



## **Coordination Plan**

### **Kimball Junction Environmental Impact Statement**

Lead agency:  
Utah Department of Transportation

**Issued January 6, 2023  
Updated December 9, 2024**

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## 1.0 Introduction

The Utah Department of Transportation (UDOT) is preparing an environmental impact statement (EIS) to evaluate improvements at the Interstate 80 (I-80) and State Route 224 (SR-224) interchange at Kimball Junction and on SR-224 from Kimball Junction through the Olympic Parkway intersection in Summit County, Utah. 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 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.

This coordination plan will guide the lead agency through the agency and public coordination activities for the Kimball Junction EIS. As a result of NEPA Assignment, UDOT is the lead agency (for more information, see the section 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 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
- Describes the public meetings that will be held in the project area, the information that's 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.** The Council on Environmental Quality (CEQ) defines a cooperating agency as any federal agency, other than the lead agency, that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative (40 Code of Federal Regulations [CFR] Section 1508.1(e)). 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 Kimball Junction 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 Kimball Junction 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 United States Code Section 327 and a Memorandum of Understanding executed by FHWA and UDOT on May 26, 2022.

## 1.2 Project Overview and History

### 1.2.1 Project Overview

UDOT will prepare an EIS to evaluate improvements at the Interstate 80 (I-80) and SR-224 interchange at Kimball Junction and on SR-224 from Kimball Junction through the Olympic Parkway intersection in Summit County, Utah, as shown in Figure 1-1, *Needs Assessment Evaluation Area*, and Figure 1-2, *Needs Assessment Evaluation Area Close-up*. The 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's goal for the project is to develop a comprehensive, technically sound EIS which:

- Addresses the transportation needs in the area.
- Identifies solutions to meet those needs.
- Identifies and screens alternative solutions.
- Minimizes and avoids environmental impacts where possible.
- Engages the public and stakeholders through an open and transparent process.
- Builds on, and uses information from, the Kimball Junction and SR-224 Area Plan.

The project will use the environmental document process and guidance in UDOT's *Environmental Process Manual of Instruction* (UDOT 2023) and other applicable UDOT standards and manuals. The environmental review, consultation, and other actions required by applicable federal environmental laws for this project will be carried out by UDOT pursuant to 23 United States Code (USC) 327 and a Memorandum of Understanding (MOU) dated May 26, 2022.

Figure 1-1. Needs Assessment Evaluation Area



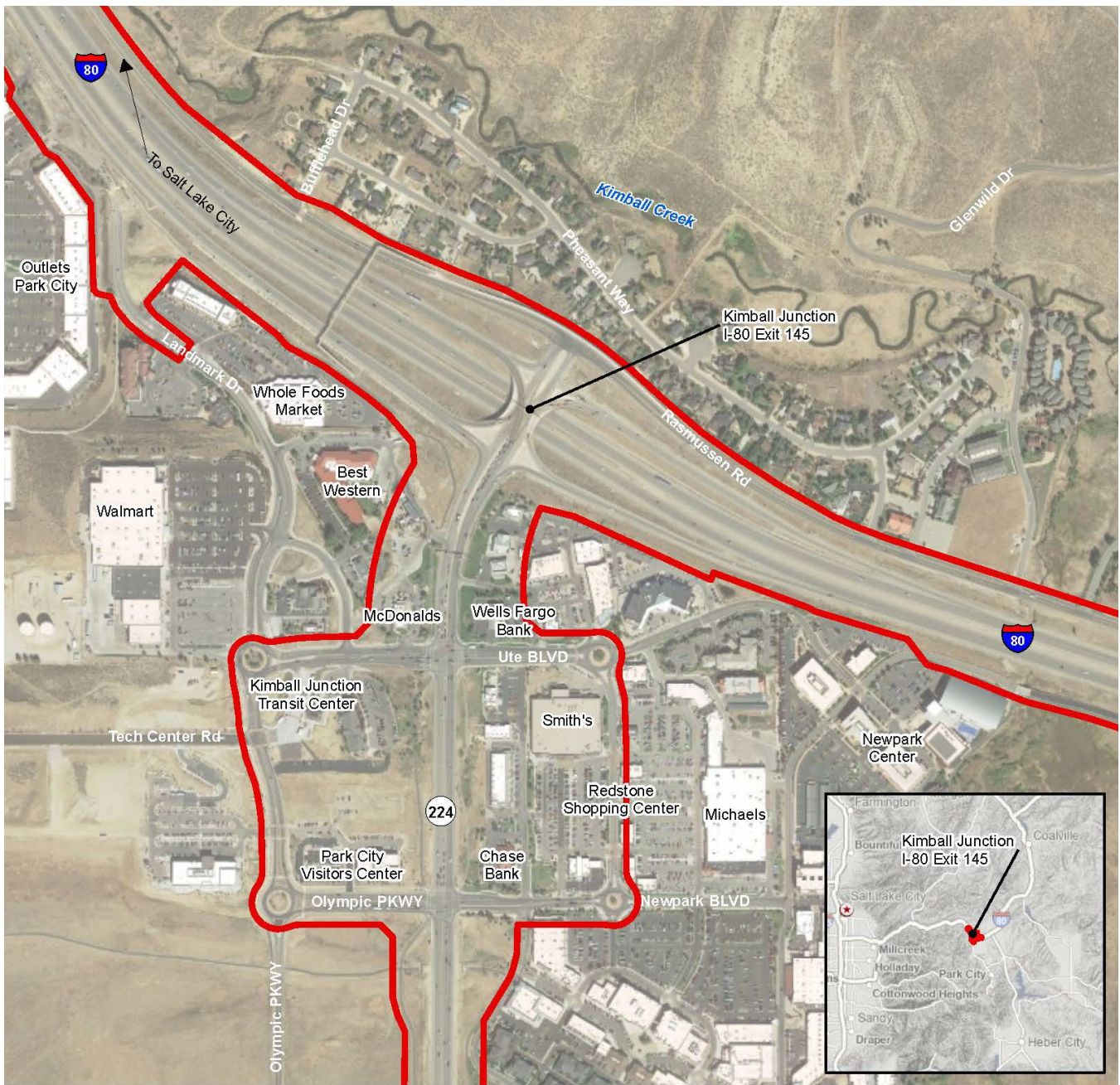
Legend

 Kimball Junction EIS Needs Assessment Evaluation Area





**Figure 1-2. Needs Assessment Evaluation Area Close-up**



**Legend**

Kimball Junction EIS Needs Assessment Evaluation Area

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## 1.2.2 Project History

In May 2021, UDOT, in partnership with Summit County, published the Kimball Junction and SR-224 Area Plan (UDOT 2021), which documented the results of a study conducted using UDOT's Solutions Development process. Solutions Development is an innovative planning process developed by UDOT that seeks to capture the unique context of an area or corridor and develop a set of solutions to meet its transportation needs. The Solutions Development process integrates with the work of other UDOT divisions such as environmental, operations, and performance management. Integrating with these other areas helps ensure holistic solutions that match the area's unique context and needs. UDOT initiated the Area Plan to develop a range of improvements to reduce congestion and improve multimodal travel and connectivity through the Kimball Junction Area, including the two at-grade intersections on SR-224.

The Area Plan report provides a study overview; a description of the problems and opportunities in the study area; a discussion of the alternatives that were developed by the study team in concert with the study partners; a description of the Level 1 and Level 2 screening processes, including screening criteria, measures, and results; and a discussion of public and partner outreach efforts and comments received. The technical report also describes the alternatives recommended to move forward into future phases of study. The alternatives evaluation process included developing screening criteria based on addressing the problems and opportunities and study goals, developing a full range of alternatives, and documenting the elimination of alternatives to limit the need for re-considering the full range of alternatives during future National Environmental Policy Act (NEPA) or state environmental processes and serves as a starting point for the Kimball Junction EIS. The detailed study is available at <https://kimballjunctioneis.udot.utah.gov/wp-content/uploads/2022/09/Kimball-Jct-Draft-Area-Plan.pdf>.

Based on the Area Plan results, UDOT is proposing to provide additional capacity and multimodal transportation options in the Kimball Junction area and address the existing and long-term mobility needs of residents, commuters, and visitors between the I-80 interchange and the two at-grade traffic signals at Ute Boulevard and Olympic Parkway on SR-224. UDOT will consider a range of alternatives based on the purpose of and need for the project and taking into account agency and public input. The proposed alternatives currently include (1) taking no action, (2) a split-diamond interchange and intersection improvements, (3) grade-separated intersections with one-way frontage roads to the I-80 interchange, (4) intersection improvements with pedestrian enhancements, and (5) other reasonable alternatives that may be identified during the EIS process. Details on the proposed alternatives can be found on the project website (<https://kimballjunctioneis.udot.utah.gov>). Alternatives that do not meet the project's purpose and need or that are otherwise not reasonable will not be carried forward for detailed consideration in the EIS.

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

### 2.1 Lead Agency

The lead agency for the Kimball Junction 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
<b>Rebecca Stromness</b> UDOT	Project Manager	(801) 887-3470 <a href="mailto:rstromness@utah.gov">rstromness@utah.gov</a>
<b>Carissa Watanabe</b> UDOT	Environmental Lead	(503) 939-3798 <a href="mailto:cwatanabe@utah.gov">cwatanabe@utah.gov</a>

#### 2.1.1 Responsibilities

The CEQ regulations for NEPA lead agencies are codified in 40 CFR Section 1501.7. 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 for the analysis of alternatives
- 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 the project. Agencies that accepted cooperating agency status for the Kimball Junction Corridor EIS are listed in Table 2-2.

**Table 2-2. Cooperating Agency Contacts**

Name and Organization	Title	Contact Information
<b>Mike Pectol</b> 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 <a href="mailto:Michael.A.Pectol@usace.army.mil">Michael.A.Pectol@usace.army.mil</a> (801) 295-8380 ext. 8315
<b>Julie Smith</b> U.S. Environmental Protection Agency	Transportation Sector Lead	EPA Region 8 (8EPR-N) 1595 Wynkoop Street Denver, CO 80202-8917 <a href="mailto:Smith.Julie@epa.gov">Smith.Julie@epa.gov</a> (303) 312-6736

### 2.2.1 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 the responsibilities to participate in the NEPA process at the earliest possible time and to participate 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 Kimball Junction Corridor EIS are listed in Table 2-3.

**Table 2-3. Participating Agency Contacts**

Name and Organization	Title	Contact Information
<b>Rita Reisor</b> U.S. Fish and Wildlife Service	Botanist	U.S. Fish and Wildlife Service Utah Ecological Services Field Office P.O. Box 25182 Salt Lake City, UT 84125 <a href="mailto:rita_reisor@fws.gov">rita_reisor@fws.gov</a> (801) 975-3330
<b>Kim Shelley</b> Utah Department of Environmental Quality	Executive Director	195 North 1950 West P.O. Box 144830 Salt Lake City, UT 84114-4830 <a href="mailto:kshelley@utah.gov">kshelley@utah.gov</a> (801) 536-4312
<b>Eric Edgley</b> Utah Division of Wildlife Resources	Habitat Section Chief	1594 W. North Temple, Suite 2110 P.O. Box 146301 Salt Lake City, UT 84114-6301 <a href="mailto:ericedgley@utah.gov">ericedgley@utah.gov</a> (801) 440-6850
<b>Patti Garver</b> Utah Transit Authority	Environmental Manager	669 West 200 South Salt Lake City, UT 84101 <a href="mailto:pgarver@rideuta.com">pgarver@rideuta.com</a> (801) 743-3882
<b>Lindsey Nielsen</b> Central Wasatch Commission	Executive Director	211 S. State Street, Suite 330 Salt Lake City, UT 84111 <a href="mailto:lindsey@cw.utah.gov">lindsey@cw.utah.gov</a> 801-702-2522
<b>Michelle Carroll</b> Mountainland Association of Governments (MAG)	Executive Director	586 East 800 North Orem, UT 84097 <a href="mailto:mcarroll@mountainland.org">mcarroll@mountainland.org</a> (801) 229-3836
<b>Carl Miller</b> Summit County	Transportation Planning Director	Summit County 60 N. Main P.O. Box 128 Coalville, UT 84017 <a href="mailto:cmillerg@summitcounty.org">cmillerg@summitcounty.org</a> (435) 336-3982

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**Table 2-3. Participating Agency Contacts**

Name and Organization	Title	Contact Information
<b>Caroline Rodriguez</b> High Valley Transit	Executive Director	High Valley Transit 1885 W. Ute Boulevard Park City, UT 84098 <a href="mailto:crodriguez@highvalleytransit.org">crodriguez@highvalleytransit.org</a> (435) 246-1538
<b>Sarah Pearce</b> Park City Municipal Corporation	Deputy City Manager	Park City 445 Marsac Avenue Park City, UT 84060 <a href="mailto:sarah.pearce@parkcity.org">sarah.pearce@parkcity.org</a> (435) 513-9955
<b>Scott Morrison</b> Mountain Regional Water Special Service District	General Manager	P.O. Box 982320 Park City, UT 84098 <a href="mailto:cs@mtregional.org">cs@mtregional.org</a> (435) 940-1916
<b>Dana Jones</b> Snyderville Basin Special Recreation District	District Director	5715 Trailside Drive Park City, UT 84098 <a href="mailto:dana@@basinrecreation.org">dana@@basinrecreation.org</a> (435) 649-1564 ext. 28
<b>Michael D. Luers</b> Snyderville Basin Water Reclamation District	General Manager	2800 Homestead Road Park City, UT 84098 <a href="mailto:mluers@sbwrdr.org">mluers@sbwrdr.org</a> (435) 649-7993



### 2.3.1 Responsibilities

Participating agencies are responsible for identifying, as early as practicable, any issues of concern regarding the 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 the project, determining the range of alternatives to be considered, determining the methodologies and level of detail required for the alternatives analysis, and review the Scoping Environmental Review Checklist. Checklist template is attached as Attachment A, *Public Involvement Plan*.
- 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 completion of the environmental review process or result in denial of approvals required for the project under applicable laws

## 2.4 Tribes

The following Native American tribes might have interests regarding natural and cultural resources: Skull Valley Band of Goshute Indians, Northwestern Band of Shoshone Nation, Shoshone-Bannock Tribes of the Fort Hall Reservation, Eastern Shoshone Tribe of the Wind River Reservation, and Ute Indian Tribe of the Uintah and Ouray Reservation.

On December 23, 2022, UDOT initiated consultation with these tribes, pursuant to 23 United States Code Section 327 and a Memorandum of Understanding dated May 26, 2022, and executed by FHWA and UDOT, to invite them to become participating agencies. The tribes were invited to attend the agency scoping meeting, and UDOT will continue to consult with the tribes as required under Section 106 of the National Historic Preservation Act of 1966, as amended, throughout project development regarding potential cultural resource impacts of concern to the tribes. Communications and agreements with the tribes will be documented. Although no tribes agreed to be participating agencies at this time, their contact information is listed in Table 2-4, since they will be consulted with during the Section 106 process.

**Table 2-4. Participating Tribe Contacts**

Tribe	Contact	Contact Information
Eastern Shoshone Tribe of the Wind River Reservation	John St. Clair, Chairman	P.O. Box 538/15 North Fork Rd. Fort Washakie, WY 82514 (307) 332-3532 <a href="mailto:istclair@easternshoshone.org">istclair@easternshoshone.org</a>
Eastern Shoshone Tribe of the Wind River Reservation	Glenda Trosper, Director, Cultural Center	P.O. Box 538/15 North Fork Rd. Fort Washakie, WY 82514 (307) 332-9106 <a href="mailto:glendatrosper@washakie.net">glendatrosper@washakie.net</a>
Eastern Shoshone Tribe of the Wind River Reservation	Joshua Mann, Tribal Historic Preservation Officer	P.O. Box 538/15 North Fork Rd. Fort Washakie, WY 82514 (307) 349-6406 <a href="mailto:jmann@easternshoshone.org">jmann@easternshoshone.org</a>
Northwestern Band of Shoshone Nation	Dennis Alex, Chairman	2575 Commerce Way Ogden, UT 84401 (435) 734-2286 <a href="mailto:banner02@gmail.com">banner02@gmail.com</a>
Northwestern Band of Shoshone Nation	Patty Timbimboo-Madsen, Cultural and Natural Resource Manager	2575 Commerce Way Ogden, UT 84401 (435) 734-2286 <a href="mailto:banner02@gmail.com">banner02@gmail.com</a> <a href="mailto:ptimbimboo@nwbsshoshone.com">ptimbimboo@nwbsshoshone.com</a>
Shoshone-Bannock Tribes of the Fort Hall Reservation	Devon Boyer, Chairman	P.O. Box 306 Pima Drive Fort Hall, ID 83203 (208) 478-3721
Shoshone-Bannock Tribes of the Fort Hall Reservation	Carolyn Smith, Cultural Resources/Heritage Tribal Office (HeTO)	P.O. Box 306 Pima Drive Fort Hall, ID 83203 (208) 236-1086 <a href="mailto:csmith@sbtribes.com">csmith@sbtribes.com</a>
Skull Valley Band of Goshute Indians	Candace Bear, Chairwoman	407 Skull Valley Rd. Skull Valley, UT 84029 (435) 831-4079 <a href="mailto:candaceb@svqoshutes.com">candaceb@svqoshutes.com</a>
Ute Indian Tribe of the Uintah and Ouray Reservation	Shaun Chapoose, Chairperson	P.O. Box 190 Fort Duchesne, UT 84026 (435) 722-5141
Ute Indian Tribe of the Uintah and Ouray Reservation	Betsy Chapoose, Tribal Historic Preservation Officer	P.O. Box 190 Fort Duchesne, UT 84026 (435) 722-4992 <a href="mailto:betsyc@utetribe.com">betsyc@utetribe.com</a>

### 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 the 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. Note that this coordination plan is dynamic and dates and links to completed documents will be added as this plan evolves.

**Table 3-1. Schedule for the Kimball Junction EIS Process**

Milestone or Activity	Participants	Actions	Completion Date
<b>NOI and Scoping</b>			
Letters of invitation	Lead agency	Lead agency prepared invitation letters for cooperating and participating agencies.	December 2022
Notice of Intent (NOI)	Lead agency	Lead agency will prepare and published the NOI. The NOI will include information about the <b>30-day comment period</b> (12/27/22 to 1/27/23) which is used to solicit comments on the draft purpose and need, the alternatives, and the scope of the NEPA analysis.  The NOI will include a link to the website for the Draft Purpose and Need and preliminary Alternatives Development and Screening Process to allow the public to review and provide any further input during the scoping comment period. Notice of the scoping process will be published in newspapers, social media, and email updates.	December 2022
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: <a href="https://kimballjunctioneis.udot.utah.gov">https://kimballjunctioneis.udot.utah.gov</a> .	December 2022
Agency meeting	Lead, cooperating, and participating agencies	Lead agency held the agency scoping meeting. A summary of the meeting will be included in a Scoping Summary Report.	January 2023
Scoping meeting		Cooperating and participating agencies are encouraged to participate.	January 2023
Scoping report	Lead agency	Lead agency will prepare a report that summarizes scoping activities and comments. The report is available on the project website: <a href="https://kimballjunctioneis.udot.utah.gov">https://kimballjunctioneis.udot.utah.gov</a> .	February 2023

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**Table 3-1. Schedule for the Kimball Junction EIS Process**

Milestone or Activity	Participants	Actions	Completion Date
<b>Purpose and Need, Alternatives</b>			
Develop purpose and need	Lead, cooperating, and participating agencies, and public	Lead agency will develop a draft purpose and need based on results of previous studies, notably the Kimball Junction and SR-224 Area Plan, and provide an opportunity for agency and public input during the <b>30-day comment period for scoping</b> . UDOT would revise the purpose and need based on scoping comments and make it available on the project website: <a href="https://kimballjunctioneis.udot.utah.gov">https://kimballjunctioneis.udot.utah.gov</a> .	October–December 2022
Develop methodology for alternatives screening and selection	Lead, cooperating, and participating agencies	Lead agency will develop criteria for how alternatives will be screened based on previous studies notably the Kimball Junction and SR-224 Area Plan. UDOT will present these screening criteria and screening results during the scoping period. If additional reasonable alternatives are presented during scoping, the lead agency may host a workshop(s), depending on the nature of the new alternative(s), to review new alternatives, how they fit with the screening criteria, and the updated screening results. UDOT will draft an alternatives chapter and make it available for public review with the Draft EIS on the project website: <a href="https://kimballjunctioneis.udot.utah.gov">https://kimballjunctioneis.udot.utah.gov</a> .	October 2022–April 2024
Identify alternatives to be carried forward for review in the EIS	Lead and cooperating agencies	Lead and cooperating agencies screen alternatives using agreed-on methodology and identify alternatives to be analyzed in the Draft EIS.	July 2024
<b>Prepare EIS</b>			
Develop methodology for resource analysis	Lead and cooperating and participating agencies	Lead agency develops methodologies to be used for evaluating resources. Participating (and cooperating) agency responsibilities during the environmental review process include providing comments, responses, studies, or methodologies regarding those areas within the special expertise or jurisdiction of the agency.	October 2024
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 may identify a preferred alternative.	Summer 2024 – winter 2025
Identify the preferred alternative	Lead and cooperating agencies	Lead agency identifies the preferred alternative with input from cooperating agencies.	Winter 2025

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**Table 3-1. Schedule for the Kimball Junction EIS Process**

Milestone or Activity	Participants	Actions	Completion Date
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 makes Draft EIS available for public review on the project website: <a href="https://kimballjunctioneis.udot.utah.gov">https://kimballjunctioneis.udot.utah.gov</a> . Lead agency holds a public hearing on the Draft EIS and seeks input during a <b>45-day comment period</b> .	Winter/spring 2025
Compile and respond to comments on Draft EIS	Lead agency	Lead agency compiles, categorizes, and responds to comments received on the Draft EIS.	Spring 2025
Prepare Final EIS and Record of Decision (ROD)	Lead agency	Lead agency prepares the Administrative Final EIS and ROD, which responds to comments received on the Draft EIS.	Summer 2025
Project approval	Lead agency	Lead agency approves the project.	Summer/fall 2025
Release Final EIS and ROD	Lead agency	Lead agency releases the Final EIS and ROD with the NOA in the Federal Register. Lead agency makes Final EIS available for public review on the project website: <a href="https://kimballjunctioneis.udot.utah.gov">https://kimballjunctioneis.udot.utah.gov</a> .	Fall 2025

### 3.1 Cooperating and Participating Agencies

UDOT will ask the cooperating and participating agencies to submit comments during scoping that summarize their interests related to the project area. Following scoping, the lead agencies will coordinate with all 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). The lead agencies will also coordinate with appropriate agencies to complete the necessary permits after the lead agencies issue their Record of Decision (ROD).

### 3.2 Public Involvement

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

**Public Scoping / Purpose and Need / Initial Set of Alternatives.** The public scoping meeting will identify key project concerns and possible solutions that the lead agencies can use in further developing the purpose and need statement, further developing the alternatives, and gathering data for impacts analysis. Problems and opportunities developed during the Kimball Junction and SR-224 Area Plan will be used to develop a draft Purpose and Need. The Draft Purpose and Need will be vetted with the public during scoping. The three action alternatives resulting from the area plan process will again be vetted with the public. The public scoping meeting will emphasize receiving input from the public and participating agencies to further develop the purpose and need and alternatives. The public scoping meeting will be widely



advertised through direct mailings, roadway signs, news releases, and fliers distributed throughout the project area and at key business locations.

**Development and Screening of Alternatives.** The lead agencies will build on the information gained through scoping to refine the three action alternatives resulting from the Kimball Junction and SR-224 Area Plan and to develop other reasonable project alternatives if brought forward during scoping. The lead agencies will provide additional opportunities for participating agencies and the public to comment on the screening criteria and preliminary results of alternatives screening in the scoping process. The lead agencies will consider comments submitted by the public and participating agencies, including those comments received during the Area Plan, as the lead agencies completes alternatives screening and impact analysis for the Draft EIS. If a new reasonable alternative is developed based on scoping comments, the lead agencies will provide a draft alternatives chapter that contains the analysis methodologies and results to the participating agencies for their review before detailed environmental analysis begins [SAFETEA-LU Section 6002, Subsection 139(4)(C)].

**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 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 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 will 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 Attachment B, *Scoping Environmental Review Checklist*) and are summarized below.

- **Project Website.** UDOT will develop a website for the project (<https://kimballjunctioneis.udot.utah.gov>) that will include project information, interactive maps, this coordination plan, an electronic comment form, and contact information. The information presented during the public meetings and the public hearing will be available on the website. The website will be updated as needed.
- **Project Newsletters.** Newsletters, interactive maps, and fact sheets will be mailed and emailed by UDOT to those on the mailing list. Digital media will also be available on the project website and at other public meetings or gatherings.
- **Press Releases.** Press releases 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 will be shared on the Facebook, X, and Instagram channels maintained by UDOT and shared with partners for posting on their social media channels.
- **Small Group Meetings.** To encourage key audiences to engage in the process, to provide formal comments during the official comment periods, and to maintain an open dialogue with the study team as needed during project development.

## **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 engage in continued coordination with agencies as appropriate throughout project development.

If needed, UDOT will schedule additional meetings with representatives of the cooperating and participating agencies, as needed, to discuss specific concerns and ideas. These meetings might involve only one agency or several agencies having an interest in a particular subject. 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 would support obtaining other approvals needed for the NEPA process (for example, National Historic Preservation Act Section 106 consultation and Endangered Species Act compliance). Coordination would also address the same issues and concerns that regulatory agencies normally consider as part of necessary permit, license, and other approval processes that would take place after a ROD is issued.

Table 4-1 summarizes the permits, licenses, and approvals that might be needed to support the project if an action alternative were 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 may 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
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 in 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	January 2023	Heidi Spoor	Draft for review by cooperating and participating agencies
B	December 2024	Heidi Spoor	Update participating and cooperating agency contacts and schedule
C			
D			
E			

## 7.0 References

[UDOT] Utah Department of Transportation

- 2021 Kimball Junction and SR-224 Area Plan. <https://kimballjunctioneis.udot.utah.gov/wp-content/uploads/2022/09/Kimball-Jct-Draft-Area-Plan.pdf>.
- 2023 Environmental Process Manual of Instruction. <https://www.udot.utah.gov/connect/business/environmental-consultants>. September.

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**ATTACHMENT A**  
Public Involvement Plan



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# Public Involvement Plan

## Kimball Junction Environmental Impact Statement

Lead agency:  
Utah Department of Transportation

Issued December 21, 2022  
Updated December 4, 2024

*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 327 and a Memorandum of Understanding dated May 26, 2022, and executed by FHWA and UDOT.*

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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 along Interstate 80 (I-80) and State Route (SR) 224 through the Kimball Junction area of Summit County. The Kimball Junction 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. The Kimball Junction area is a rapidly growing community of residential and retail located in Summit County. Kimball Junction is also the gateway to Park City and receives visitors around the globe to come to take advantage of the year-round recreational opportunities including world class ski resorts, walking, hiking, biking, and golfing, as well as cultural events including the Sundance Film Festival. As such, traffic in the Kimball Junction area continues to increase, adding additional strain on the existing transportation system.

From 2020 to 2021, UDOT, in partnership with Summit County, prepared the Kimball Junction Area Plan to determine existing and future capacity and multimodal transportation needs at the I-80 and SR-224 interchange and through the two at-grade traffic signals on SR-224 at Ute Boulevard and Olympic Parkway. The Area Plan defined the problems, opportunities, and goals of the area. After defining the problems, opportunities, and goals, the study team developed and screened a number of potential solutions. The Area Plan ultimately recommended three solutions to be carried forward for further study, which will occur in the preparation of this EIS. Public and stakeholder engagement occurred throughout the preparation of the Area Plan and included six project partner meetings or workshops, updates to the Summit County Council, and two public surveys. The detailed study is available at <https://kimballjunctionareaplan.com>.

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

The purpose of the outreach is to actively seek and obtain stakeholder input throughout the course of the study. Engagement of the community throughout the process greatly increases successful identification of community issues and opinions early so they can be addressed and appropriately incorporated into study results. The activities undertaken via the plan are intended to increase all parties' understanding of the goals, needs and potential solutions that best meet the regional transportation needs at the Kimball Junction Interchange.

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.

### Equitable Approach

UDOT is committed to a respectful, inclusive, and equitable approach to this study that ensures the concerns of Utahns are identified and addressed, resulting in better transportation outcomes. UDOT works with communities to address specific issues, identifying the values and unique characteristics to understand the transportation needs throughout each community. Ongoing evaluation throughout the study will take place to ensure all voices are heard. UDOT will work collaboratively and equitably with all people to identify transportation needs.

UDOT is committed to evaluate the distributional effects of the proposed actions and take steps to mitigate adverse effects on low-income communities, minority groups, or those with limited English proficiency.

## 2.0 Team Leadership and Responsibilities

**Rebecca Stromness**, UDOT Project Manager

- Responsibilities: Review and give final approval on all decisions, documents and materials; manage EIS process; Represent UDOT in all interactions and meetings

**Bryan Adams**, HDR, Consultant Project Manager

- Responsibilities: Manage, review and approve all materials prepared by consultant, send materials to UDOT for review and approval; oversee stakeholder meetings and distribution of materials to stakeholders

**Carissa Watanabe**, UDOT Environmental Lead

- Responsibilities: Review and approve all materials as UDOT Environmental Services Division representative; participate in stakeholder meetings and interactions

**Heidi Spoor**, HDR Environmental Lead

- Responsibilities: Prepare EIS materials; participate in stakeholder meetings

**Kylar Sharp**, UDOT Region Two Communications Manager

- Responsibilities: Review and approve all communications materials, post information on UDOT Region Two social media channels, act as media spokesperson

**Brianna Binnebose**, Penna Powers Public Involvement

- Responsibilities: Oversee and create all communications materials; Respond to stakeholder inquiries; coordinate and manage stakeholder meetings and outreach; conduct stakeholder interviews.

**Kim Clark**, V-I-A Consulting Public Involvement

- Responsibilities: Assist in development of communications and outreach materials; facilitate partner meetings



### **3.0 Public Involvement Goal**

Effectively engage and inform the public and stakeholders in the Kimball Junction area about the EIS process by building on the recent, relevant transportation conversations in the community.

### **4.0 Public Involvement Objectives**

- Increase understanding of the Kimball Junction EIS process.
- Increase awareness of the Kimball Junction EIS purpose and need, alternatives, and environmental analysis.
- Notify, inform, and engage the public and stakeholders in the EIS process and provide opportunities for input.
- Ensure public and stakeholder input are appropriately and fairly included in the Kimball Junction EIS process.
- Anticipate, identify, and address stakeholder issues for the end of the study.

### **5.0 Public Involvement Strategies**

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

### **6.0 Audiences and Key Stakeholders**

Key stakeholders are audiences that are integral to achieving the 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 the study. The following describes key stakeholders identified for the study and internal resources available to deliver information to them about the process. The range of stakeholders may be expanded as the study develops.

## 6.1 Economic

**Possible motivators:** Concerned with impacts that might result in traffic congestion, noise, and perceived safety concerns in Kimball Junction and possibly decrease 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 in Kimball Junction
- Businesses located along SR-224
- Employees of businesses in Kimball Junction
- Employees in the service industry
- Park City Chamber & Visitors Bureau
- Trucking industry

## 6.2 Residents

**Possible motivators:** Concerned with impacts to their quality of life caused by increased traffic and/or access to their communities and potential alternatives that may impact them. Public comments from residents include concerns about noise, air quality, access to amenities, safety, and comfort to walk, run and bike in the area, winter snow maintenance.

Examples of residential stakeholders include but are not limited to:

- Study area residents
- Owners of non-commercial properties
- HOAs
- Transit riders

## 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 with safety and traffic congestion and those effects on access and mobility for their constituents in terms of getting to homes, jobs, recreational resources, and commercial areas. Examples of municipal and elected official stakeholders include but are not limited to:

- Local government:
  - Schools
  - Park City
  - Summit County
  - Park City Transit
  - Emergency services

- Transit districts:
  - Park City Transit
  - High Valley Transit
- Regional government:
  - Mountainland Association of Governments

## 6.4 Agencies

**Possible motivators:** Interested in alternatives that would impact the resources they manage or require a decision-making action from their respective agencies.

- State government:
  - Resource Development Coordinating committee (RDCC)/ Public Lands Coordinating Office
  - Utah State Historic Preservation Office
  - Utah Division of Wildlife Resources
  - Utah Division of Emergency Management
- Federal government:
  - 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 natural resources they're working to protect and conserve. Examples of environmental stakeholders include but are not limited to:

- Swaner Preserve and Eco Center
- Save People Save Wildlife

## 6.6 Recreation Groups

**Possible motivators:** Interested in improvements to trails access and parking, reduced travel time, and preservation of historic and natural resources. Different groups are protective of their specific use. They could be involved with sharing project information to their networks. Examples of recreational stakeholders include but are not limited to:

- Annual visitors
- Wasatch Trails Foundation
- Ski resorts
- Park City Tourism
- Utah Olympic Park
- Basin Recreation

## 7.0 Key Messages

The Utah Department of Transportation's (UDOT) mission is keeping Utah moving while enhancing the quality of life through transportation improvements. UDOT, in coordination with Summit County and Park City, is conducting an Environmental Impact Statement (EIS) to evaluate potential transportation solutions to improve mobility at the Kimball Junction Interchange at I-80 and SR-224.

- The first step in the EIS process is to develop the purpose and need that will be used to identify a transportation solution. The initial purpose and need will incorporate the feedback from the Area Plan. UDOT will take feedback from the public, agencies, elected officials, and a wide variety of stakeholders to ensure an appropriate purpose and need is developed for the project.
- Once the purpose and need is identified, UDOT will develop transportation alternatives to address the project need, which may include a variety of solutions.
- The EIS will be a data-driven process 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 take an in-depth look at needs to make sure UDOT understands the current transportation issues and will evaluate a range of alternatives.**

- Information from previous studies, including the Kimball Junction Area Plan, will be evaluated for use in the EIS, but the EIS is not relying 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 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 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. 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 Kimball Junction EIS process and timeline and the value of their participation.
- Encourage key audiences to engage in the process, to provide formal comments during the official comment periods, and to maintain an open dialogue with the study team.
- Identify and resolve potential concerns or questions

Table 1. Public Engagement Tactics

Tactic	Target Audience	Resource	Deliverable or Outcome
Stakeholder mapping exercise	Project Management Team	Meeting	Key Stakeholder section of this plan
Stakeholder database	Project Management Team	Online database	Records in online database of stakeholder contact information; notes on interactions with stakeholders and official public comments
Stakeholder Outreach: One-on-one stakeholder interviews; small group meetings as needed; scoping meeting, public meetings / hearings; project team will conduct additional stakeholder meetings as needed	Agencies All key stakeholder groups	Open House Meetings	Meeting summary reports <i>Frequently Asked Questions</i> Stakeholder database records
Local Government Updates	County Council City Council	Council Presentations	Presentations and Council meeting minutes
Project Newsletters	Agencies Municipalities All key stakeholder groups including government	Email Summit County Social	E-newsletter

### 8.2 Digital Media

**Digital Media Strategy:** Provide easy access and up-to-date information on the EIS to partners and stakeholders through digital communication tools.

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

Table 2. Digital Media Tactics

Tactic	Target Audience	Resource(s)	Deliverable or Outcome
Study web page with information about the process, contact information, etc.	Agencies All stakeholders	Consultant’s digital design team; UDOT’s website; UDOT branding guidelines	Website and public comments
Interactive map showing study area and study information, housed on the project website and used as presentation material for meetings	Agencies All stakeholders	Consultant’s geographical information systems (GIS) group	Interactive map
Social media updates via UDOT, Summit County and Park City’s social outlets	All stakeholders	UDOT Region Two & Central Communications and consultant team; other resources to be determined	Quarterly updates organized and approved in advance
Website updates	All stakeholders	UDOT Region Two & Central Communications and consultant team; other resources to be determined	Project updates and E-newsletters
Stakeholder contact and comment database	See Table 1 above		

### 8.3 Public Information

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

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

Table 3. Public Information Tactics

Tactic	Target Audience	Resource	Deliverable or Outcome
Media relations: Messaging at major milestones in case of media inquiries	KPCW, Park Record, TownLift	UDOT Central Communications Office and consultant team Coordination with Partners will take place to ensure messaging to the media outlets	Talking-point documents, visual aids, factsheets, media release
Email updates issued to stakeholder contact list at major milestones	All stakeholders	Stakeholder database software	Email updates
Website	See Table 2 above		
Social media	See Table 2 above		
Public engagement activities	See Table 1 above		

## 8.4 NEPA Scoping

**NEPA Scoping Strategy:** Publish the NOI and provide 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 & Need and associated screening criteria.
- Solicit public input on the draft alternatives.
- Inform key audiences about the Kimball Junction EIS process.
- Encourage key audiences to engage in the process, to provide formal comments during the official comment periods, and to maintain an open dialogue with the study team.

Table 4. NEPA Scoping Tactics

Tactic	Target Audience	Resource	Deliverable or Outcome
Media relations: Messaging at major milestones in case of media inquiries	KPCW, Park Record, TownLift	UDOT Central Communications Office and consultant team Coordination with Partners will take place to ensure messaging to the media outlets	Talking-point documents, visual aids, factsheets, media release
Email updates issued to stakeholder contact list at major milestones	All stakeholders	Stakeholder database software	Email updates
Conduct the scoping 30-day comment period to provide study information to stakeholders and collect public input	Agencies All stakeholders	Visual aids, comment forms, stakeholder database, study website	Public comments; Scoping Summary Report Frequently Asked Questions



## 8.5 Alternatives Development Public Comment Periods

**Public Comment Periods:** Conduct public comment periods regarding alternatives development and screening methodology and screening results. Describe the project’s purpose and need and how it’s used to develop alternatives.

- Solicit public input on the draft purpose & need and associated screening criteria.
- Display a range of alternatives for consideration.
- Encourage input from public and agencies, engagement in the process, and comments during the official comment periods.
- Provide opportunities for an open dialogue with the study team.

Table 5. Alternatives Development Tactics

Tactic	Target Audience	Resource(s)	Deliverable or Outcome
Issue notifications to the public about the opportunity to comment and to attend the meeting in person	Agencies All stakeholders	Major statewide newspaper; Park Record, KPCW Park City & Summit County social media	Notice(s), social media content, media release
Conduct the meeting to provide study information to stakeholders and collect public input through a 30-day comment period; provide online option	Agencies All stakeholders	Visual aids, comment forms, stakeholder database, study website	Public comments; <i>Meeting Summary Report</i> <i>Frequently Asked Questions</i>

## 8.6 Draft EIS Public Hearing

**Draft EIS Public Hearing Strategy:** Conduct a public hearing, both virtual and in-person, 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	Resource	Deliverable or Outcome
Issue notifications to the public about the opportunity to comment and to attend the public hearing in person or online	Agencies All stakeholders	Major statewide newspaper; Park Record, KPCW Park City & Summit County social media	Federal Register, legal notice(s), social media content, 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	Agencies All stakeholders	Visual aids, comment forms, stakeholder database, study website, court reporter	Public comments; <i>Meeting Summary Report</i> <i>Frequently Asked Questions</i> Response to Comments in the Final EIS

## 9.0 Anticipated Project Timeline

Table 7. Anticipated Project Timeline

Schedule	Activity
Spring 2022 – Fall 2022	<b>Pre-Scoping</b> <ul style="list-style-type: none"> <li>Establish stakeholder groups</li> <li>Begin stakeholder database</li> <li>Partner Scoping Workshop</li> <li>Prepare project website</li> <li>Begin social Media outreach</li> <li>Prepare project newsletter</li> <li>Local government presentations</li> <li>Stakeholder Interviews</li> </ul>
Winter 2022– Spring 2023	<b>NEPA Scoping</b> <ul style="list-style-type: none"> <li>Partner Alternatives Development Workshop</li> <li>Local government presentations</li> <li>Media release</li> <li>Website and social media updates</li> <li>Email updates</li> <li>Scoping open house and 30-day comment period</li> </ul>
Spring 2023 – Summer 2024	<b>Alternatives Development and Screening</b> <ul style="list-style-type: none"> <li>Partner Alternatives and Screening Workshop</li> <li>Local government presentations</li> <li>Media release</li> <li>Website and social media updates</li> <li>Email updates</li> <li>Alternatives development and methodology 30-day comment period</li> <li><i>Draft Alternatives Development and Screening Results Report</i> 30-day comment period</li> </ul>
Winter 2024 – Spring 2025	<b>Publish Draft EIS</b> <ul style="list-style-type: none"> <li>Local government presentations</li> <li>Public hearing</li> <li>Media release</li> <li>Website and social media updates</li> <li>Email updates</li> <li>Draft EIS public hearing and 45-day comment period</li> </ul>
Spring 2025 – Fall 2025	<b>Final EIS and Record of Decision</b> <ul style="list-style-type: none"> <li>Local government presentations</li> <li>Media release</li> <li>Website and social media updates</li> <li>Email updates</li> </ul>

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**ATTACHMENT B**

Scoping Environmental Review Checklist

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# Scoping Environmental Review Checklist



PROJECT INFORMATION	
Project PIN: 19477	Project Name: Kimball Junction EIS
Project Location: Summit County, UT	

For additional information and potential participating or cooperating agencies for each of the listed requirements see Attachment A. This checklist is a requirement of the FAST Act, codified as 49 USC 310.

Requirement	Requirement Potentially Applicable	Comments
<b>1. AIR QUALITY</b>		
1.1 Conformity Determination	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	Project is part of RTP and area is in attainment.
<b>2. WATER RESOURCES AND WETLANDS</b>		
2.1 Section 401 State Certification	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	Could be required if 404 individual permit is needed
2.2 Section 402 UPDES Permit	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	
2.3 Section 404 Permit	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	Wetland areas located in the study area. Potential for impacts to exceed 1 acre
2.4 Section 9 Bridges	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	
2.5 Section 10 Permit	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	
2.6 Wild and Scenic Rivers:	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	
2.7 Floodplains (E.O. 11988 and 13690)	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	Zone X (shaded) floodplains on east side of the study area
2.8 Wetlands (E.O 11990)	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	
<b>3. WILDLIFE</b>		
3.1 Section 7 ESA	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	
3.2 Bald and Golden Eagle Protection	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	
3.3 Migratory Bird Treaty Act	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	
3.4 NPS Special Use Permit	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	
3.5 FWS Refuge Permit	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	
<b>4. HISTORIC AND CULTURAL RESOURCES</b>		
4.1 Section 106	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	
4.2 NAGPRA Compliance	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	
4.3 Archaeological and Historic Data Preservation	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	
<b>5. SOCIAL AND ECONOMIC IMPACTS</b>		
5.1 Uniform Act: Displacement of persons or businesses	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	
5.2 American Indian Religious Freedom Act	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	
5.3 Tribal implications	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	
<b>6. ENVIRONMENTAL JUSTICE</b>		
6.1 Impacts to minority and low-income populations	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	Known minority populations in study area

Requirement	Requirement Potentially Applicable	Comments
<b>7. HAZARDOUS AND OTHER CONTAMINATED MATERIALS</b>		
7.1 Impacts to contaminated sites	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	Potential for impacts to LUST/UST and dry cleaner site
<b>8. GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE</b>		
8.1 Impact to GHG emissions and climate change requiring detailed analysis	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	
8.2 Affected by climate change impacts	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	
<b>9. NOISE AND VIBRATION</b>		
9.1 Noise or vibration emissions requiring an analysis	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	
<b>10. LAND</b>		
10.1 Section 4(f) – greater than de minimis impacts	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	There are few known NRHP-eligible sites in the study area; however, the full extent of the study area hasn't been surveyed for the project
10.2 Section 6(f) Land Conversion	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	
10.3 National Scenic and/or National Historic Trails	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	
10.4 BIA Lease	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	
10.5 Indian, public, or Federal land ROW Authorization	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	
<p><b>Identify any other potentially impacted resources and potentially required permit(s) or other approval(s) not otherwise listed above:</b></p>  		
<b>Completed By:</b>		
Signature: 	Date: November 8, 2022	
Printed Name: Heidi Spoor	Title: Environmental Manager	



# Scoping Environmental Review Checklist Attachment A: Additional Information



Requirement	Requirement Potentially Applicable	Agency	C / P <sup>1</sup>	Comments
<b>1. AIR QUALITY</b>				
1.1 <u>Conformity Determination:</u> Is a conformity determination required to show that the project conforms to the applicable Implementation Plan?	<input type="checkbox"/> No <input type="checkbox"/> Yes, General Conformity <input type="checkbox"/> Yes, Transportation Conformity	<input type="checkbox"/> EPA <input type="checkbox"/> Other: <input type="checkbox"/> N/A		
<b>2. WATER RESOURCES AND WETLANDS</b>				
2.1 <u>Section 401 State Certification:</u> Does the project have the potential to cause or contribute to a violation of relevant State water quality standards?	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> Utah Division of Water Quality <input type="checkbox"/> Other: <input type="checkbox"/> N/A		
2.2 <u>Section 402 UPDES Permit:</u> Is a 402 permit required for the discharge of pollutants into the waters of the US?	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> Utah DEQ <input type="checkbox"/> Other: <input type="checkbox"/> N/A		
2.3 <u>Section 404 Permit:</u> Is a 404 permit required for the discharge of dredge and fill material?	<input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> Individual <input type="checkbox"/> Nationwide <input type="checkbox"/> PGP-10	<input type="checkbox"/> USACE <input type="checkbox"/> Other: <input type="checkbox"/> N/A		
2.4 <u>Section 9 Bridges:</u> Will the project involve the construction or reconstruction or modification of a bridge or causeway in or over navigable waters of the US?	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> USCG <input type="checkbox"/> USACE <input type="checkbox"/> Other: <input type="checkbox"/> N/A		
2.5 <u>Section 10 Permit:</u> Will the project involve excavation or fill within any navigable waters of the US?	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> Utah Division of Water Quality <input type="checkbox"/> Other: <input type="checkbox"/> N/A		
2.6 <u>Wild and Scenic Rivers:</u> Will the proposed project occur on a designated wild and scenic river, a congressionally authorized study river, or upstream, downstream or on a tributary of such river?	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> NPS <input type="checkbox"/> BLM <input type="checkbox"/> USFS <input type="checkbox"/> Other: <input type="checkbox"/> N/A		

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2.7 <u>Floodplains (EO 11988 &amp; 13690):</u> Will the proposed project be located within a floodplain?	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> FEMA <input type="checkbox"/> HUD <input type="checkbox"/> Other: <input type="checkbox"/> N/A		
2.8 <u>Wetlands (EO 11990):</u> Will the proposed project be located in wetlands or affect wetlands, potentially requiring an alternatives analysis?	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> FWS <input type="checkbox"/> USACE <input type="checkbox"/> Other: <input type="checkbox"/> N/A		
<b>3. WILDLIFE</b>				
3.1 <u>Section 7 ESA:</u> Are there T&E species that the proposed action may affect?	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> FWS <input type="checkbox"/> Other: <input type="checkbox"/> N/A		
3.2 <u>Bald and Golden Eagle Protection:</u> Will the proposed project potentially take a bald or golden eagle or nest?	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> FWS <input type="checkbox"/> Other: <input type="checkbox"/> N/A		
3.3 <u>Migratory Bird Treaty Act:</u> Will the proposed project potentially take migratory birds, nests, or eggs, requiring an FWS permit?	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> FWS <input type="checkbox"/> Other: <input type="checkbox"/> N/A		
3.4 <u>NPS Special Use Permit:</u> Will the project potentially involve a short-term activity that takes place in a park area, requiring an NPS permit?	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> NPS <input type="checkbox"/> Other: <input type="checkbox"/> N/A		
3.5 <u>FWS Refuge Permit:</u> Will the project potentially occur on or affect a national wildlife refuge, requiring an FWS special use permit or compatibility determination?	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> FWS <input type="checkbox"/> Other: <input type="checkbox"/> N/A		
<b>4. HISTORIC AND CULTURAL RESOURCES</b>				
4.1 <u>Section 106:</u> Is there potential to affect resources eligible for or listed on the National Register of Historical Places that may require consultation?	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> ACHP <input type="checkbox"/> SHPO <input type="checkbox"/> THPO <input type="checkbox"/> Other: <input type="checkbox"/> N/A		

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4.2 <u>NAGPRA Compliance:</u> Will the proposed project potentially affect Native American burial sites or human remains, funerary objects, sacred objects, and items of cultural patrimony on Federal and tribal lands?	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> BIA <input type="checkbox"/> Other: <input type="checkbox"/> N/A		
4.3 <u>Archaeological and Historic Preservation:</u> Will the proposed project potentially result in the irreparable loss or destruction of significant scientific, prehistoric, historical, or archaeological data, requiring notification to NPS?	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> NPS <input type="checkbox"/> Other: <input type="checkbox"/> N/A		
<b>5. SOCIAL AND ECONOMIC IMPACTS</b>				
5.1 <u>Uniform Act:</u> Will the proposed project potentially result in the displacement of persons or businesses?	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> Other: <input type="checkbox"/> N/A <input type="checkbox"/>		
5.2 <u>American Indian Religious Freedom Act:</u> Will the proposed project potentially affect places of religious significance to American Indians?	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> BIA <input type="checkbox"/> NPS <input type="checkbox"/> DOI <input type="checkbox"/> Other: <input type="checkbox"/> N/A		
5.3 <u>Consultation and Coordination with Indian Tribal Governments (EO 13175):</u> Will the proposed project potentially have tribal implications, requiring coordination and DOT consultation with tribal officials?	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> BIA <input type="checkbox"/> Other: <input type="checkbox"/> N/A		
<b>6. ENVIRONMENTAL JUSTICE</b>				
6.1 <u>EO 12898:</u> Will the proposed project potentially result in a disproportionately high and adverse human health or environmental effects on minority and low-income populations?	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> HUD <input type="checkbox"/> Other: <input type="checkbox"/> N/A		
<b>7. HAZARDOUS AND OTHER CONTAMINATED MATERIALS</b>				
7.1 Will the proposed project potentially involve a site(s) contaminated by hazardous waste?	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> EPA <input type="checkbox"/> DEQ <input type="checkbox"/> Other: <input type="checkbox"/> N/A		

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<b>8. GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE</b>				
8.1 Will the proposed project potentially impact GHG emissions and climate change that would require a detailed analysis?	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> Utah Division of Air Quality <input type="checkbox"/> Other: <input type="checkbox"/> N/A		
8.2 Will the proposed project be affected by climate change impacts, potentially requiring an adaptation and/or resiliency analysis?	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> Other: <input type="checkbox"/> N/A		
<b>9. NOISE AND VIBRATION</b>				
9.1 Will the proposed project potentially impact noise or vibration emissions that would require an analysis?	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> Other: <input type="checkbox"/> N/A		
<b>10. LAND</b>				
10.1 <u>Section 4(f):</u> Will there be greater than de minimis to 4(f) resources?	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> DOI <input type="checkbox"/> NPS <input type="checkbox"/> BLM <input type="checkbox"/> FWS <input type="checkbox"/> Other: <input type="checkbox"/> N/A		
10.2 <u>Section 6(f):</u> Will the project involve a conversion of land or facilities funded under Section 6(f)?	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> DOI <input type="checkbox"/> NPS <input type="checkbox"/> Other: <input type="checkbox"/> N/A		
10.3 <u>National Trail Systems Act:</u> Is the proposed project likely to have a direct or adverse effect on designated National Scenic and/or National Historic Trails?	<input type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> DOI <input type="checkbox"/> NPS <input type="checkbox"/> BLM <input type="checkbox"/> FWS <input type="checkbox"/> USDA <input type="checkbox"/> Other: <input type="checkbox"/> N/A		

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10.4 <u>BIA Lease:</u> Will the project potentially include possession of Indian land, requiring a BIA lease?	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> BIA, DOI <input type="checkbox"/> Other: <input type="checkbox"/> N/A		
10.5 <u>Right of Way Authorization:</u> Will the project potentially require or include access, crossing, or providing services and utilities on Indian, public, or Federal land?	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	<input type="checkbox"/> BIA <input type="checkbox"/> BLM <input type="checkbox"/> BOR <input type="checkbox"/> Other: <input type="checkbox"/> N/A		

<sup>1</sup> C = Cooperating Agency; P = Participating Agency

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