



Project Advisory Committee

NEPA 101, Project Goals and Alternatives Screening Process

Meeting #2

Wednesday, October 4, 2023



WY 22 Corridor Project Study Area



Agenda

- Welcome, Introductions and Housekeeping
 - Meeting 1 recap
 - Purpose and Need
- NEPA 101
- Project Goals
 - Group Exercise
- Break
- Alternatives Screening Process
- Next Steps/Wrap-Up
 - Upcoming meetings and Tentative Schedule
 - Agenda Topics

PAC Meeting #1: Recap

- Roles and Responsibilities
- Meeting Ground Rules
- Project Overview
- Public Participation
 - Overview of Public Outreach and Stakeholder Plan
 - June Public Meetings: Results and Summary
- Purpose and Need
 - Refined from our first meeting based on PAC, Town, and County input
 - Shared with PAC on September 26, 2023



Transportation Needs

- Safety
 - Reducing the potential for vehicular crashes, notably crashes related to congestion, turning vehicles, and wildlife vehicle collisions (WVCs)
 - Improving intersection safety and access
 - Secondary Need:
 - Improve reliable access for emergency vehicles
 - Improving resiliency
- Mobility
 - Reducing peak period travel time delay.
 - Accommodating existing and future person trips
 - Improving intersection operations
 - Secondary Need:
 - Supporting travel mode choice, including transit
 - Maintaining bicycle and pedestrian connectivity
 - Improving roadway linkage



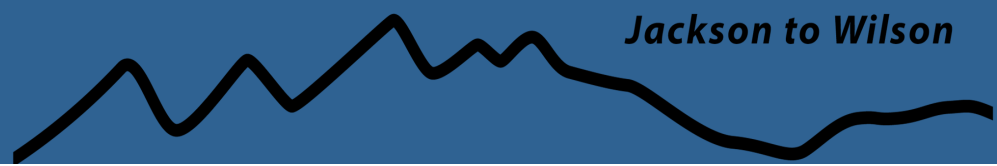


NEPA 101



National Environmental Policy Act of 1969

- Declare a NATIONAL POLICY which will encourage productive and enjoyable harmony between **man and his environment...**
- Use a **systematic** and **interdisciplinary** approach to planning and decision making
- Applies to all federal actions.
- The Federal agency shall "study, develop, and describe appropriate alternatives to recommended courses of action."

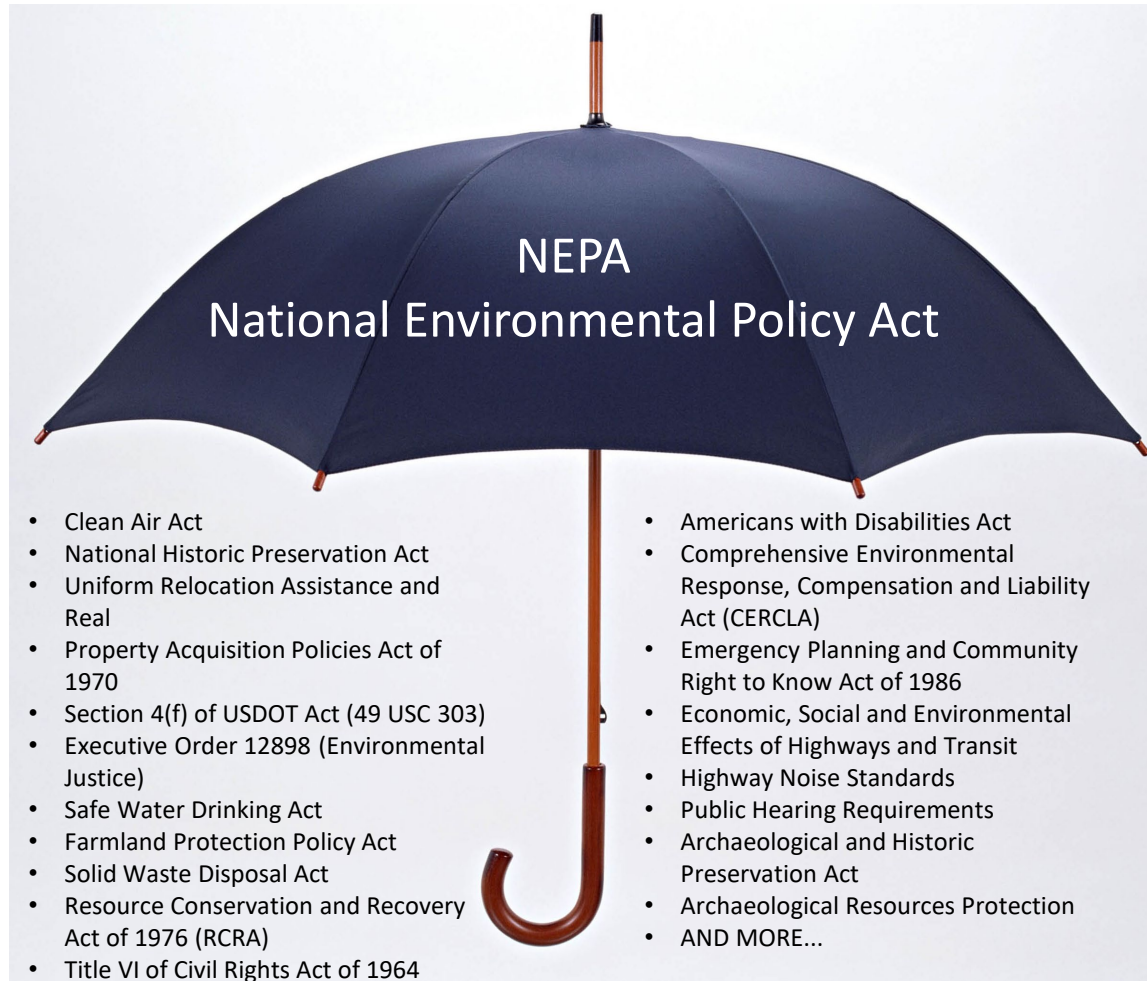


NEPA -Decision Making Framework

- NEPA is defensible and flexible:
 - Defines the issues
 - Encourages the development and analysis of alternatives
 - Informs the public
 - Takes a big problem and breaks it into manageable parts
 - Documents the selection process
 - Minimizes risks of unknowns

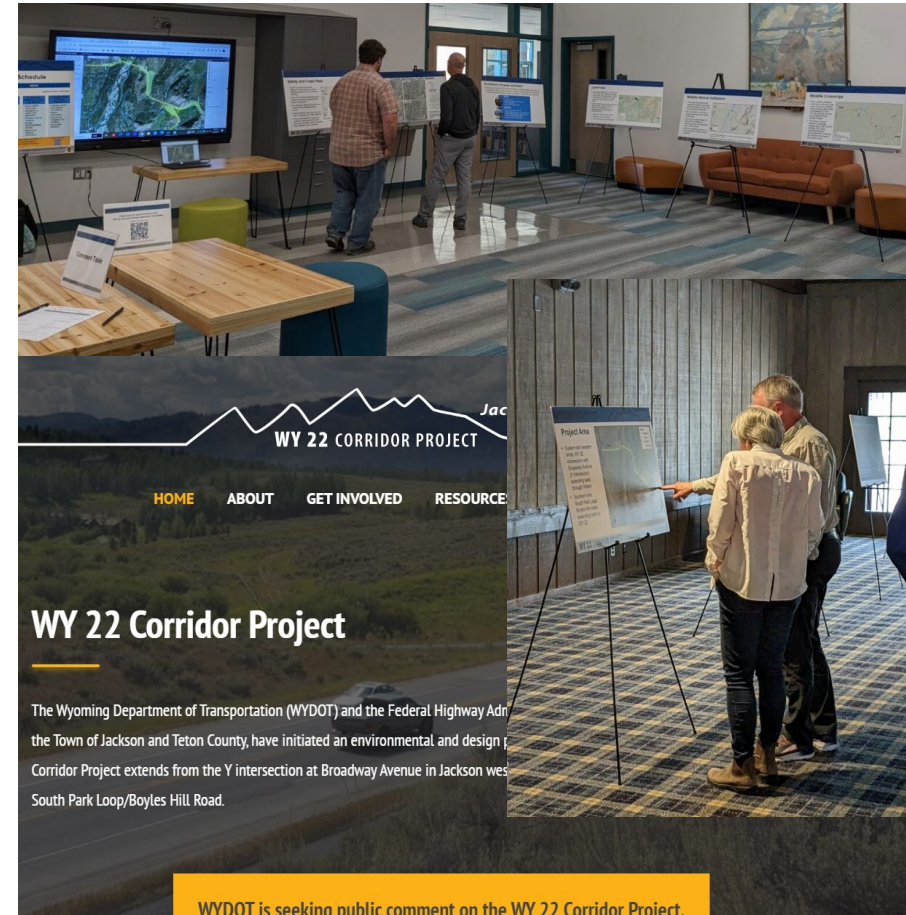
Relationship to Other Laws

- Numerous laws and executive orders apply to the development and review of transportation infrastructure projects.
- NEPA serves an 'umbrella' law for compliance.



Public Involvement

- An open process is required.
- Few procedural requirements; federal agencies have considerable flexibility in conducting outreach.
- Other mechanisms we plan to use:
 - project website
 - small group meetings
 - social media
 - public displays



WYDOT is seeking public comment on the WY 22 Corridor Project.
Please click [HERE](#) to submit your comments.



NEPA - Classes of Action

- Three Main Types:
 - Categorical Exclusion (CE)
 - Environmental Assessment (EA)
 - Environmental Impact Statement (EIS)



NEPA
Document –
Content*

Purpose and Need

Alternatives

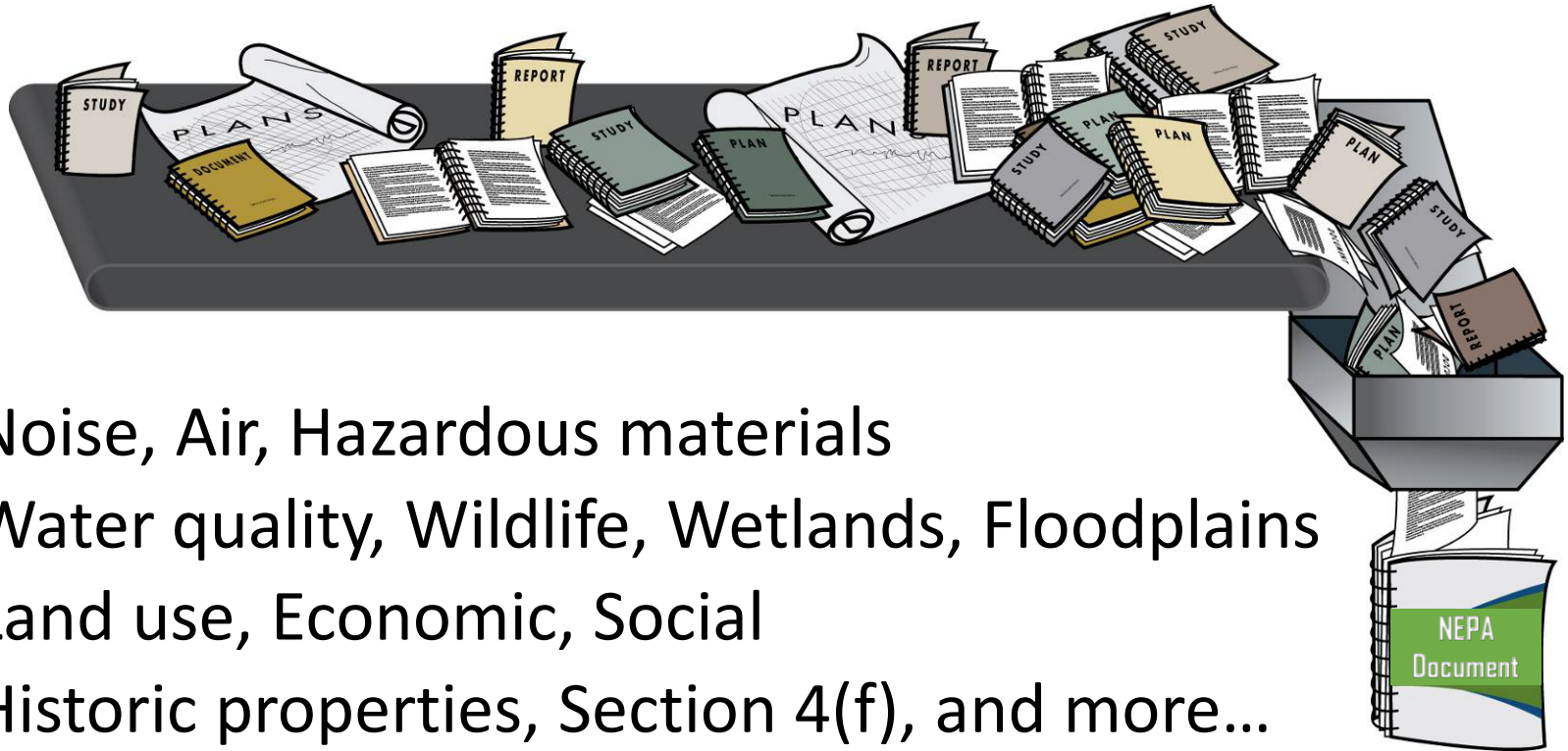
Environmental Effects

Comments and Coordination

Technical Appendices

**Contents vary based on class of action*

Environmental Analyses



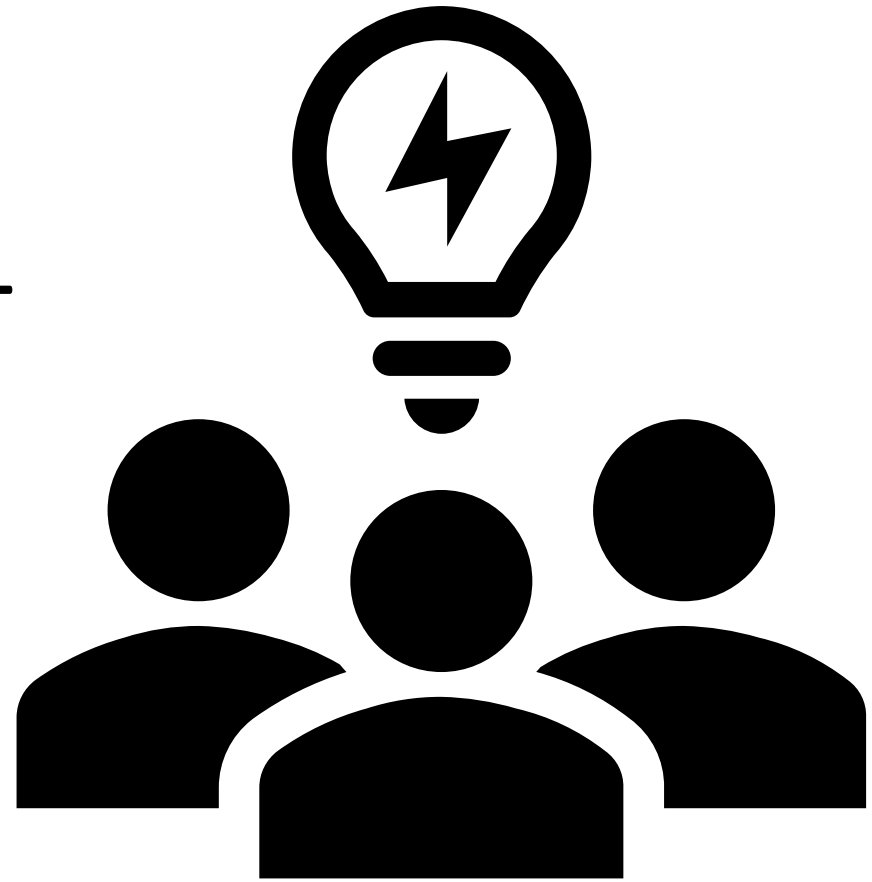
- Noise, Air, Hazardous materials
- Water quality, Wildlife, Wetlands, Floodplains
- Land use, Economic, Social
- Historic properties, Section 4(f), and more...
- Mitigation and enhancement measures



Handy Resources

- Contact Nick, Jim, or George
- FHWA and CEQ Resources
 - nepa.fhwa.dot.gov/ReNepa/ReNepa.nsf/home,
 - <https://www.environment.fhwa.dot.gov/legislation/implementation.aspx>
 - <https://ceq.doe.gov/>

Project Goals – Group Exercise





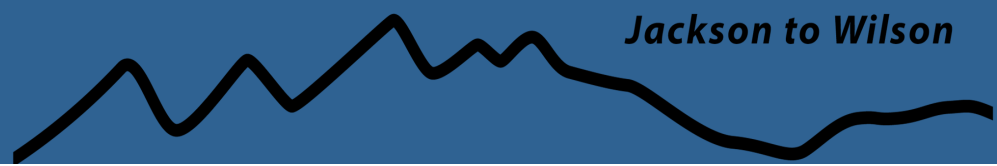
Purpose and Need

Safety

- Reducing the potential for vehicular crashes, notably crashes related to congestion, turning vehicles, and wildlife vehicle collisions (WVCs)
- Improving intersection safety and access
 - Secondary Need:
 - Improve reliable access for emergency vehicles
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Mobility

- Reducing peak period travel time delay
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 - Secondary Need:
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Project goal definition:

A project goal is a desired project-related outcome that reflects the community's values and supplements the purpose and need.

How is a project goal used?

A goal is used as part of the alternatives screening process to differentiate among alternatives.

Example:

Alternatives A and B both have similar safety and traffic performance, but Alternative A has less wetland impact and therefore better meets the project goal to limit environmental impacts



Existing Project Goals

Working with the PAC, Town, and County, WYDOT has established the following goals for the project:

Goal #1: Improve wildlife permeability

**Goal #2: Avoid and minimize
environmental impacts**

Goals #3-... to be workshopped today



Goal Setting Exercise

- 1. Desired outcome**
- 2. Review goals from previous studies**
- 3. Group exercise**
- 4. Group discussion**
- 5. Identification of goals**

Things to keep in mind during this exercise:

- whether the goal is reasonably achievable and related to the project
- whether the goal is already being addressed through the purpose and need
- whether the goal is already being addressed through our existing goals

Goals from previous studies already addressed by the purpose and need

- Developing safe bike and pedestrian circulation across and along Highway 22 ¹
- Managing highway speeds, balancing capacity and safety¹
- Prioritizing human safety¹
- Encouraging the use of alternative transportation modes¹
- Meet transportation safety needs of all modes – automobile, bus, pedestrian, bicycle, and truck²
- Provide effective access for commercial and residential properties, while addressing mobility and safety needs²
- Minimize right-of-way impacts and relocation of commercial and residential properties²
- Do not preclude future consideration of new road connections that would provide redundancy²
- Provide system redundancy in the corridors in times of traffic disruption²

Goals from previous studies already addressed by existing project goals

- Protecting wildlife, wildlife corridors, and wildlife areas by involving wildlife professionals in the project ¹
- Avoid and minimize environmental impacts²
- Protect wildlife²

Goals from previous studies not already included in purpose and need or existing goals

- Using natural features to establish a gateway into the community¹
- Including landowners as soon as possible in the planning process¹
- Preserve the area's natural setting and character²
- Promote a travel experience that allows for travelers to appreciate the scenery and wildlife²
- Identify practical and financially realistic transportation improvements for future inclusion in the Statewide Transportation Improvement Program (STIP), given funding constraints²
- Develop projects that are consistent with vision for the corridors²

Guiding Principles from ITP

- Meet future transportation demand with walk, bike, carpool, transit, and micromobility infrastructure³
- Reduce greenhouse gases from vehicles to below 2012 levels³
- Coordinate transportation planning regionally³

¹Wilson Multi-Modal Study

²WY 22 / WY 390 PEL

³Teton County Integrated Transportation Plan



BREAK

Group Exercise Results

- Group disagrees that goals from previous studies are captured in purpose + need (or goals)
- Enhance / facilitate / prioritize strategies + physical improvements that encourage ~~transit~~, ~~bicycles~~, ~~pedestrian~~ + transit, bicycles, + pedestrian mobility + access resulting in increased people moving capacity
- Improve + work to safeguard in perpetuity wildlife permeability

~~Develop projects consistent with the vision for the corridor~~

Preserve the area's natural setting and character

Make ^{walks, bike, carpool and transit} ~~public transit~~ ~~transportation~~ more convenient than travel by single occupancy vehicle

Establish a gateway into ^{the communities} ~~the community~~ ~~the area~~

Reduce greenhouse gases from current levels



Alternatives Evaluation (Screening) Process

Alternatives Evaluation Process - Overview

Stepped process

Objectively and comparatively
evaluates alternatives

The result of the process is a
Recommended Alternative that
best meets the Purpose and Need,
which will be carried into a
subsequent NEPA process.

Project Segments

- Project segments reflect different characteristics and different levels of travel demand.
- Each segment may have multiple alternative alignments.
- Project segments are identified in this map.





Alternative Categories

Alternatives will be categorized into two main categories:

- **Core concepts**

WY 22 mainline lane configuration and roadway linkage alternatives that meet the Purpose and Need.

- **Roadway linkage alternatives** are further defined as those alternatives that create a new roadway node connection.

- **Supplemental elements**

intersections and other physical and operational improvements that do not meet the Purpose and Need individually but improve or supplement the **core concepts** ability to meet the project needs.

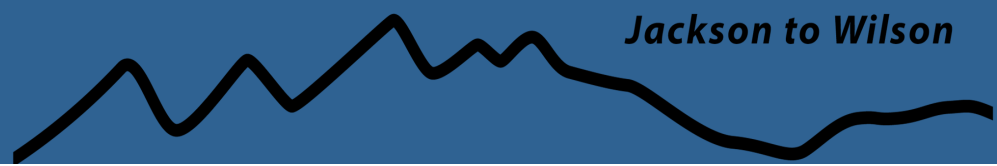
A decorative background featuring various geometric shapes and puzzle pieces. In the center, there is a large puzzle piece with a dark blue outline, composed of three interlocking pieces. To its left is a blue circle with a white outline. Above the puzzle piece is a green triangle pointing right. To the right of the puzzle piece is a blue oval. Below the puzzle piece is a yellow dashed line. In the bottom left corner, there is an orange semi-circle. In the bottom right corner, there is a green square frame. The page number '30' is located in the bottom right corner.

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- A decorative background featuring various geometric shapes and puzzle pieces. In the center, there is a large puzzle piece made of three smaller pieces, with a fourth piece floating above it. The shapes are colored in shades of green, blue, yellow, and orange. The overall design is clean and modern, suitable for a presentation or report.

Alternatives Evaluation Process

The alternatives process for the WY 22 project will involve five major steps:

1. Develop project goals
2. Develop screening criteria
3. Conduct Level 1 Screening
4. Conduct Level 2 Screening
5. Identify Recommended Alternative



Step 1 - Develop Project Goals

- Project goals supplement the alternatives screening process by helping to differentiate between alternatives.
- Whereas an alternative must meet the Purpose and Need, project goals are used to further identify which alternative represents the best improvements given the unique corridor context.



Step 2 - Develop Screening Criteria

- Screening criteria act as filters through which proposed improvements are evaluated to determine their suitability for addressing the project needs and goals.
- These criteria are categorized based on the project's Purpose and Need statement.

Step 3 – Conduct Level 1 Screening

- The **core concepts** (WY 22 mainline and system linkage alternatives) are evaluated against the Level 1 criteria.
- A **fatal flaw analysis** considers if the improvement would result in irresolvable environmental impacts, would require exorbitant construction cost, or is not constructible.
- Alternatives that do not meet the Purpose and Need, or for which a fatal flaw is identified, will be eliminated from further consideration.
- Alternatives which meet the Purpose and Need will be retained for Level 2 screening.



- Retained for Level 2 Screening



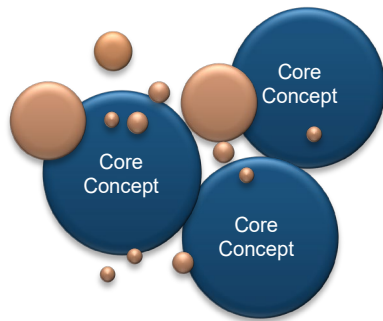
- Does not meet P&N
- Fatal Flaw

Step 4 – Conduct Level 2 Screening

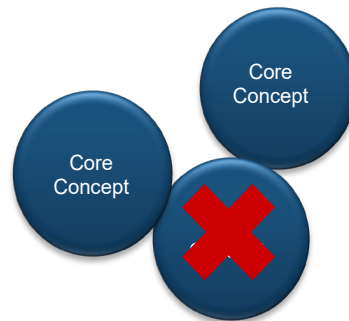
- Level 2 screening retains the **core concepts** from Level 1
- Level 2 also evaluates the **supplemental elements**.
 - *Physical improvements* (queue jumps, wildlife crossings, chain-up/down station)
 - *Operational improvements* (enhancing the intelligent transportation system, variable message signing, special event coordination).
- Level 2 is a more quantitatively based evaluation that will include traffic modeling in support of mobility criteria such as peak-hour delay, intersection level of service, reduction in emergency response times, etc.



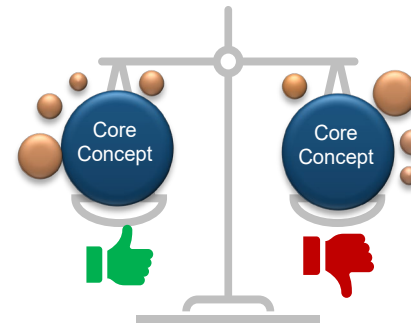
Alternatives Process Flowchart



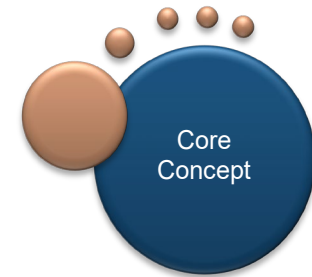
Develop Core Concepts and Supplemental Elements





Level 1: Purpose and Need Evaluation of Core Concepts



Level 2: Comparative Evaluation of Core Concepts and Supplemental Elements



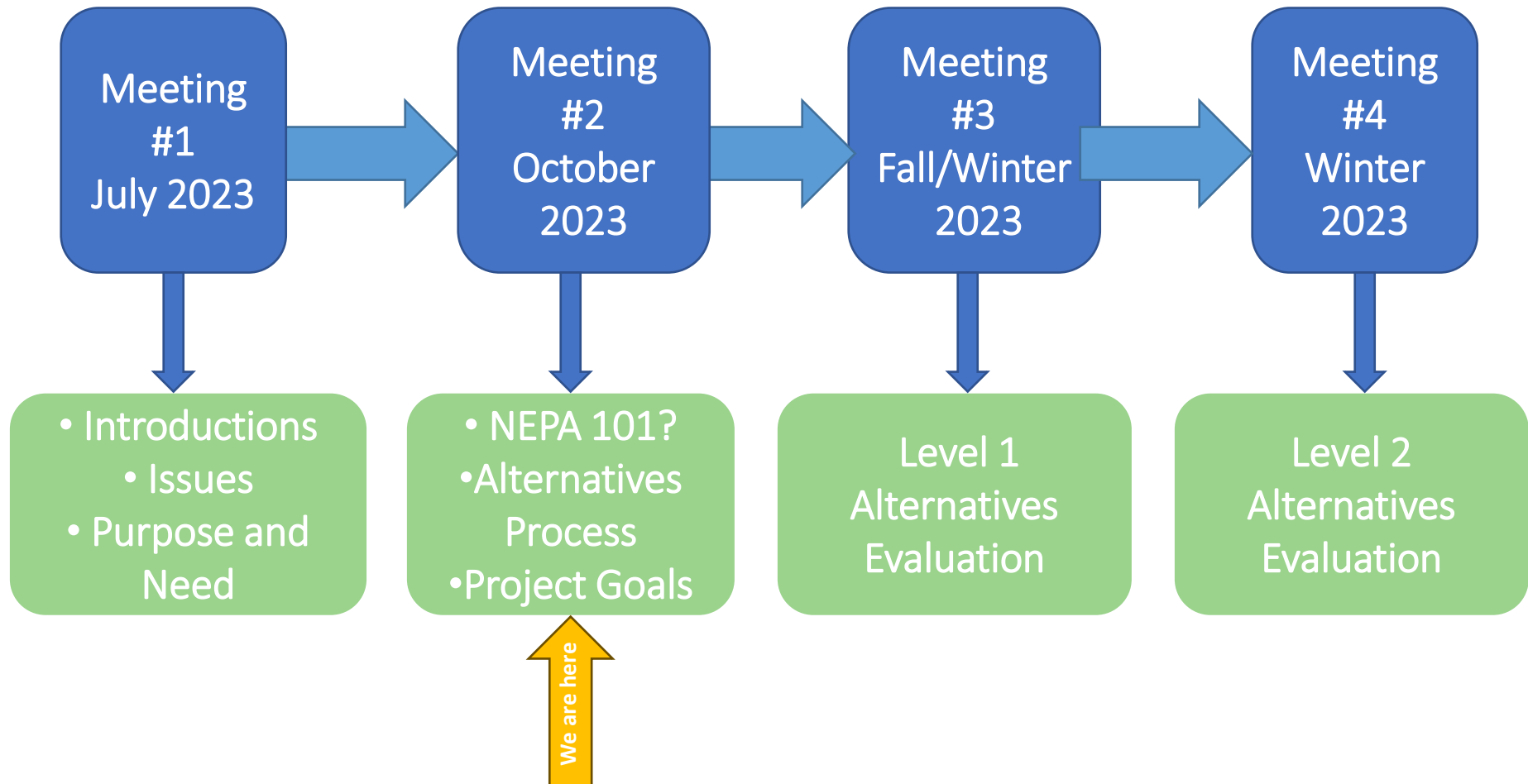
Level 3: Assembled Recommended Alternative

-  Core Concepts
-  Supplemental Element

Next Steps/Wrap Up

- Upcoming Meetings and Tentative Schedule
- Agenda Topics

Tentative Meeting Schedule



Ways to Stay Involved in the WY 22 Corridor Project

- Project Advisory Committee
- Public Meetings
- Small Group Meetings
- Project Website
 - <https://wy22corridor.com/>





Thank you for your participation on the WY 22 Corridor Project Advisory Committee!



If you have questions or concerns,
you can email the project team at
contactus@wy22corridor.com