.

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

S.7 How has UDOT coordinated with environmental justice (EJ) communities during the EIS process?

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

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

information with their communities and neighbors. The Local Area Working Groups included representatives across chambers of commerce, school districts, social service organizations, youth organizations, business owners, developers, and residents, among others.

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

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

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

Chapter 6, *Coordination*, provides more information about these engagement activities.

S.8 How are past and current impacts to neighborhoods in the west part of Salt Lake City being considered in the EIS?

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

within and near these communities, and the meteorological and topographical makeup of the region that affect air quality.

Although decision-making relevant to the proposed Action Alternative cannot remedy many of these past transportation and industrial decisions, UDOT intends to continue to work collaboratively with the community to address past impacts to the extent they are related to I-15 and can be addressed with the current I-15 project. By actively involving the community in the process and considering their feedback, UDOT is committed to working with the community to identify and incorporate those ideas into the project that will have lasting benefits for all members of the community. Section S.7 summarizes how UDOT has been coordinating with EJ communities during the EIS process.

S.9 What alternative and options does UDOT prefer?

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

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

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

The preferred alternative includes the following options:

- Farmington 400 West Option
- Bountiful 400 North – Northern Option
- Bountiful 500 South – Northern Option
- Salt Lake City 1000 North – Northern Option

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

S.10 Who will decide which alternative is selected for construction?

UDOT will decide which alternative is selected for construction. However, UDOT's decision will rely heavily on both technical information and agency and community input. The final decision will be documented in the Record of Decision supported by information in the Final EIS. The combined Record of Decision and Final EIS are anticipated to be published in the spring of 2024.

S.11 When and how would the selected alternative be constructed?

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

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

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

S.12 What major themes were identified in comments submitted during the EIS process?

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

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

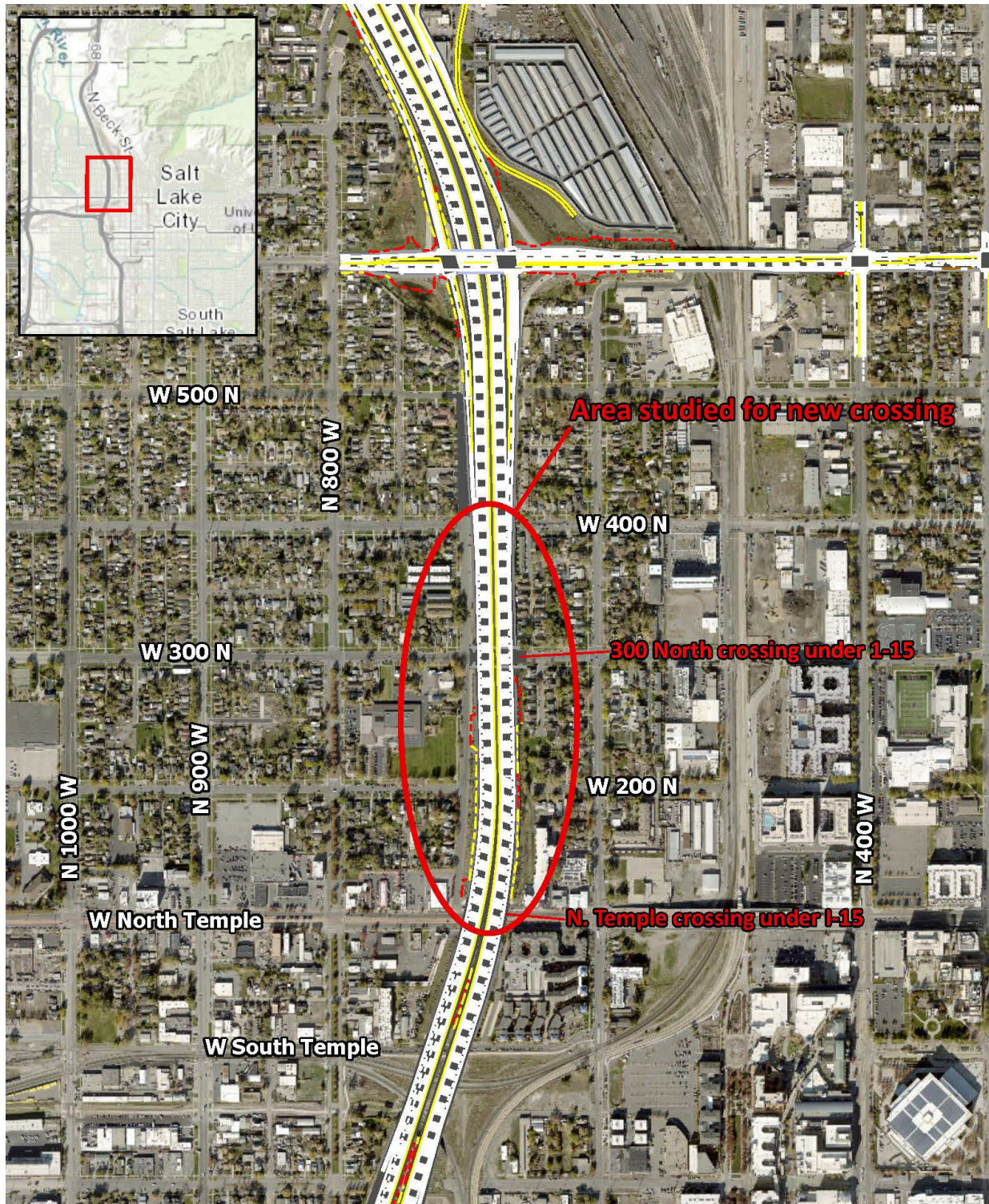
During the draft alternatives public comment period, 2,890 comments were received from the public and agencies. A summary of the public and agency comments is included in Attachment D of the *Alternatives Development and Screening Report*. Full copies of all public and agency comments are provided in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

UDOT considered and incorporated these comments into the final *Alternatives Development and Screening Report* (provided as Appendix 2A). As summarized in *Alternatives Development and Screening Report*, during the Level 2 screening process, UDOT screened out mainline and interchange concepts with additional resource impacts that were substantially more than the mainline and interchange concepts advanced past screening as part of the Action Alternative. The Action Alternative and options included in the Draft EIS meet the purpose of and need for the project while minimizing impacts compared to other concepts considered during the screening process.

S.13 Are UDOT and Salt Lake City still considering a new crossing in Salt Lake City?

A new crossing under I-15 was considered at 400 North in Salt Lake City during the draft alternatives development and screening process for this EIS. In response to mixed feedback from the community for the new 400 North crossing in Salt Lake City, UDOT removed this crossing from the Action Alternative in the Draft EIS. To meet the project purpose of “better connecting communities,” UDOT is working with Salt Lake City and the local community to evaluate a potential new crossing under I-15 between 400 North and North Temple (Figure S.13-1). If a location for a new crossing is identified through this additional study, UDOT will include this location in the Action Alternative. The crossing study was ongoing when this Draft EIS was released.

Figure S.13-1. Extent of the UDOT and Salt Lake City Crossing Study



UDOT AND SALT LAKE CITY CROSSING STUDY LOCATION
I-15 EIS: FARMINGTON TO SALT LAKE CITY

S.14 What additional federal actions would be required if the project is built?

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

S.15 What happens next?

The public has an opportunity to provide comments on this Draft EIS during a 45-day public comment period. During the public comment period, public hearings will be held in the vicinity of I-15 to allow the public to review the details of the project and talk with staff from UDOT.

After the Draft EIS comment period, the comments that are received will be reviewed, evaluated, responded to, and included in the Final EIS.

UDOT intends to issue a combined Final EIS and Record of Decision in the spring of 2024 pursuant to 49 USC Section 304a and 23 USC Section 139(n). These regulations direct the lead agency, to the maximum extent practicable, to combine the Final EIS and Record of Decision unless:

1. The Final EIS makes substantial changes to the proposed action that are relevant to environmental or safety concerns; or
2. There is a significant new circumstance or information relevant to environmental concerns that bears on the proposed action or the impacts of the proposed action.

S.16 References

[Horrocks] Horrocks Engineers

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

[WFRC] Wasatch Front Regional Council

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