



Idaho Transportation Department

US-20, JCT I-15 Connector, Idaho Falls, Project No. A022(222) KN22222

Notice of Intent (NOI) Supplementary Information

US-20, JCT I-15 Connector, Idaho Falls Key Number: 22222

Project Number: A022(222)

August 2022

Idaho Transportation Department



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Acronyms

AIP	Airport Improvement Program
BMPO	Bonneville Metropolitan Planning Organization
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CAA	Clean Air Act
CRAVE	Cost Risk Assessment and Value Engineering
DEIS	Draft Environmental Impact Statement
EIS	Environmental Impact Statement
FAA	Federal Aviation Administration
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FY	Fiscal Year
HCC	FHWA Office of the Chief Counsel
HEPE	FHWA Headquarters
I-15	Interstate 15
IDAPA	Idaho Administrative Procedures Act
ITD	Idaho Transportation Department
ITIP	Idaho Transportation Investment Program
NEPA	National Environmental Policy Act
NOI	Notice of Intent
PEL	Planning and Environmental Linkages
PCN	Pre-construction Notification
ROD	Record of Decision
RPZ	Runway Protection Zone
STIP	Statewide Transportation Improvement Program
TIP	Transportation Investment Program
USEPA	United States Environmental Protection Agency
US-20	U.S. Highway 20
U.S.	United States
USACE	U.S. Army Corps of Engineers
U.S.C.	United States Code
USFWS	U.S. Fish and Wildlife Service



1 Introduction

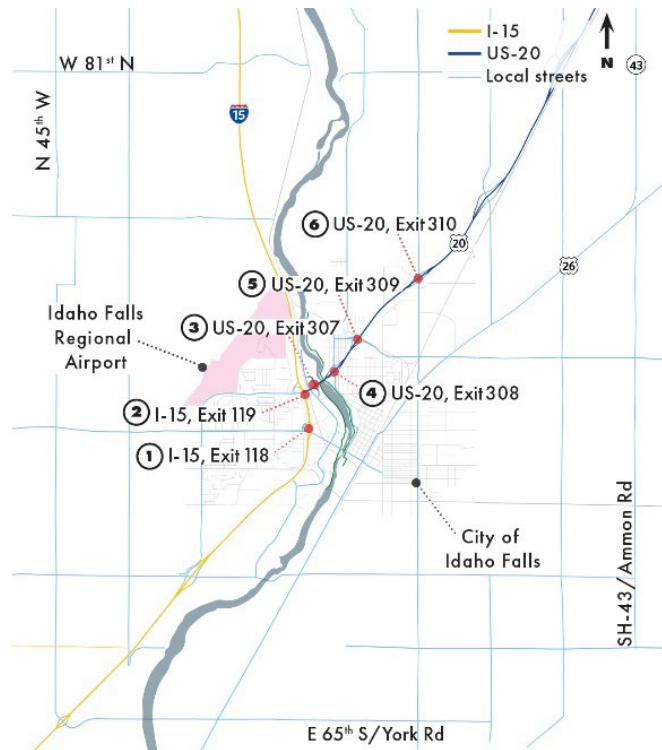
The Idaho Transportation Department (ITD), in coordination with the Federal Highway Administration (FHWA), is conducting an Environmental Impact Statement (EIS) to evaluate potential improvements to provide safe and reliable travel between and along Interstate 15 (I-15) and U.S. Highway 20 (US-20), a project commonly known as the I 15/US-20 Connector. The study area is in Idaho Falls and Bonneville County, Idaho, as shown Figure 1.

I-15 in the study area is a four-lane interstate with two grade-separated interchanges included in the project. US-20 is a four-lane facility that connects to I-15 from the west at Exit 118 and continues as a co-signed facility for less than a mile to Exit 119. US-20 in the study area then continues northeast as a separate four-lane expressway with four additional grade-separated interchanges included in the project. The study area is primarily urban with a mix of commercial, industrial, and residential neighborhoods. Constructed in the 1950s and 60s, the I-15 and US-20 interchanges in Idaho Falls are not expected to provide adequate safety, mobility, and economic opportunity in the city, county, and region given the anticipated future growth. Redesigning the corridor and interchanges will provide safe and reliable travel for the planning year of 2045. In addition, improvements to adjacent roadways and bicycle and pedestrian facilities will address unsafe travel conditions and provide multimodal connectivity to accommodate projected growth for 25 years and beyond.

In 2020, ITD, in cooperation with the City of Idaho Falls, Bonneville County and Bonneville Metropolitan Planning Organization (BMPO), completed the *I-15/US-20 Connector Planning and Environmental Linkages (PEL) Study* (PEL study) in order to collaborate on long-term transportation improvements in the study area. The analysis and findings from the PEL study will be used to the maximum extent practicable to inform the National Environmental Policy Act (NEPA) process. The PEL study report and related documents are available on the project website at <http://i15us20connector.com>.

It was determined that an EIS was the appropriate class of action because this project has the potential for significant environmental impacts. Though two build alternatives are being carried into the EIS, both have portions of the new facility on a new alignment requiring new right of way, which would necessitate residential and commercial relocations. Some of those are expected to have impact

Figure 1. Project Vicinity





environmental justice communities. The new/relocated facility would be a substantial four-lane highway with new multi-level structures. Through the public engagement during the PEL study process, it is reasonable to assume there may be public controversy around one or both of the alternatives.

During the EIS process, FHWA will seek to engage the public to evaluate impacts, risks, benefits, opportunities and costs associated with proposed improvements, including a comparison of impacts and benefits associated with reconstruction at interchange locations within the study area.

The EIS will be prepared in accordance with the requirements of (NEPA) of 1969, as amended ([42 United States Code \[U.S.C.\] 4321](#), *et seq.*), [23 U.S.C. 139](#), Council on Environmental Quality (CEQ) regulations implementing NEPA ([40 Code of Federal Regulations \[CFR\] 1500-1508](#)), FHWA regulations implementing NEPA ([23 CFR 771.101-771.139](#)), and applicable federal, state, and local laws and regulations. The NEPA review will be subject to prior concurrence by FHWA Headquarters (HEPE) under 23 CFR 771.125, as well as legal sufficiency reviews by FHWA Office of the Chief Counsel (HCC).

The results of the *I-15/US-20 Planning and Environmental Linkages (PEL) Study* completed in December 2020 will be incorporated by reference into the EIS based on its development pursuant to FHWA regulations and the statutory conditions in 23 U.S.C. 168(d). The PEL study satisfies the relevant regulatory criteria described in 23 U.S.C. 168(d) for incorporation into the EIS because the following conditions were met:

(1) The PEL was developed through a planning process conducted pursuant to applicable law.

The PEL planning process for the I-15/US-20 Connector project was conducted pursuant to 23 U.S.C 168 beginning in early 2018 and concluding in December 2020. FHWA acted as the lead agency and ITD was the project sponsor that conducted the planning process. In coordination with FHWA and resource agencies ITD conducted an existing conditions assessment, created a purpose and need statement, developed a range of alternatives conducted, evaluated those alternatives against transportation and environmental criteria, and ultimately identified two alternatives to be recommended for analysis in the NEPA process.

The transportation planning documents resulting from the PEL study met PEL authority requirements and NEPA requirements. In addition, the PEL was developed in support of the statewide and metropolitan planning organization transportation planning processes. The project is in the ITD Fiscal Year (FY) 21 to FY 27 Statewide Transportation Improvement Program (STIP). The STIP is updated every year through the following steps and the PEL recommended project was included in the 2020 cycle:

- January: ITD publishes estimates of available funding and request projects from metropolitan planning organizations and the six ITD district offices.
- March-May: The Idaho Transportation Board reviews performance metrics and funding targets and prepares a draft STIP.
- June: The Idaho Transportation Board reviews the draft Idaho Transportation Investment Program (ITIP) and approves progressing to the public involvement stage.



- July: The Draft STIP is provided for public review and comment.
- August: ITD develops a final recommended STIP incorporating public comments.
- September: The final ITIP is submitted to the Idaho Transportation Board for approval.
- November: The Board approved STIP is submitted to FHWA for approval.
- December: FHWA approves the STIP.

The project also followed other local approval processes to be included in the Bonneville County 2021 and 2022 Transportation Investment Programs (TIP) and the FY 2022 to FY 2028 approved Idaho Transportation Investment Program (ITIP) as KN 22222.

(2) The PEL was conducted with involvement of interested state, local, tribal, and federal agencies.

At ITD's invitation, FHWA, the City of Idaho Falls, Bonneville County, and the BMPO participated in the coordination meetings for the study's visioning and kickoff, purpose and need development, risk assessment, screening criteria, alternatives development and screening, and the findings of the final *I-15/US-20 Connector Planning and Environmental Linkages (PEL) Study* report. After their final review of the final PEL Study report, FHWA provided a letter to ITD on December 29, 2020, which, in part, stated:

"The planning study was undertaken in a manner consistent with the Federal Highway Administration (FHWA) PEL guidance. Through this process, the evaluation and findings of the PEL study may be applied to subsequent National Environmental Policy Act (NEPA) process and documentation."

An Environmental Resources Committee met in Rigby at ITD's District 6 office on January 16, 2018; July 9, 2019; and March 11, 2020. The committee included ITD and FHWA staff, as well as representatives of the U.S. Army Corps of Engineers (USACE), U.S. Fish and Wildlife Service (USFWS), United States Environmental Protection Agency (USEPA), Idaho Department of Lands, Idaho Department of Water Resources, National Park Service, the State Historic Preservation Office, Idaho Department of Fish and Game, Idaho Department of Water Resources, and the Idaho Department of Environmental Quality Idaho Falls Regional Office. The Committee's purpose was to participate in project development and provide input regarding alternatives development and screening and environmental resources under their jurisdiction. Between meetings, agencies were kept engaged in the process, including requests for reviews of draft purpose and need and project goals, and alternatives screening documentation. A separate meeting was held with the USACE to coordinate on floodplain, water resources, and wetlands issues and to clarify future coordination points. Subsequent correspondence responded to the USACE request to clarify rationale for the Level Two screening results. The USACE also provided scoping-level comments and guidance for a future Section 404 permitting process in a letter dated June 22, 2020.

ITD sent a letter to the Shoshone-Bannock Tribe on February 12, 2018, informing them of the PEL study. The letter included the draft purpose and need and an overview of the study. The Tribe was



kept informed of the study process through regular coordination meetings ITD holds with the Tribe and was sent invitations to participate in meetings through the publication of the PEL study in December 2020. ITD and FHWA will continue to reach out to the Tribe during future NEPA processes.

(3) The PEL included broad multidisciplinary consideration of systems-level or corridor-wide transportation needs and potential effects, including effects on the human and natural environment.

At the onset of the project, ITD worked with the City of Idaho Falls, Bonneville County, and local agencies to define baseline conditions to evaluate systems-level and corridorwide operations. Future land use plans and employment, population, and traffic projections were reviewed to inform the development of important screening criteria to be used to evaluate potential improvement alternatives.

The screening criteria were developed based on the Purpose and Need and project goals and were vetted at each of the three levels of screening through continuous public and agency involvement. The criteria included broad multidisciplinary considerations related to:

- Safety
- Congestion
- Access
- Local Bicycle, Pedestrian, Transit, and Vehicle Connectivity
- Future Travel Demand
- Environmental Resource Impacts
- Public Support
- Economics, Demographic, and Market Impacts
- Constructability

The range of alternatives was evaluated and narrowed down by looking at increasing levels of detail regarding each screening criteria category at each level of refinement. The PEL study report provides a summary of the most relevant findings and the rationale for why each alternative either did or did not move forward in the process. The appendices to the PEL study document the methodologies and results of the detailed evaluations conducted at Level One, Two, and Three and additional information related to the travel demand forecasting, potential environmental resource impacts, and constructability.

(4) The PEL included public notice that the planning products produced may be adopted during a subsequent environmental review process in accordance with this section.

ITD provided public notice of the intent to adopt findings of the PEL process in NEPA by describing that intent on the display boards at each of the general public meetings and on the website. Text from a display board at the first two public meetings introducing the PEL study process read: “The PEL Study follows federal guidelines in order to confirm that PEL analyses can be used in future NEPA clearance documentation.” A board at the third public meeting summarizing the process



included, “Alternatives shown at this meeting may be screened and presented at a fourth public meeting before the PEL report is completed, or the remaining alternatives may move into the National Environmental Policy Act (NEPA) process.” A board at the final PEL process public meeting included this: “The PEL report will be completed by Fall 2020 and recommended alternatives will move into the National Environmental Policy Act (NEPA) process.”

(5A) ITD and FHWA made the planning documents available for public, governmental and stakeholder review and comments.

FHWA participated in the development of the PEL study and reviewed the information at the following milestones:

- Project visioning
- Purpose and Need Statement and project goals
- Screening criteria used for the three levels of screening
- Alternatives development
- Results of Level One, Two, and Three screenings
- Final PEL study recommendations

FHWA reviewed and provided comments on the PEL study report on the following dates prior to its publication:

- November 3, 2020
- November 6, 2020
- December 18, 2020 (FHWA included a letter of support (dated December 20, 2020) for the I-15/US-20 Connector project in the PEL study final report.)

The PEL study planning products were also made available for public and stakeholder review. Stakeholders were engaged via a Community Working Group. The Community Working Group members were representatives from the freight and trucking industry, transit/bus services, law enforcement and emergency responders, hotels and the business community, economic development, major employers, and the Hispanic community, as well as ITD and the project team. The City of Idaho Falls, Bonneville County, and the BMPO were also invited to be part of Community Working Group meetings and public open houses.

Public input was requested and received at the following key study milestones:

- Project visioning
- Purpose and Need and project goals
- Screening criteria
- Alternatives development
- Results of Level One, Two, and Three screenings
- PEL study recommendations



Event	Input Received
January 31, 2018: Community Working Group #1	Project introduction and scoping
May 9, 2018: Public Meeting #1/Community Kickoff	Project introduction and scoping
June 20, 2018: Community Working Group #2	Review of comments from May 9 public meeting
August 23, 2018: Community Working Group #3	Gather feedback on Level One alternatives
September 5, 2018: Public Meeting #2/Open House	Presentation of Level One alternatives
November 8, 2018: 81 st Street Neighborhood Meeting	Neighborhood-level review of alternatives that may impact the 81 st Street neighborhood
April 29, 2019: Community Working Group #4	Presentation of Level Two alternatives
May 16, 2019: Public Meeting #3/Open House	Guided tour of Level Two alternatives
June 10, 2019: 49 th Street Neighborhood Meeting (Alternative H)	Neighborhood-level review of Level Two Alternative H
February 27, 2020: Community Working Group #5	Presentation of Level Three alternatives updated from the Cost Risk Assessment and Value Engineering (CRAVE) workshop
July 20, 2020: Community Working Group #6	Presentation of the two Recommended Alternatives and the No Action Alternative to be carried forward to a NEPA study
August 6-24, 2020: Public Meeting #4/Virtual Meeting http://i15us20connector.com/online/onlinemeeting/	Presentation of the Level Three alternatives and the two Recommended Alternatives and No Action Alternative that will be carried forward to a NEPA study

(5B) ITD and FHWA provided public notice of the intention to adopt or incorporate by reference the PEL planning products.

See the response to Item (4) above.

(5C) ITD and FHWA considered agency, stakeholder and public comments.

At each of the Environmental Resources Committee meetings described in Item (2) above, as well as the 12 events listed in Item (5a) above, comments were sought from agencies, stakeholders, and public. The comments provided were specific to planning product findings and recommendations. Comments were documented in meeting minutes, by project staff at the public meetings, through comment cards, and through the website. The comments positively impacted the project analysis and results by leading the study team to make adjustments to the study area boundaries, resource investigations, public engagement process, traffic and engineering analysis, and alternatives development and evaluation.

Specific examples of ITD and FHWA considering public comments during alternative analysis included the elimination of Alternative II.G. Neighborhood leaders requested an additional meeting to discuss the alternative after the second public open house. Residents felt strongly the alternative would not solve traffic and mobility issues in the area and asked ITD to consider their concerns. Alternative II11.G was later eliminated because other alternatives did result in better more effectively improved movement of traffic and reduction of congestion in the study area without as much out of direction travel.



Another example is the adjustment to the north-south alignment of Alternative H. Public comments at the third public meeting suggested moving the alignment slightly further south reduce noise and improve visual quality for the Fairway Estates subdivision. ITD included these concerns along with results of a geotechnical investigation to move forward with a better alignment further south from the subdivision.

Additionally, opportunities for public comment on the project during the statewide transportation planning process were provided by ITD for the FY 21 to FY 27 STIP and the FY 2022 to FY 2028 approved ITIP, as well as the BMPO 2021 and 2022 TIP.

Annually, during the month of July, ITD conducts a 30-day open public comment period on the draft ITIP. Projects located in metropolitan areas are included in the ITIP for public consideration. The BMPO conducted its own 30-day public comment period on its 2021 and 2022 TIPs that included the I-15/US-20 Connector project.

Tribal consultation is a separate and discrete process from the normal public involvement activities. The FHWA Idaho Division contacts tribes each year to briefly explain the nature of the federal aid transportation program, offer assistance, and advise them that the draft ITIP will be available. All Idaho Native American Tribe tribal councils are notified of ITIP outreach opportunities as they become available.

(6) ITD and FHWA have determined that no significant new information or circumstances have arrived that affect the validity of the PEL planning products.

In anticipation of the NEPA process, in 2021, ITD and FHWA held two additional resource agency coordination meetings after completion of the PEL study to continue to engage the agencies in discussion about the project and to determine if there were new circumstances or information that could impact the validity of the findings of the project. ITD and FHWA have identified minor adjustments that can be made to each of the recommended alternatives that better accommodate airport operations. At this point in the process, no significant information or circumstances have been identified by ITD or any of the engaged federal, state, or local agencies.

(7) The PEL findings have a rational basis and are based on reliable and reasonably current data and reasonable and scientifically acceptable methodologies.

The resource agencies involved in the PEL process were aware of and were given the opportunity to provide input on the methodologies used during the PEL study process. The traffic forecast planning year of 2045 was agreed upon through discussions with ITD environmental staff and representatives from ITD District 6, ITD Headquarters, FHWA, the BMPO, and the City of Idaho Falls. This planning year was selected to provide a large enough design window of opportunity for the PEL and NEPA processes. The safety analysis was completed by analyzing 2011-2016 crash data in accordance with the 2010 American Association of State Highway and Transportation Officials (AASHTO) Highway Safety Manual. Additional details about the environmental resource data used and analyses completed is provided in Section 4.



ITD resumed coordination with the state and federal resource agencies in June 2021 to confirm their agreement regarding the incorporation of the PEL study elements into the NEPA process. A letter was requested from the resource agencies concurring that the *I-15/US-20 Connector Planning and Environmental Linkages (PEL) Study* findings, as documented in the final report and appendices, should be used to the maximum extent practicable to inform the EIS and can be incorporated by reference thereto. This includes the recommendation that the alternatives to be evaluated by the EIS are two Build Alternatives and the No Build Alternative. ITD reviewed the following PEL study elements with the resource agencies at a June 21, 2021, coordination meeting: PEL purpose and need, the alternatives evaluated and recommended to be carried forward to NEPA, and known impacts and methodologies for recommended analysis and next steps during NEPA. In July 2021, ITD received the requested correspondence from the USEPA, the USACE, the Idaho Department of Environmental Quality, and the Idaho Falls Regional Airport with agreement that the PEL study provided the basis for the NEPA process and that it could be incorporated by reference into the EIS. In August, ITD sent a reminder email giving the agencies another opportunity to provide comments regarding the PEL study and its findings; and at the December 6, 2021, resource agency coordination meeting, ITD again solicited comments and indicated that if none were received, it would be assumed that the agencies concurred. No additional comments were received.

(8) The PEL products are documented in sufficient detail to support the decision or the results of the analysis and to meet requirements for use of the information in the environmental review process.

The decisions made during the PEL study process were made by the study team based on technical analysis that led to recommendations that were shared with and commented on by the Community Working Group and at public meetings. The decisions are documented in a series of memos that are included as appendices to the PEL study for each level of screening. They are summarized in the PEL study document and the FHWA PEL Questionnaire (Appendix A to the PEL study document).

Decisions made:

- PEL Purpose and Need Statement
- Screening Criteria and Screening Process
- Alternatives screened out and why
- Alternatives brought forward into NEPA and why

Documentation:

- Appendix E: Level One Analysis
- Appendix F: Level Two Analysis
- Appendix G: Cost Risk Assessment And Value Engineering (CRAVE) Analysis
- Appendix H: Level Three Analysis
- Appendix N: Community and Public Involvement (Community Working Group Meeting Summaries, Public Meetings)



- Appendix O: Agency Coordination (Environmental Resources Committee, Agency Meetings Notes, Agency Correspondence)

(9) The PEL planning products are appropriate for adoption or incorporation by reference and use in NEPA

FHWA included a letter of support for the I-15/US-20 Connector project in the PEL study final report, dated December 20, 2020, that stated that:

“This planning study for potential improvements to six interchanges on I-15 and US-20 in Idaho Falls, Idaho, was undertaken in a manner consistent with the Federal Highway Administration (FHWA) PEL guidance. Through this process, the evaluation and findings of the PEL study may be applied to subsequent National Environmental Policy Act (NEPA) process and documentation... The completed PEL Questionnaire submitted to FHWA on November 10, 2020 provides a good summary of the work completed in the PEL study and the information that will be needed once projects enter the NEPA process.”

Though the letter did not specify which PEL guidance is applicable, the PEL was completed consistent with the 23 U.S.C. 168(d). The PEL Questionnaire can be reviewed at http://i15us20connector.com/docs/App_A-E.pdf.

(10) The planning product was approved within the 5-year period ending on the date on which the information is adopted or incorporated by reference.

The PEL study report was completed in 2020, and it is the intent of ITD to begin a 2-year EIS process in 2022.

2 Purpose and Need

Analysis conducted as part of the PEL study informed development of a project Purpose and Need. At ITD’s invitation, FHWA, the City of Idaho Falls, Bonneville County, and the BMPO participated in the coordination meetings for the study’s visioning and Purpose and Need development. In addition, ITD worked collaboratively with state and local resource agencies to develop the Purpose and Need.

The PEL study Purpose and Needs were developed so that the broadest range of possible solutions could be considered. As the PEL study progressed, the initial needs were refined based on public input, screening results, and data collection.

The Purpose and Need statement and the overall vision for improvements identified during the PEL study have not changed. It is likely that the Purpose and Need and project goals may be refined but would remain largely unchanged for the EIS.

2.1 Project Purpose

The purpose of the project is to improve safety, congestion, mobility, and travel time reliability for efficient movement of people, goods, and services on I-15 and US-20 in or near Bonneville County and Idaho Falls.



2.2 Project Needs

Improvements are necessary to address the following needs: unsafe travel conditions caused by substandard weave/merge distances, unacceptable level of service at signalized ramp terminals, and poor pedestrian and bicycle mobility along and across the corridors.

Technical information demonstrating these transportation needs is in Chapter 2.0 of the PEL study report. Note that the project Purpose and Need statements will be refined during the EIS process.

2.3 Additional Goals

In addition to the needs, a number of goals were identified that further aided the definition and evaluation of the alternatives considered. They reflect topics important to the study's stakeholders, ITD and other agencies, and the public. The identified goals are:

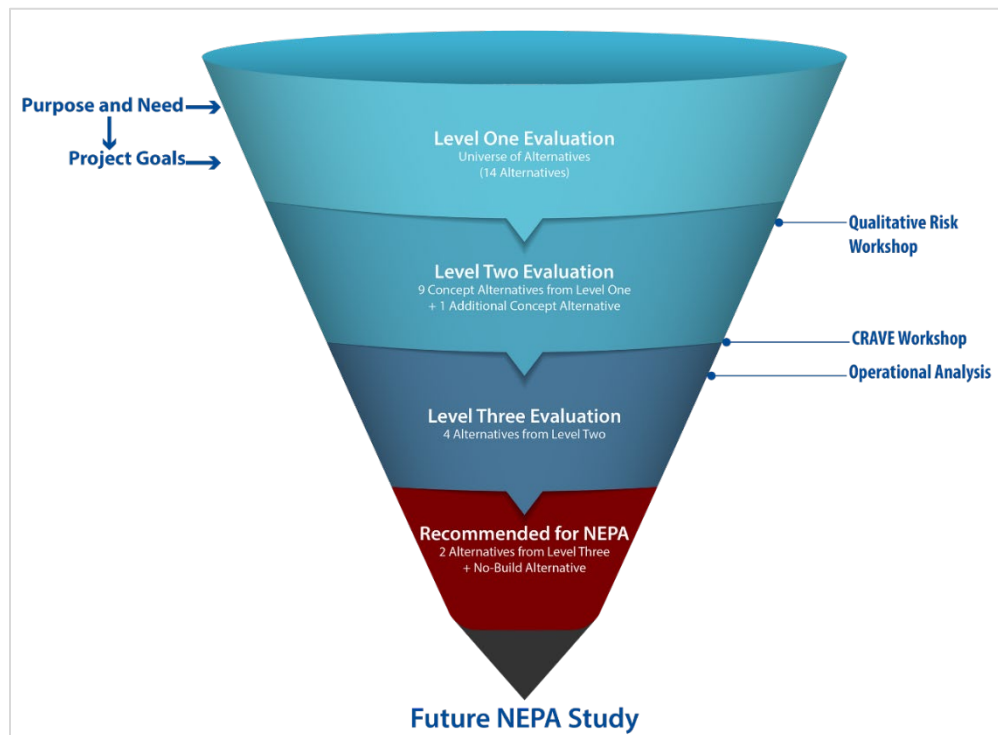
- Provide transportation facilities that improve access to local schools, recreation facilities, and commercial areas that support local land use plans while also reducing the negative impacts of the existing infrastructure on those community resources.
- In addition to improvements to pedestrian and bicycle facilities in the corridor, seek to provide connections to the surrounding multimodal network.
- Provide improvements that serve all types of travelers, including local commuters, freight, and regional tourism.
- Consider new infrastructure impacts to local roads through coordination with the City of Idaho Falls and Bonneville County.
- In addition to identification and mitigation of any direct environmental impacts of the proposed improvements, seek to provide additional opportunities for the project to enhance local environmental resources.

3 Preliminary Alternatives

3.1 PEL Alternatives Evaluation Process

Alternatives were developed in an iterative process during the PEL study. Three levels of screening took place (Figure 2). At each level of screening, each alternative was reviewed against screening criteria that were developed based on the Purpose and Need. Additional technical information was developed at Level Two in a Qualitative Risk Workshop and in Level Three in with a CRAVE analysis and operational analysis.

Figure 2. PEL Alternatives Evaluation Process



At each level, unreasonable alternatives were eliminated. The screening process resulted in two build alternatives being recommended for analysis in a subsequent NEPA process along with the No Build Alternative (the EIS will refer to this as the No Action Alternative). Full details of the alternatives evaluation process are included in the PEL study report and its appendices, which can be found on the project website at <http://i15us20connector.com>.

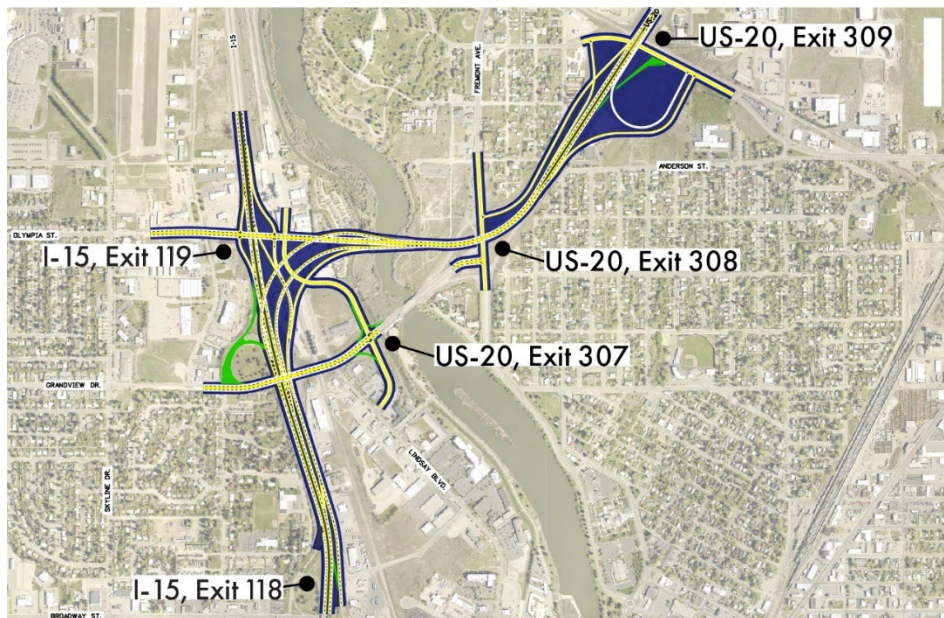
3.2 EIS Build Alternatives

Two build alternatives were advanced because they met the Purpose and Need of the project and provided better performance and fewer negative impacts than the other alternatives studied. The EIS will consider and evaluate the two build alternatives to identify a Proposed Action that best meets the Purpose and Need and additional project goals.

3.2.1 Alternative E3

Alternative E3 is shown in Figure 3. Alternative E3 would relocate the existing I-15/US-20 interchange from Exit 119 at Grandview Drive to a new interchange at I-15 near Olympia Street and realign a portion of US-20. Two new bridges would carry traffic from I-15 to US-20 over Lindsay Boulevard, the Pioneer Canal, the Snake River, and Fremont Avenue before connecting with existing US-20. A reconfigured interchange at the US-20 Exit 309 at Science Center Drive would improve access to local streets. Multimodal improvements would include new bike lanes and shared-use paths, and new or improved sidewalks.

Figure 3. Alternative E3



Specific improvements would include:

- The I-15/US-20 Exit 119 interchange would be relocated north to Olympia Street, removing access to I-15 at Grandview Drive.
- The I-15 Exit 118 interchange would remain the same, except for a new northbound on-ramp, which would connect to a new northbound collector-distributor road leading to the relocated Exit 119 interchange at Olympia Street.
- The existing US-20 Exit 307 interchange would be rebuilt into an at-grade, signalized intersection at Grandview Drive and Lindsay Boulevard.
- The US-20 Exit 308 interchange would be rebuilt as an at-grade, T-intersection at Fremont Avenue where the existing US-20 alignment would terminate.
- The US-20 Exit 309 interchange would be reconfigured with a new eastbound loop on-ramp to connect to Science Center Drive and a new westbound off-ramp to connect to Fremont Avenue.
- Portions of Broadway Street, Grandview Drive, US-20, Lindsay Boulevard, Fremont Avenue, and Science Center Drive would be reconstructed.

Alternative E3 would include new bike lanes and shared-use paths, and new or improved sidewalks as follows:

- Skyline Drive Bike Lanes: New bike lanes on Skyline Drive incorporated with improvements at the Skyline Drive and Olympia Street intersection.
- Saturn Avenue Signed Bike Route: At-grade spot improvement at Saturn Avenue and Grandview Drive with other alternative improvements along Grandview Drive.



- West Snake River Shared Use Path: Facility under improved Grandview Drive and realigned US-20.
- East Snake River Shared Use Path: Removing facility crossing over existing Exit 308 westbound on-ramp, as well as consolidating crossing over existing eastbound off-ramp/proposed Grandview Drive.
- Science Center Drive Shared Use Path: Implemented along with alternative improvements along Science Center Drive and Exit 309.
- Fremont Avenue Bike Lanes: Portion of facility with alternative improvements to Fremont Avenue.
- Grandview Drive, Lindsey Boulevard, Fremont Avenue, and Science Center Boulevard: Improved or new sidewalks.

3.2.2 Alternative H2

Alternative H2 is shown in Figure 4. Alternative H2 would relocate the existing I-15/US-20 interchange from Exit 119 at Grandview Drive to a new interchange on I-15 just north of the airport. US-20 would be on a new alignment from the new I-15 interchange east until connecting with the existing US-20 at a new interchange near E 49th N. A new interchange would be constructed on the new alignment at N 5th W. I-15 Exits 118 and 119 would be reconfigured to eliminate existing weaving conflicts. Multimodal improvements would include new bike lanes and shared-use paths, and new or improved sidewalks.

Figure 4. Alternative H2



Specific improvements would include:

- The I-15/US-20 Exit 119 interchange would be relocated to north of the Idaho Falls Regional Airport near E 49th N. I-15 would be realigned north of the airport.



- East of the Snake River, US-20 would extend east on a new alignment and connect to N 5th W with a new interchange.
- N 5th E would cross the new US-20 alignment.
- The US-20 Exit 311 and Exit 310 interchanges would be consolidated into a single interchange near E 49th N.
- E 49th N would be extended and realigned to connect through the new interchange to N 5th E.
- The existing I-15 Exits 118 and 119 would be reconfigured to eliminate existing weaving conflicts.
- The existing US-20 Exit 307 would remain as access to Lindsay Boulevard.
- The existing US-20 alignment would remain in its current condition, but would connect to the local street network at the north terminus near E 49th N.

Alternative H2 would include new bike lanes and shared-use paths, and new or improved sidewalks as follows:

- Grandview Drive Shared-Use Path Extension to Snake River: Facility along Grandview Drive where interchange improvements are proposed.
- West Snake River Shared Use Path: Portion of facility crossing realigned US-20.
- East Snake River Shared Use Path: Portion of facility crossing realigned US-20.
- Fremont Avenue Bike Lanes: Portion of facility along N 5th W.
- N 5th W: new sidewalk.

3.3 EIS No Action Alternative

This alternative assumes the 2045 travel demand forecast volumes travel on the existing transportation network with no changes to the I-15 or US-20 access or interchange configurations. It includes the following locally programmed improvement projects that are expected to be completed whether the I-15/US-20 Connector project is completed or not:

- Widen the Old Butte Road from Broadway Street to Pancheri Drive connection to five lanes.
- Widen 600 feet of 5th West/River Road from where the existing five-lane section ends to University Boulevard to five lanes.
- Widen Hitt Road from Sunnyside Road to 49th South to five lanes.
- Widen 65th South from Yellowstone Highway to Hitt Road to five lanes.
- Widen Holmes Avenue from Sunnyside Road to 65th South to five lanes.
- Widen 1st Street from Ammon Road to 45th East to five lanes.
- Widen St. Leon Road from Lincoln Road to US-20 to five lanes.
- Widen 25th East from Lincoln Road to US-26 to five lanes.
- US 26 extension.



4 Summary of Expected Impacts

4.1 PEL Study Environmental Analysis

During the PEL study process from 2018 through 2020, ITD conducted analyses of resources within the PEL environmental study area. The analyses identified potential environmental issues of concern to inform the alternatives development and evaluation process and to reference during the subsequent NEPA study.

The environmental analyses were prepared based primarily on desktop level reviews of existing information, along with preliminary field visits. Some environmental resources, such as wetlands and cultural resources, were evaluated in more detail as the PEL study process progressed through the evaluation.

The PEL study environmental analyses reviewed the following environmental resources:

- Environmental Justice and Socioeconomics
- Air Quality
- Farmland, Soils, and Geology
- Noise
- Hazardous Materials
- Airport Considerations
- Wetlands and Waters of the United States (U.S.)
- Water Resources
- Biological Resources
- Cultural Resources
- Public Lands
- Section 4(f) Resources (U.S. Department of Transportation Act of 1966)
- Section 6(f) Resources (Land and Water Conservation Act)
- Hydraulics and Stormwater
- Cumulative Impacts

4.2 NEPA Analysis

The EIS will evaluate the potential social, economic, and environmental effects resulting from the implementation of the build alternatives and the no action alternative. The NEPA analysis can use the results of the PEL environmental scan because the PEL process met the four key provisions of 23 U.S.C. 168 as demonstrated in the Introduction section of this document (including following a transportation planning process, coordination with federal and state resource agencies, multidisciplinary analysis, and public notice). The level of review of the identified resources for the EIS will be commensurate with the anticipated effects to each resource from the proposed project and will be governed by the statutory or regulatory requirements protecting those resources.

During the PEL study, the public and agencies identified which environmental issues and considerations will require the most attention by ITD to minimize project effects during the environmental review



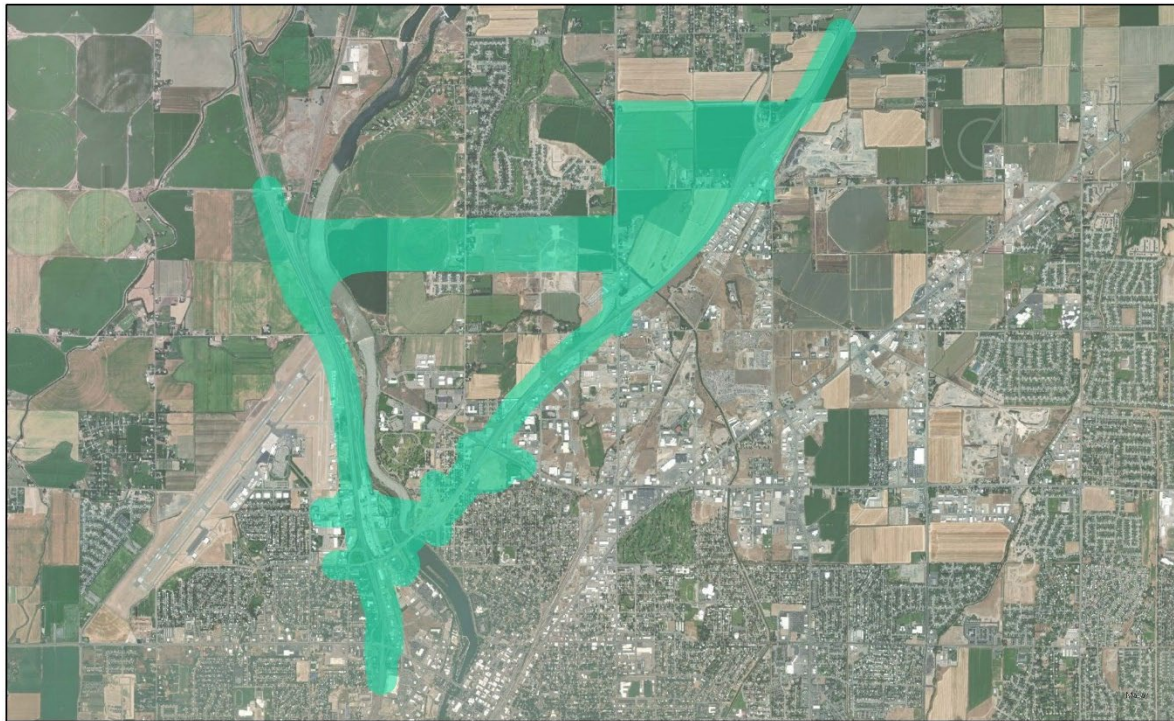
process. Based on this information, the EIS will evaluate the expected impacts and benefits of the proposed project to the environmental resources described in Section 4.3.

ITD hosted an agency coordination meeting on June 21, 2021, for federal and state agencies that might have an interest in the project. Prior to that agency coordination meeting, ITD prepared a draft resource analysis methodology memo for each of the resources that would be analyzed for the EIS. These methodology memos were based on the results of the PEL study analyses, regulatory requirements, and other federal and state guidance. The resource agencies were invited to comment on the methodologies and provide additional information that would be relevant for future analysis. These methodologies will be the basis for the formal scoping process.

During the EIS process, the most current documentation will be used to initiate scoping with federal, state, and local agencies; and analysis of project impact assessments will be conducted for resources in the EIS study area (shown in Figure 5).

The analyses and evaluations conducted for the EIS will identify the potential for impacts; whether the anticipated impacts would be adverse; and the appropriate mitigation measures.

Figure 5. EIS Study Area



4.3 Environmental Issues

Results from resource analyses and public outreach conducted to date have identified which environmental issues and considerations will require the most attention by ITD to successfully address project effects during the environmental review process.



At the time of the PEL study, impacts were anticipated to the resources described below. During the EIS, ITD will coordinate with the agencies that have jurisdiction over those resources.

Wetlands and Waters of the U.S. Pursuant to the Clean Water Act. Both build alternatives would require fill and removal from Waters of the U.S. considered jurisdictional by the U.S. Army Corps of Engineers (USACE) and also impacts to wetlands considered to be jurisdictional by the Idaho Department of Water Resources and Idaho Department of Lands. Section 404 of the Clean Water Act (33 U.S.C. § 1344) requires a Department of the Army permit from USACE for the discharge of dredged or fill material into Waters of the U.S., including wetlands. Idaho's Stream Channel Alteration Rules (Idaho Administrative Procedures Act [IDAPA] 37.03.07) require that an applicant file a joint-agency stream channel alteration permit and receive approval to alter a stream channel in Idaho. Bridges, utility lines, and similar structures crossing above, in, or under navigable waterways require an easement from Idaho Department of Lands (IDAPA 20.03.09).

There are several Waters of the U.S. and potential wetlands in the study area. The following aquatic features may be crossed by the build alternatives:

- Armstrong Lateral
- Porter Canal
- Snake River
- Unnamed irrigation features (2)

Section 106 and 4(f) Historic Resources. In 2019, a historic architecture screening survey was conducted to review the properties within the area of possible effects that were constructed in or prior to 1980. The screening survey was supplemented in 2021 with additional survey work and the following are areas of concern:

- Antares Park neighborhood – west of I-15 and south of Grandview Drive.
- Grain elevators – adjacent to Eastern Idaho Railroad (Watco) near Lindsay Boulevard
- Farmstead – near 900 E 49th Street.
- Several linear water features as discussed above plus Willow Creek
- Outlying farmsteads – N 5th W, N 5th E, N 15th E, 33rd N, 49th N
- Mountain View Lane neighborhood – west of I-15 and north of Broadway Street.
- Highland Park subdivision – north of US-20, west of Science Center Drive.
- Vissing Circle neighborhood – south of US-20 near Johns Hole Forebay Park.

Both alternatives have the potential to adversely affect historic properties within the study area. Both alternatives would impact the historic Antares Park. In Alternative E3, the relocated I-15/US-20 Interchange in Alternative E3 would impact the historic grain elevators and associated industrial properties adjacent to the Eastern Idaho Railroad.

Alternative H2 may impact the large farmstead located near 900 E 49th N and its historic grain elevators and associated agricultural properties.



Section 6(f). During the PEL study, the Idaho Department of Parks and Recreation identified one parcel that is eligible for Section 6(f) designation located adjacent to US-20 at the intersection of Taylor Street and the River Parkway, bordered by the Snake River to the east, and Porter Canal to the west. This property was identified as L&WC #16-00223 - the Johns Hole Forebay Development. Alternative E3 may have effects to John's Hole Forebay Park and the Sportsman's Public Park and marina area. Effects, if any, would likely be minimal, and the attributes and features of the park would likely be avoided.

Section 4(f) Public Parks and Recreational Areas. The following community parks occur near or adjacent to the build alternatives and would be eligible for Section 4(f) protection. No wildlife refuges, wild and scenic rivers, or national recreation areas occur in the area.

- Antares Park (adjacent to the western edge of the Exit 119 I-15/US-20 interchange).
- Idaho Falls Riverwalk (runs parallel to the Snake River and crosses under US-20).
- Sportsman's Public Park and Marina (west bank of the Snake River south of and adjacent to US-20).
- John's Hole Forebay Park (west bank of the Snake River south of and adjacent to US-20).
- Russ Freeman Park (approximately 1,000 feet north of existing US-20 on the east bank of the Snake River).

There is a potential for noise and visual impacts to public parks and recreational areas subject to Section 4(f) protection, including Antares Park, Idaho Falls Greenbelt, and Johns Hole Forebay Park.

Both build alternatives would also likely cross the Idaho Falls Riverwalk. However, impacts to the trail would be temporary in nature and include trail detours during construction.

Alternative E3 may have minimal impacts to John's Hole Forebay Park and Antares Park. Potential effects to the Section 4(f) properties will be evaluated, avoided, or minimized where possible as the project design is refined during the NEPA process and the Section 4(f) evaluation.

Based on the preliminary design, it appears that the build alternatives would avoid direct impacts and uses of Russ Freeman Park.

Environmental Justice. The City of Idaho Falls and Bonneville County have minority populations by percentage similar to the rest of the state of Idaho. Citywide poverty level is similar to that of the state, while countywide poverty appears to be less than state average. This data suggests that the neighborhood southwest of and adjacent to I-15 at the Broadway Street interchange and the neighborhood on both sides of the US-20 interchange at Fremont Avenue have higher rates of poverty than the remainder of the study area. Geographic Information System data from the 2011 census also indicates that these same neighborhoods have the highest recipient rate of food stamps in the study area.

There is the potential for adverse impacts to environmental justice communities due to potential relocations, as well as noise and visual impacts. There are several known community facilities present in the study area, including churches, schools and recreation facilities, some of which serve environmental justice populations.



Both alternatives may impact environmental justice neighborhoods, as well as community facilities that serve them. Temple View Elementary School, west of I-15 near the US-20 exit, is a Title I school with a percentage of minority and low-income student enrollment that is higher than the citywide minority percentage of the population.

Alternative E3 has the potential for direct and indirect impacts to AH Bush Elementary, the Kingdom Hall Jehovah's Witnesses Church, and Antares Park, which are located within the environmental justice communities within the study area of the proposed project. Additional analysis and public involvement will be conducted during the NEPA review to assess if either of the two build alternatives would result in any disproportionately high and adverse impacts on the low-income and minority communities.

Right-of-Way and Relocation. Both build alternatives would require right-of-way and relocations. A majority of the potential relocations would be comprised of mostly agricultural or industrial land uses. Alternative H2 would require more right-of-way.

Noise. Either build alternative has the potential for noise impacts at high number of sensitive receptors. Potential impacts would primarily occur at single or multi-family homes dispersed throughout the study area.

Farmland. Either build alternative would directly impact prime farmland for construction of interchanges and improvements to existing or proposed roadways.

Endangered Species. It is possible the Yellow-Billed Cuckoo could be a migrant through the area, but nesting habitat is not likely present. Alternative H2 may reduce habitat where the Yellow-Billed Cuckoo could rest or feed while it passes through the area. Ute ladies' tresses orchid occurrences may be an issue in the wetlands to be impacted by both build alternatives.

Idaho Falls Regional Airport. As currently designed, a short segment of Alternative E3 would encroach into the Runway 17-35 Protection Zone (RPZ), and Alternative H2 would impact a section of the Runway 20-2 RPZ and the navigable airspace to the northeast of the airport. Placing new roads in RPZs is discouraged by the FAA. There is the possibility Runway 17-35 will be closed in the future but that is yet to be determined. If it were closed, the RPZ would not be an issue but a Land Release would still be required. As the airport receives federal Airport Improvement Program (AIP) funds from the FAA, the FAA would have to approve a Land Release to allow the airport to either dispose of or give right-of-way on these parcels because of the grant assurances that come with each grant.

ITD will coordinate with the airport sponsor and the FAA to assess and mitigate any impacts to airport safety, and facilitate the required airport land release to ensure the airport sponsor's compliance with all applicable FAA grant assurances.

5 Anticipated Permits and Other Authorizations

Permits and authorizations anticipated for the project include a USACE Section 404 permit under the Clean Water Act ([33 U.S.C. 1344](#)) and Section 401 water quality certification ([33 U.S.C. 1341](#)). There is also a potential that a Land Release Permit may be required from the FAA under both of the build alternatives.



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FHWA and ITD will prepare evaluations under Section 4(f) of the USDOT Act of 1966, [23 CFR part 774](#), and Section 6(f) of the Land and Water Conservation Fund Act of 1965, [54 U.S.C. 200302](#); will perform consultation under Section 106 of the National Historic Preservation Act of 1966, [54 U.S.C. 300101-307108](#) concurrently with the NEPA environmental review processes; and will consult with the U.S. Fish and Wildlife Service in accordance with Section 7 of the [Endangered Species Act of 1973](#), to determine if additional permits or authorizations are required under any of these authorities.

H.R.3684 - Infrastructure Investment and Jobs Act codified One Federal Decision and requires that all permits for major projects be issued within 90 days after the ROD. The schedule for permit and approval processes required by NEPA regulations are provided in the Permitting Dashboard Worksheet provided below. This schedule is based on assumptions of the level of effort for various tasks within the overall EIS, as well as preliminary coordination with the permitting agencies on the required permits and approvals. This schedule will be captured on the FHWA Permitting Dashboard website (<https://www.permits.performance.gov/>) and updated as the project develops.

Permitting Dashboard Worksheet

Federal Lead Agency/Action

FHWA – Environmental Impact Statement

Milestone	Target Date
Issuance of NOI to prepare an EIS	August 29, 2022
Resource Agency Scoping	October 12, 2022
Official Notice of Availability of a DEIS published in the Federal Register beginning both the public comment period and concurrent CAA Section 309 Review	September 6, 2023
Official Notice of Availability of a FEIS published in the Federal Register beginning both the public review period and concurrent CAA Section 309 Review	June 24, 2024
Issuance of ROD or combined FEIS/ROD	August 28, 2024

Responsible Agency: FHWA
Phone: 208-617-2134

Point of Contact (POC): Lisa Applebee
Email: lisa.applebee@dot.gov

FHWA- Cultural Resources – Section 106

Milestone	Target Date
Consultation initiated with State Historic Preservation Office	September 19, 2022
Section 106 Consultation Concluded	July 10, 2023

*Conclusion of Section 106 can be:



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- No cultural resources (historic properties or archaeological resources) affected,
- Finding of no adverse effect, or
- Memorandum of agreement or programmatic agreement or other conclusion to resolve adverse effects reached

Responsible Agency: FHWA
Phone: 208-617-2134

POC: Lisa Applebee
Email: lisa.applebee@dot.gov

FHWA– Section 4(f)

Milestone	Target Date
Determination of Applicability of Section 4(f)	January 3, 2023
Concurrence from Officials with Jurisdiction	July 31, 2023
FHWA Approval/Conclusion of Section 4(f)	June 10, 2024

Responsible Agency: FHWA
Phone: 208-617-2134
Cooperating/Participating Agency Actions:

POC: Lisa Applebee
Email: lisa.applebee@dot.gov

USACE– Section 404 Clean Water Act

Milestone	Target Date
Pre-construction Notification (PCN)/Form ENG 4345/Joint Application Form Received	May 14, 2024 (may not be needed)
Complete Pre-Construction Notification (PCN)/Application Received (Submittal includes Section 404-408-10 information)	May 14, 2024 (may not be needed)
Publication of Public Notice	Not Likely Needed
Final Verification/Permit Decision Rendered	Not Likely Needed

Responsible Agency: USACE
Phone: 208-433-4476

POC: Shane Skaar
Email: shane.k.skaar@usace.army.mil



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USFWS – Section 7 Endangered Species Act Consultation

Milestone	Target Date
Request for Endangered Species Act Consultation Received	September 13, 2023
Consultation Package Complete (Informal Consultation):	March 20, 2023
Conclusion of Endangered Species Act Consultation	June 19, 2023

Responsible Agency: U.S. Fish and Wildlife Service
Phone: 208-756-7773

POC: Ryan Blackadar
Email: ryan_blackadar@fws.gov

National Park Service – Section 6(f) Land and Water Conservation Fund Act

Milestone	Date
Initial Application Received	October 19, 2022
Completed Application Received	May 15, 2023
Issuance of Decision for Permit/Approval	January 2, 2024
Notice to Proceed	June 10, 2024

Responsible Agency: National Park Service
Phone: 206-220-4141

POC: Christopher Johnson
Email: Christopher_e_johnson@nps.gov

FAA– Airport Land Release Permit

Milestone	Target Date
Initial Application Received	May 30, 2023
Completed Application Received	July 31, 2023
Issuance of Permit/Approval	November 28, 2023

Responsible Agency: FAA
Phone: 406-441-5407

POC: Steve Engebrecht
Email: steve.engebrecht@faa.gov



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State, Local, Tribal, Other Non- Federal Agency and Not Cooperating or Participating Agency

Section 401 Water Quality Certification

Milestone	Target Date
Initial Application Received	November 22, 2023
Completed Application Received	November 22, 2023
Issuance of Permit/Approval	April 15, 2024

Responsible Agency: Idaho Department of Environmental Quality
Phone: 208-528-2650

POC: Troy Saffle
Email: troy.saffle@deqidaho.gov

6 Description of the Public Scoping Process

Project scoping includes the information developed during the PEL study through agency coordination and public outreach and through coordination activities with resource agencies since the PEL study.

6.1 Agency Scoping

ITD has identified the agencies that have jurisdiction over resources within the study area and that potentially will participate as Cooperating or Participating agencies in the EIS. The identified roles for the agencies and the agency coordination points are summarized in the *Draft Agency Coordination Plan* included in Appendix A of this document. The plan includes additional details on agency coordination, contact information, and required coordination at key project milestones. Through early coordination, the identified agencies agreed to the milestones and their roles in the process. If the agency agrees to be a Cooperating or Participating agency, they will be asked to agree to the EIS schedule with agreed-upon review times. The *Draft Agency Coordination Plan* will be updated throughout the environmental review process. The USACE and the FAA have agreed to be Cooperating Agencies, the USEPA has agreed to be a Participating Agency.

FHWA and ITD held an early coordination meeting with potential Cooperating and Participating Agencies on June 21, 2021. During the meeting, the agencies reviewed the PEL study findings, including the project purpose and need, the recommended alternatives for NEPA, a summary of key environmental topics, and the study area. The meeting included a discussion of the anticipated roles and responsibilities of Cooperating or Participating agencies, planned pre-NOI activities, and a NEPA milestone schedule. Following the meeting, the *Draft Agency Coordination Plan* with a project schedule and permitting timetable, the *Draft Public Involvement Plan*, and draft resource analysis methodologies were distributed to the agencies for review and comment.

FHWA and ITD held a pre-NEPA interagency coordination meeting on December 6, 2021, with interested local, state, and federal agencies. Similar to the June coordination meeting, the agencies reviewed the PEL study findings, including the project purpose and need, the recommended alternatives for NEPA, a summary of key environmental topics, and the study area. They also reviewed the additional resources



work that had been accomplished since the PEL study, such as additional cultural resource surveys, wetlands delineation and surveys, geotechnical analysis and seismic borings at the Hatch Pit, and updated resource analysis methodologies based on previous resource agency feedback. Additional considerations for the two alternatives were presented for discussion related to adjacent projects, future western connections for Alternative H2 at the new interchange with US-20, and impacts to the areas of I-15 and US-20 that might be abandoned by ITD. Minor changes to the purpose and need had been made based on feedback received by FHWA during preparation of the NOI documents. New changes to Alternative E3, Alternative H2, and the corresponding Environmental Study Area were reviewed. Each environmental and social resource was reviewed with the rationale for the proposed level of analysis to be conducted for the EIS and anticipated clearances and permits. Opportunity was provided for agency questions, comments, and requests. The NEPA milestone schedule was presented and resource agencies to certain review cycles. The feedback received at the meeting will be incorporated into the NEPA analysis and documentation processes.

Comments will be received from the agencies and the public during a 30-day comment period following the publication of this NOI. Monthly meetings with Cooperating Agencies and periodic meetings with Participating Agencies will be held throughout the environmental review process. The DEIS will be available for public and agency review and comment prior to the DEIS Public Hearing.

6.2 Public Scoping

During the PEL study process, ITD conducted a robust program to involve the community and the public. Public input was requested and received at the following key PEL study milestones:

- Project visioning
- Purpose and Needs and project goals
- Screening criteria used for the three levels of screening
- Alternatives development
- Results of Level One, Two, and Three screenings
- Final PEL study recommendations

A public scoping meeting will be held within 30 days of publication of the NOI. The *Draft Public Involvement Plan* for the EIS (Appendix B) describes the continued involvement of the public that was established during the PEL study. It was developed in cooperation with FHWA and other federal and state agencies and was provided to the potential Cooperating and Participating agencies during early coordination at a meeting on June 21, 2021.

7 Schedule for the Decision-Making Process

The project schedule will be established as part of the requirements of the environmental review process under [23 U.S.C. 139](#) and will comply with [40 CFR 1501.10\(b\)\(2\)](#), which requires that environmental reviews for major infrastructure projects occur within two years (from the date of publication of the NOI to the date of issuance of the ROD). In addition, H.R.3684 - Infrastructure Investment and Jobs Act codified One Federal Decision and requires that all authorizations for major projects be issued within 90 days after the ROD. The schedule will include prior concurrence reviews by



HEPE and legal sufficiency reviews by HCC. The project schedule below indicates that the project will meet these required timelines.

ITD will obtain written concurrence from all Cooperating Agencies whose authorization is required for the project at three key milestones:

- Purpose and Need
- Alternatives to Be Carried Forward for Evaluation
- Preferred Alternative

The anticipated project schedule is outlined below:

- Agency Scoping Meeting (October 12, 2022)
- Public Scoping Meeting (October 18, 2022)
- Notice of Availability of the DEIS (September 2023)
- Public Hearing (October 2023)
- End of DEIS Comment Period (November 2023)
- Issue Combined FEIS/ROD (August 2024)
- Issue all remaining project permits and authorization decisions (if a build alternative is selected) (December 2024)

8 Request for Identification of Potential Alternatives, Information, and Analyses Relevant to the Proposed Action

With the Federal Register NOI, FHWA and ITD request and encourage state, tribal, and local agencies, and the public to review the NOI and this NOI Supplementary Information document and to submit comments on any aspect of the project. Specifically, agencies and the public are asked to identify and submit potential alternatives for consideration and any information, such as anticipated significant issues or environmental impacts and analyses, relevant to the proposed action for consideration by the lead and cooperating agencies in developing the DEIS. Comments must be received by ***(insert date 30 days from date of publication in the Federal Register)***.

Interested parties are invited to submit comments by any of the following methods:

- Website: For access to the documents, go to the Federal eRulemaking Portal located at <http://www.regulations.gov> or the project website located at <http://i15us20connector.com>. Follow the online instructions for submitting comments.
- Phone: Lisa Applebee at (208) 334-9180.
- Mailing address or for hand delivery or courier: Federal Highway Administration Idaho Division, 3050 N Lakeharbor Lane, Boise, ID 83703.
- Email address: lisa.applebee@dot.gov.
- Project email address: comments@i15us20corridor.com

All submissions should include the agency name and the docket number that appears in the heading of this Notice. All comments received will be posted without change



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to <http://www.regulations.gov> or <http://i15us20connector.com>, including any personal information provided.

For further information and/or to get on the project mailing list, contact Lisa Applebee, Operations Engineer, FHWA Idaho Division, 3050 N Lakeharbor Lane, Boise, ID 83703, (208) 334-9180, lisa.applebee@dot.gov or Karen Hiatt, Program Engineer, Idaho Transportation Department District 6, 206 North Yellowstone Highway, Rigby, ID 83442, (208) 745-7781; karen.hiatt@itd.idaho.gov.

Persons interested in receiving project information can also use the project email address referenced above to be added to the project mailing list.



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Appendix A. Draft Agency Coordination Plan



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Appendix B. Draft Public Involvement Plan