

3.0 Agency Coordination and Public Outreach

This section describes the public and agency coordination efforts for the Draper Transit Corridor AA, which began in March 2006 with the initial public open house for the locally prepared DTA Study sponsored by UTA, Draper City, and UDOT. In addition, since the scoping for the EIS process must be complete prior to entry into the PE phase, this section also describes the agency and public scoping meetings conducted as part of the EIS process. In advance of the scoping meetings, a Notice of Intent was published in the Federal Register on November 26, 2007. The notice included a brief description of the proposed improvements and alternatives under consideration.

Public and agency involvement is critical to the success of any project that could affect the community. The planning for the Draper Transit Corridor AA has involved extensive coordination and consultation with the affected community and agencies. The affected community includes not only the residents in the Draper Transit Corridor study area but also individuals, businesses, groups, and others interested in the study area. The planning process was structured and implemented to ensure that all relevant factors were considered, including the affected community's concerns and issues related to the project's purpose and need, engineering solutions, social impacts, environmental impacts, economic effects, financing, and other items of concern to the community.

The goal of the public and agency involvement program and process was to have an informed local community and government leadership to help make decisions regarding the selection and implementation of an LPA. The public and agency involvement process is open to ensure that interested parties have an opportunity to be involved in planning. Stakeholders had an opportunity to direct, review, and comment during the entire course of the AA study.

3.1 Technical Review Panels and Community Involvement Committee

Both technical review panels and community involvement committees (advisory groups) have been deeply involved in the screening of the alternatives under review in this AA Report. The participation of these groups has been essential to completion of the work of the technical consultants leading to this AA Report.

3.1.1 Technical Review Panel

The Draper Transit Corridor project Technical Review Panel (TRP) provides a means for the project team to gather public input and to identify, discuss, and



address important issues related to the project so decisions can be made that reflect the goals of those who live, work, and travel in the area. All stakeholder agencies, which included UDOT, WFRC, and the cities of Sandy and Draper, were invited to attend and participate in the monthly project status meetings held regularly at UTA FrontLines headquarters in downtown Salt Lake City. The general public was not invited to attend the monthly project status meetings. This permitted the public agency stakeholders to comment freely and openly.

3.1.2 Community Involvement Committee

The Draper Transit Corridor project Community Involvement Committee (CIC) provides another means for the project team to gather public input and to identify, discuss, and address important issues related to the project so decisions can be made that reflect the goals of those who live, work, and travel in the area. All stakeholder agencies are invited to attend and participate in CIC meeting. The general public was welcome to attend the CIC meetings as observers. The purposes of the CIC are to:

- Provide a way for the community to share concerns and issues with project team members.
- Provide a way for the project team to share information with the CIC members, who then educate others in their communities.

The CIC consists of seven people who volunteer their time and have a shared focus on the Draper Transit Corridor project and a commitment to presenting and discussing significant issues specifically related to the project. The CIC members are from Draper and Sandy and represent a broad range of perspectives with a commitment to focus on community-based issues rather than personal agendas.

CIC members were found by asking those who attended the project scoping open house if they wanted to apply and also by asking the mayors' offices of Salt Lake County, Draper City, and Sandy City for their recommendations.

CIC Meeting #1

The first CIC meeting was held March 14, 2008, at the Draper City Hall Council Chambers. The purposes of the first CIC meeting were to introduce the committee members to the project team and to talk about roles and expectations. The roles and expectations of the committee were discussed, and the members were encouraged to stay informed on community issues, speak up during the meetings, and provide the team members with any issues that might arise. CIC members were also encouraged to talk to their neighbors and convey any findings to the committee. The roles and expectations of the project team were also discussed and centered on listening to committee members and considering their

input, providing timely information, scheduling meetings, and sharing meeting minutes.

The project team gave a presentation that provided a general overview of the project. This presentation explained the project's background and timeline, the issues related to project's purpose and need, and the alternatives analysis. This meeting also included a discussion about the screening methodology to be implemented to evaluate all of the impacts for each alternative.

The first meeting also included a question-and-answer period, and a committee chair was chosen by the CIC members.

CIC Meeting #2

The second CIC meeting was held May 9, 2008, at the Draper City Hall Council Chambers. The purposes of the second CIC meeting were to provide the committee with a summary of the scoping report and to discuss the screening methodology and definition of alternatives report. Part of the second meeting was set aside to encourage members to provide input and to discuss community issues.

During the meeting, the project team addressed issues brought up by the CIC members that centered on park-and-ride lot sizes, noise and security, ridership numbers, station structures, and the project study area. Detailed progress reports were given that defined the potential alternatives for extending light rail through Sandy and Draper and showed the methodology that was used to screen the alternatives.

The CIC members asked that, at the next meeting, a definition of the alternatives including capital costs and ridership figures be presented.

CIC Meeting #3

The third CIC meeting was held on July 11, 2008, at the Draper City Hall Council Chambers. The purpose of this meeting was to present a detailed comparison of the alternatives and to discuss the results of the alternatives screening process.

CIC Meeting #4

The fourth CIC meeting was held on September 12, 2008. The LPA, the MOS, and the upcoming public meeting were discussed at this meeting. This CIC meeting also included a workshop to discuss station locations and concerns. The workshop format included involvement of the public in attendance at this CIC meeting.



CIC Meeting #5

The fifth CIC meeting was held on November 7, 2008. The purpose of the meeting was to gather input about what concerns the CIC members were hearing from the community, and to present the noise analysis process, as noise impact was previously identified as a major topic of concern among the CIC members and residents.

CIC Meeting #6

The sixth CIC meeting was held on January 16, 2009. The results of the noise analysis, as well as proposed noise mitigation strategies, were presented. A presentation on transit-oriented development opportunities at the Draper Town Center was also given, with input from Draper City personnel.

3.2 Agency Coordination

As part of the AA process, especially in relation to the project goal to minimize adverse impacts on the environment, UTA has coordinated with local, state, and federal agencies that oversee the management of natural resources in the project area. Agency coordination was initiated with the Notice of Intent, the letters inviting agencies to the agency scoping meeting, and the scoping meeting itself. Coordination will continue beyond the AA, since these agencies oversee impacts and issue permits regarding their resource areas. One intention of coordination was identifying issues early in the AA process so that the issues can be properly considered and, if necessary, avoided, minimized, or mitigated as the project progresses.

Letters of notification for an agency scoping meeting were mailed on November 21, 2007, to about 29 agencies representing interests in the Draper Transit Corridor study area as part of the environmental process. These letters invited agency representatives to attend the meeting, requested agency involvement as a cooperating or participating agency for the Draper Transit Corridor EIS, and solicited agency comments on the resources in the corridor.

The agency scoping meeting resulted in coordination with the following agencies:

- U.S. Environmental Protection Agency
- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- Federal Highway Administration
- Utah Department of Transportation
- Utah State Historic Preservation Office
- Wasatch Front Regional Council
- Draper City
- Sandy City
- Bluffdale City

Although the study area does not include tribal lands, the following Native American tribes were contacted based on their expected interest regarding natural and cultural resources: Confederated Tribes of the Goshute Reservation, Skull Valley Band of Goshute Indians, Northwestern Band of Shoshone Nation, Uintah and Ouray Ute Indian Reservation, and Shoshone-Bannock Tribes.

The agency scoping meeting was held on December 11, 2007, at UTA's Meadowbrook Office (3600 South 700 West, Salt Lake City) with members of the project team and key regulatory representatives interested in the project. The purpose of the meeting was to provide the attendees with an understanding of the project's purpose and to obtain agency input on the project. The agency representatives were invited to comment on issues of special concern in the Draper Transit Corridor study area.

The scoping meeting minutes, a summary of the comments received, and the meeting notification materials are included in the Draper Transit Corridor Scoping Summary Report. Copies of the scoping materials and comments received are included in the Scoping Summary Report, which is available at www.rideuta.com/mediaroom/projects/draperl/publications.aspx.

In addition to the agency scoping meeting, the participating agencies attended a meeting on June 12, 2008, at UTA's headquarters (669 West 200 South, Salt Lake City) to discuss the methodology for the alternatives analysis and the level of detail for this analysis. Participating agency representatives were given three reports for review: a Universe of Alternatives Report, a Definition of Alternatives Report, and an Alternatives Evaluation Methodology Report. Together, the group dismissed some alternatives and decided which alternatives would be carried forward for more detailed study.

3.3 Community Outreach

In addition to agency coordination, public participation was important to developing sound recommendations and selecting transit alternatives that are supported by the community. UTA's commitment at the beginning of this AA was to proactively involve the public so decisions could be made that reflect the goals of those who live, work, and travel in the study area. Throughout this process, the project team has kept the public informed, incorporated their feedback, and helped identify issues and develop solutions to improve transportation in the corridor. The community outreach has reached out to the public and given the public an opportunity to provide input into and collaborate on the processes of defining the project purpose and identifying the alternatives.

The public scoping meeting encouraged the public to develop possible solutions and identify issues regarding a proposed project. Scoping also helped determine the needs, objectives, resources, constraints, potential alternatives, and any



additional requirements for screening criteria used to screen the preliminary alternatives.

UTA relies on public comments made during scoping to help identify issues as well as to gauge public sentiment about the proposed improvements. A total of 931 comments were received from 176 people during this project's 45-day scoping period. Comments regarding alignment alternatives were most prevalent, followed by comments about environmental issues and statements of preference. Many comments were received regarding ridership/travel demand and the New Starts process (including the EIS). There were also many comments concerning safety, property values, and cost.

The Draper Transit Corridor scoping period was initiated with the Federal Register Notice of Intent on November 26, 2007. UTA held a public scoping meeting on December 12, 2007, at Sprucewood Elementary School at 12025 South 10000 East in Sandy. The meeting was held in an open-house format from 5:00 PM to 8:00 PM.

More than 130 Draper and Sandy residents, business owners, and other stakeholders participated in this open house. This was the first of several formal opportunities for the public to raise issues related to the project and discuss alignment alternatives and environmental concerns.

Public Meeting Notifications

The following methods were used to notify the general public about the public scoping meeting and scoping activities:

- Legal notice display advertisements were placed in the following publications:
 - *The Salt Lake Tribune* (Sunday edition, circulation 168,000)
 - *Deseret Morning News* (Sunday edition, circulation 73,601)
 - *Sandy Journal* (circulation 36,000)
 - *Draper Journal* (circulation 12,097)
 - *South Valley Journal* (circulation 30,793)
 - *Mundo Hispano* (circulation 10,000)
 - *Draper Paper* (December issue, circulation 11,880)
- Press releases and public service announcements were prepared and distributed to local news outlets.
- Individually addressed invitations were sent to owners and occupants within 300 feet of both the UTA-owned right-of-way alignment and the State Street alignment. Letters were sent to 2,048 property owners or occupants in the study area.
- Invitations were posted on the UTA and Sandy City websites.

The primary issues raised by the public at the scoping open house included alignment options, UTA right-of-way issues, public involvement questions, cost issues, station locations, air quality issues, congestion and ridership questions, regional system issues, questions regarding impacts to individual properties, and questions about the project schedule. Copies of the scoping materials listed above and comments received are included in the Scoping Summary Report (available at www.rideuta.com/mediaroom/projects/draperlr/publications.aspx).

Other Presentations and Public Outreach

On May 14, 2008, the Draper Transit Corridor project team gave a presentation to the South Mountain Homeowners Association annual meeting at Draper City Hall. About 50 people attended this meeting.

In August 2008, the project team gave a series of presentations on the project status and the preferred alternative to WFRC at their Technical Committee meeting on August 13, at their Regional Growth Committee meeting on August 21, and at their board meeting on August 28. All of these were public, open meetings. WFRC adopted the LPA during the August 28 board meeting. On September 9, 2008, a presentation on the LPA was made to the Draper City Council.

The project team also coordinated directly with stakeholders along the UTA-owned right-of-way using various methods. The list below describes some of the other outreach methods used for this project:

- **Project Update.** A project update newsletter was sent to about 2,000 residents and businesses in Draper and Sandy on March 12, 2008.
- **Project Phone Line.** A project telephone line is maintained to answer questions from the public.
- **Project Website.** The Draper Transit Corridor project website, www.rideuta.com/projects/draperlightrail, is referenced on the UTA home page and allows the public to view current Draper Transit Corridor project information. The website provides all project-related materials and is updated periodically as new information becomes available. Comments can be submitted to the project public involvement coordinator through the website at any time.
- **Newsletters.** Two newsletters were published for the Draper Transit Corridor project. The first newsletter was published as a part of the scoping process in December 2007, and the second newsletter was published in September 2008 after the second-tier screening was completed.



On October 15, 2008, a public information meeting was held between 5 PM and 7:30 PM at the Skaggs Catholic Center (300 East 11800 South, Draper). The purpose of the information meeting was to review the alternatives studied, discuss how the LPA was selected, and present UTA's plans for phasing of construction using the MOS. Over 50 people attended this informational meeting.

3.4 Comments Received from Public Involvement

Numerous comments have been received from public agencies and the general public throughout the study. These comments generally fall into the following categories:

- Concerns about traffic congestion, property values, public safety, and noise and visual impacts associated with the various alternatives.
- Several groups and a number of individuals have expressed support for providing light-rail service in the Draper Transit Corridor along the UTA-owned right-of-way. Other individuals have indicated support for the State Street alignment.
- Comments or questions related to transit operational issues: for example, will park-and-ride lots be included in the corridor? How often will feeder bus service be provided, and what routes will it use? When will the location of future transit stations be determined?
- Questions were received about the criteria used for defining and evaluating the alternatives, particularly traffic impacts.
- Major questions have been raised about noise impacts related to the UTA-owned right-of-way alignment.
- Comments were received from the cities of Sandy and Draper supporting the project along the UTA-owned right-of-way. UDOT sent a formal letter informing UTA that the I-15 median could not be used for LRT alignments and that any modifications to State Street would require maintaining the same number of general travel lanes for automotive traffic.
- A key concern raised in the community meetings was the effect of the LRT concept on the existing multiuse Porter Rockwell Trail located in the UTA-owned right-of-way from about 13200 South to 14600 South (about 3.5 miles). Draper City also is extending a multiuse trail within the UTA-owned right-of-way. A Memorandum of Understanding regulates the trail design and provides UTA with first rights to the land for potential transit uses.
- Other groups requested continuing communication and coordination with UTA.

3.5 Public Involvement through NEPA Process

The public involvement process has continued throughout the preparation of the AA Report in parallel with the preparation of the Draft EIS. UTA considered preparing a combined AA/Draft EIS. A separate AA Report is being prepared at the request of FTA.

During the summer of 2008, a comparative evaluation of three build alternatives and the TSM Alternative was undertaken as part of the second-tier screening. Based on the technical analysis, study results, and public meeting record along with feedback provided by the community throughout the identification and evaluation of the study alternatives, the project team screened the alternatives and selected a preferred alternative that identified a preferred alignment and transit mode for more detailed technical analysis in the Draft EIS. The screening was performed with the participation of the project stakeholders (UTA, UDOT, WFRC, Sandy City, and Draper City).

The findings of this screening process were presented at a meeting of the CIC in July. This information also was then presented in a public forum to WFRC in August and to the Draper City Council on September 9, 2008. The LPA adoption by WFRC and the MOS were presented to the CIC in September 2008. A public meeting to discuss the results of the alternatives screening was held on October 15, 2008. The AA Report findings and recommendations will again be presented as part of the official public hearing for the Draft EIS to be held in early 2009.

Through the review of the Draft EIS and the adoption of an LPA by the UTA Board of Trustees, UTA will continue to meet with the TRP and CIC; neighborhood, business, environmental, and community groups; stakeholders; and public agencies to provide information about the evaluation of alternatives and analysis results.