



Public Scoping Report – BLM Environmental Assessment – Ashley Valley Energy Route

Bureau of Land Management

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1. Introduction

In response to Uintah County's right-of-way application seeking authorization to build the Ashley Valley Energy Route (AVER), a 78-foot roadway located in a 250-foot-wide right-of-way extending from US 40 at the McCoy Flat area along 6500 South to US 40 South of Naples, the Bureau of Land Management (BLM) sought public comments during a 30-day period. This comment period extended from May 12, 2014, to June 12, 2014, and included a public scoping open house held on June 5, 2014, from 6 to 8 p.m. at Vernal City Offices. Four channels were developed for the public to provide written comments on specific issues and concerns: in person at the scoping meeting or at the Vernal BLM Field Office; U.S. Mail; email at [blm ut vernal comments@blm.gov](mailto:blm_ut_vernal_comments@blm.gov); project website at https://www.blm.gov/epl-front-office/eplanning/nepa/nepa_register.do.

The purpose of this report is to document BLM's public outreach activities that took place during this environmental assessment period, and to analyze the public comments that were received. This report will provide information on how the public scoping period was advertised, discuss details regarding the public scoping meeting, analyze all comments received during the scoping period and include copies of the actual comments.

2. Internal Scoping

Internal scoping was conducted involving BLM resource specialists via the BLM's established Interdisciplinary Team Checklist process. This process included a meeting on June 2, 2014, between the BLM specialists and project proponents to discuss the proposed Plan of Development of ROW application documents and raise questions on the POD that would aid in the specialists' understanding of the nature and scope of the project. BLM internal scoping comments are documented in the Interdisciplinary Team Checklist received June 24, 2014. A copy of the BLM Interdisciplinary Team Checklist process can be found under Appendix One – Interdisciplinary Team Checklist.

3. Cooperating Agencies

In May 2014, the BLM entered into Memoranda of Understanding with the Utah Public Lands Policy Coordination Office (PLPCO) and the Utah School and Institutional Trust Land Administration (SITLA) regarding the preparation of the Environmental Assessment associated with the proposed Ashley Valley Energy Route project. Per existing authorities the BLM extended "cooperating agency" status to these entities that enables them to fully cooperate and participate in the preparation of the EA in accordance

with applicable state and federal law, executive orders, policies, and regulations. Copies of the MOU's can be found under Appendix Two – Cooperating Agency MOUs.

4. Scoping Notice

BLM Press Release

The BLM developed a press release that announced the 30-day comment period and the public scoping open house on June 5, and provided basic project information. On May 12, 2014, the BLM distributed the release to media outlets. A copy of the BLM press release entitled “BLM Seeks Public Comment on Proposed Energy Route” is found under Appendix Three – BLM Press Release.

BLM Newsletter

In addition to distributing a press release, the BLM also developed an AVER project newsletter that announced the 30-day scoping period and the scoping open house, and provided information about how to participate in the process. The BLM newsletter also provided information regarding the project timeline, issues identified to date, a summary of the proposed action, and additional opportunities for public participation. This newsletter was distributed on the BLM's website, at the Vernal BLM Field Office, and at the public scoping meeting. The BLM newsletter entitled “Ashley Valley Energy Route, Newsletter No. 1 – May 2014” is found under Appendix Four – BLM Newsletter.

5. BLM Public Scoping Meeting

The BLM hosted a public scoping meeting on June 5, 2014, to receive comments about the AVER project. The meeting was held at the Vernal City Offices and 58 members of the public signed-in and provided contact information. Representatives from the BLM, the Uintah Transportation Special Service District (UTSSD) and Uintah County were present to talk with people, listen to their concerns, answer questions and to encourage them to submit formal written comments. The meeting was an open house format, and included informational booths that discussed the AVER project's alignment, timeline and process, and issues that have been identified to date. Each informational booth included large information display boards, and a large-screen television showed a flyover video of the project's alignment. Those in attendance were given an information packet that included the BLM project newsletter, a comment sheet and a program that explained the format of the open house and additional ways for providing comments. Tables were set up near the center of the room affording the public an opportunity to write and submit their comments at the meeting. Copies of the sign-in sheets are found under Appendix Five – BLM Scoping Meeting Sign-in Sheets.

Public Scoping Meeting Plan

To prepare for the scoping open house, a meeting plan was developed that detailed goals and objectives, discussed the meeting format and defined roles and responsibilities. This plan was provided to all UTSSD team members and the BLM and provided guidance during preparation and throughout the meeting. A copy of the public scoping meeting plan is found in Appendix Six – Public Scoping Meeting Plan.

Newspaper Display Ads

In addition to the initial BLM press release and newsletter, full-color display ads were developed for the *Uintah Basin Standard* and the *Vernal Express* to further advertise the public scoping meeting. The ads ran on May 28 and June 3 in both publications. A copy of the public display ads that ran in all publications can be found under Appendix Seven – Newspaper Display Ad.

Public Service Announcement

A public service announcement was provided to KVEL radio in Vernal, Utah, on May 30, 2014, to remind people about the scoping meeting. A copy of the public service announcement is listed in Appendix Eight – Public Service Announcement.

Public Scoping Meeting Display Materials

Public scoping meeting display materials were developed to provide information about the project and to encourage an open dialogue between the public, project team members and the BLM. Display materials included directional signage, sign-in and comment table stands, and boards for each information station that discussed the project timeline and process, the proposed action and key facts, resources of concern, recreation resources, greater sage grouse habitat, and growth and traffic. Copies of all display materials for the open house can be found under Appendix Nine – Public Scoping Display Materials.

Public Scoping Informational Packet

An informational packet was handed out to those attending the public scoping meeting that included a copy of the BLM newsletter, comment sheet, and a brochure that provided an overview of the meeting, discussed the format and showed how comments can be made. Copies of the comment sheet and open house brochure can be found under Appendix Ten – Public Scoping Informational Packet.

6. Public Comment Content Summary

Introduction

The following information is a summary of written comments received during the BLM's public scoping period for the AVER project from May 12, 2014, to June 12, 2014. Issues, concerns, opportunities and overall topics were identified using content analysis by two individuals who read all comments provided by 182 individuals during the scoping period. Six hundred and ninety-three (693) comments were categorized. Many of the comments received included background information that did not state a specific issue or concern. Consequently, background information was not included in this report.

For more detailed information regarding how many comments were received under each topic listed below, and to see where comments were sent from, please refer to Appendix Eleven – Comment Topics and Commenter City of Residency.

All public summary worksheets are attached under the following appendices: Appendix Twelve – Public Commenters; Appendix Thirteen – Scoping Participants and Appendix Fourteen – Public Comment Coding and Identified Issues.

Resource of Concern – Recreation

There is concern regarding the recreation resources and the impacts the proposed project would cause the McCoy Flat mountain bike trail system and non-motorized recreation. Because of the proposed project's proximity to the system, they are concerned it would encroach on a well-known recreation area, reduce recreational opportunities to a wide range of users of all ages who currently use the bike trails, as well as other recreational opportunities not associated with the actual trail system and create irreversible damage to the entire trail system, even if it only directly impacts a few trails. Other commenters stated that although the proponent has tried to mitigate impacts with the number of times the road crosses the trails, the cumulative effects cannot be mitigated. There is concern that if there is access off the McCoy Flats route to the Pavilion, it would result in turning the trailhead into a public rest area. Some stated that the project would impact opportunities for youth cyclists who benefit from the outdoor and exercise experience the trails offer.

Several commented that the BLM has invested upwards of \$100,000 and that many volunteer hours have been given to develop the trail system, and there is concern that the proposed project would destroy this financial and community commitment. Others suggested that if the proposed project is built, underpasses should be developed to mitigate impacts to the bike trails or new trails should be developed to compensate users. Others felt the trails should be completely replaced in their entirety in another location. Another expressed concern that a decision to build the proposed project would affirm Vernal's status as an oil and gas town instead of being known for recreation opportunities.

Resource of Concern – Alignment Options

Various alignment suggestions were suggested because of the impact the commenters felt the proposed route would create for the McCoy Flats trail system and trailhead facility. The routes suggested are located away from the trail system to the north and south of the proposed route. Many stated that the route called "Dog Valley 11" should be considered because of the public support it received during the first public outreach process, because it would not impact the trail system, and because it has less conflicts with sage grouse and plants. Several commenters stated that the proposed project is the culmination of an extensive public involvement process where 30 different routes were identified and more than 92 percent of the public strongly supported the proposed alignment.

Others are concerned that a five-lane roadway is not needed and that a route should be placed closer to the oil field, and others stated that the proposed project alignment does not address truck traffic on State Highway 191. One person commented that US 40 should be developed into a four-lane highway with truck climbing lanes, and another advocated for a route on the southwestern edge of the Ashley Valley. Many of those providing route suggestions stated that they were not opposed to the proposed project and understood there was a need for it, but wanted to minimize impacts to the trail system. A few questioned the need for the proposed project in any form. Another person stated that no one will use a bypass route, while another suggested that the route would be good for people going to work and provide a useful alternative during community events like parades.

One person requested that the alignment's speed limit be reduced to 45 miles per hour and another suggested it be designated for limited access. Another stated that the topography of the proposed route would entail too much cost. And one person wants an alignment that does not impact the NASA monument.

Resource of Concern - Environment

There are several comments regarding how the proposed project would cause environmental impacts that would diminish the recreational experience at the McCoy Flats trail system and make it less attractive for a variety of users. There are concerns that the proposed project would irreversibly damage the trail system by damaging the scenic views and increasing noise and air pollution. Concerns regarding air quality mainly discuss the industrial noise, dust and exhaust that would adversely affect people using the trail system. There are concerns that the trail system would be littered with trash, the natural landscape impacted, and that open spaces should be preserved along with a bypass route.

Resource of Concern-Special Status Species/Greater Sage Grouse

There is concern that the proposed project would negatively impact Greater Sage Grouse habitat and breeding sites. There is a concern that the highway would fragment sage grouse habitat and that other factors such as vehicle collisions, increased noxious weeds, introduction of avian and mammalian predators and wildfires would remove sagebrush habitats. There is concern that \$26,000 in funding is not enough to off-set the habitat alternation and fragmentation and the direct impacts resulting from vehicle collisions and introducing predators.

Resource of Concern–Wildlife

There are concerns that the proposed project would impact pronghorn and elk populations which use the area during the winter, spring and fall months. These comments also stated concern that the proposed project would increase the number of wildlife and vehicular collisions. There was also a comment that stated concern that the proposed project would impact mule deer, bobcat and mountain lion habitats.

Resource of Concern–Special Status Species – Plants

A few comments included concerns that construction for the proposed project would disturb soils and cause erosion, increase noxious weeds and recreational use, negatively impacting a variety of wildflowers and native species; specifically Hamiton milkvetch, horseshoe milkvetch, sterile yucca and Goodrich's penstemon by fragmenting the habitat and the pollinators that depend on them.

Resource of Concern – Cultural

There is concern about impacts to cultural resources and sites that are sacred to Native Americans.

Resource of Concern –Livestock Grazing & Rangeland Health Standards

There is a desire that efforts be made to minimize the impacts on individual permittee's grazing allotment by taking into consideration the water resources located on the allotments and ensuring for crossing areas that facilitate the safe movement of livestock.

Resource of Concern - Farmland

There is a desire that the route through the farmland be reviewed with the landowner to ensure the least impact on farmland. The commenter stated that moving the route north between the existing pivots might accomplish this.

Resource of Concern – Socio-Economics

Economic/Tourism

The comments regarding the economy included concerns about the loss of tourism from the McCoy Flats trail system if the proposed project moves forward. Many people stated that the proposed project would discourage visitors from coming to Vernal to use the trail system and result in a loss of tourist income for the local economy. Some stated that the trails attract 26,000 bikers each year and that the proposed project would reduce the potential for creating a robust tourism economy. While others stated it would

stimulate the economy by increasing travel to energy rich areas. Others stated concern that the proposed project would divert traffic away from downtown Vernal causing harm to local businesses. There are concerns that the “AVER” name harms the future viability and stability of commerce in downtown Vernal and should be changed to discourage non-trucking motorists from using it. There are several comments stating that the demographics had changed since the first public meetings and the numbers are not applicable today.

Traffic

The majority of comments regarding traffic were concerned about congestion in downtown Vernal and the harm it poses to residents, and suggested the proposed project would benefit the community by facilitating the flow of industrial vehicles. On the other hand, there were a few comments stating that traffic is not a significant issue in Vernal and is much worse between Vernal and Roosevelt. One person commented that the industrial traffic does not obey speed limits and that trucks intimidate people who want to park, bike or walk on downtown sidewalks, while another comment stated that trucks are the lifeblood of Vernal. One person stated that the proposed project would not divert traffic from the downtown area because the alignment is located too far south. Other individual comments stated the following concerns: there is no way to keep all vehicles from using the proposed project; there is a need to determine the percentage of traffic diverted from Highway 191; a two-lane highway is preferable because it would make it less likely for private vehicles to use it; oil field companies will not make the proposed project a main route; there needs to be interchanges, not stop signs, placed at either end of the proposed project; there needs to be an overpass, not an intersection, placed at SR 45; speed limits should be enforced on cars and pickups downtown because they speed more than large trucks.

Safety

Commenters are concerned about hazardous materials travelling through downtown Vernal and suggest the proposed project would mitigate this issue and make the community a safer place to live. There are a number of comments stating concern for the heavy, dangerous and oversized loads travelling through downtown Vernal and the harm they pose to residents. These comments suggested that safety should be a priority and that the proposed project will make the community a safer place to live, work and do business. There are also comments stating that the proximity of the proposed project could cause a safety issue for trail users and children at the McCoy Flat trail system. One comment stated that this could be mitigated with reduced speeds, pedestrian overpasses and tunnels. Another person raised concern that the proposed project would crowd other users onto the trail system and increase the

likelihood for negative interactions and incompatible uses. There were also a few comments stating that hazardous materials in downtown are not an issue, and one comment that if truckers would obey the laws, there would be no safety issues.

Community

The comments regarding community state that that the proposed route would undermine volunteers' investments to improve, develop and maintain the McCoy Flats trail system. Other commenters are concerned about the health and wellbeing of the community and stated that the proposed route would diminish opportunities for outdoor recreation and physical activity and exercise. Another commenter stated that the current traffic situation in downtown Vernal and its accompanying congestion negatively impacts the community's quality of life. One person stated that the proposed project was adding jobs to the area at the price of promoting a healthy community. Yet another commenter felt that the proposed project would impact the ability to attract skilled workers (school teachers) into the area because it was taking away the benefit of high quality recreation.

Government

There is a concern about project financing, future operation and maintenance costs including other burdens such as increased noxious weeds, poor water quality, degradation of environment, and loss of wildlife and hunting opportunities and that a route should not move forward until a responsible governmental entity has agreed to assume these responsibilities. One person stated that it will be difficult to justify extra spending to avoid the trails to preserve a feeling for a handful of bike enthusiasts. Others stated that it is the BLM's responsibility to protect interested parties; the BLM has the responsibility to protect sage grouse species and the loss of habitat; the BLM is committed to the America's Great Outdoors initiative and this project is contrary to that mission; someone is personally benefiting from the project; the government is out of touch and only concerned about personal gains; and, that the BLM states there shall be no surface occupancy on developed recreation sites. One person stated that the BLM website is not user friendly and hoped this was not intentional.

Planning and Zoning

There are concerns that zoning should not allow businesses along the proposed route because they would compete with established businesses in Vernal and Naples. There is support for the project because it is consistent with Uintah County's General Plan, but another comment stated that a proposal for a four-lane highway is in disagreement with the Vernal Resource Management Plan and that a land use plan amendment may be needed.

Resource of Concern – Oil and Gas Production

The comments regarding oil and gas production are concerned about the influence this industry has over the project, and question its reliability as an economic driver as well as its longevity. Some of these comments state concern that the proposed project is being built to benefit this industry at the expense of the environment and those who find the bike trails valuable. One commenter is concerned that if the proposed project provides an avenue for oil and gas exploration, then the BLM should complete a full analysis on the proposed wells that this highway would provide consistent with NEPA and the US Fish and Wildlife Service through Section 7 Consultation. There are also comments stating concern about funding to maintain the road to cater to this industry and suggestions that the oil and gas companies pay for the proposed project. One comment stated that the proposed project is not necessary because the oil and gas industry will move to the eastern and southern portions of the Uinta Basin over the next 15 to 20 years. Another stated support for a version of the proposed project but is concerned that oil shale development is not a given in the community.

Resource of Concern – Airport

There were comments regarding construction of an airport. One stated that the airport should be analyzed as a connected action with the current Environmental Analysis if an argument is made against the project using a southern alignment. Another comment stated concern that there is not a huge demand for another airport ten miles away from the existing one. One comment stated that a new airport would negatively impact the current Vernal Airport and drive commerce and spending away from area businesses. There was a comment stating support for a bypass route of some kind but concern that a new airport is not a given. There is concern that a route to the south is not being considered because of the airport project losing the opportunity to serve the highest traffic volumes. A final comment stated concern that the proposed project does not address the airport.

7. Appendices

Appendix One – Interdisciplinary Team Checklist

INTERDISCIPLINARY TEAM CHECKLIST

Project Title: Ashley Valley Energy Route

NEPA Log Number:

File Serial Number:

Project Leader: Stephanie Howard

DETERMINATION OF STAFF: (Choose one of the following abbreviated options for the left column)

NP = not present in the area impacted by the proposed or alternative actions

NI = present, but not affected to a degree that detailed analysis is required

PI = present with potential for relevant impact that needs to be analyzed in detail in the EA

NC = (DNAs only) actions and impacts not changed from those disclosed in the existing NEPA documents cited in Section D of the DNA form. The Rationale column may include NI and NP discussions.

Determination	Resource/Issue	Rationale for Determination	Signature	Date
RESOURCES AND ISSUES CONSIDERED (INCLUDES SUPPLEMENTAL AUTHORITIES APPENDIX 1 H-1790-1)				
NI	Air Quality & Greenhouse Gas Emissions	Dust and other emissions would occur from vehicles during construction and use of the road. However, impacts from emissions are expected to be short term (during construction only) and indistinguishable from background emissions as measured by monitors or predicted by models. Emissions will occur from vehicles using the road, but those vehicles will not be an increase in traffic because the road is not a new destination, just a new location for the existing traffic to occur. Greenhouse gas emissions: No greenhouse gas standards have been established by EPA or other regulatory authorities. The assessment of greenhouse gas emissions and climate change is in its earliest stage. Global greenhouse gas models can be inconsistent, and localized models are lacking. Consequently, it is not technically feasible to quantify the net impacts to climate based on local greenhouse gas emissions. It is anticipated that greenhouse gas emissions associated with this action and its alternative(s) would be negligible.	Stephanie Howard	5/30/2014
NP	BLM Natural Areas	None Present as per GIS and RMP layer review	Jason R. West	8/2/2013
PI	Cultural: Archaeological Resources			
PI	Cultural: Native American Religious Concerns			
NP	Designated Areas: Areas of Critical Environmental Concern	None Present as per Vernal RMP	Jason West	8/2/2013
NP	Designated Areas: Wild and Scenic Rivers	None Present as per the Vernal RMP	Jason West	8/2/2013
NP	Designated Areas: Wilderness Study Areas	None Present as per the Vernal RMP	Jason West	8/2/2013

Comment [s1]: Class I for predictive model to begin.
Class III when cuts and fills are known.

Determination	Resource/Issue	Rationale for Determination	Signature	Date
NI	Environmental Justice	Minority or economically disadvantaged communities or populations would not be disproportionately adversely affected by the proposed action or alternatives.	Stephanie Howard	5/30/2014
PI	Farm lands (prime/unique)	Irrigated prime farmland as identified by the NRCS is present on private land in the project area. This is a non-federal cumulative impact.	Stephanie Howard	5/30/2014
NI	Fuels/Fire Management	No impact to fuels projects would occur. The project would not hinder fire management activities.		
PI	Geology/Minerals/Energy Production	Project would impact tar sands along Asphalt Ridge. It could expose the tar sand deposit which might be beneficial in providing more information about the thickness of the deposit, but it could also cause loss of some tar sand resources. Any tar sands removed could potentially be used in the road construction. This road project crosses the Duchesne River Formation, Mesaverde Formation, Mancos Formation and Quaternary Alluvium.	Betty Gamber	8/12/2013
IPNW: PI Soils: PI Veg: PI	Invasive Plants/Noxious Weeds, Soils & Vegetation	IPNW: Surface disturbance creates the potential for the spread or introduction of noxious and invasive plants. Weed survey needed. As part of the reclamation plan will need an invasive weed plan in accordance with District guidelines. Soils: Disturbance to soils would occur with new road construction. Reclamation must meet the Green River District Reclamation Guidelines. Seed-mixes for reclamation in Hoeseshoe and Hamilton milkvetch habitat should not include non-native species that may persist. Veg: Surface disturbance will impact native vegetation.	IPNW: Aaron Roe Soils: Bill Civish Veg: Aaron Roe M. Marston	8/12/2013 6/2/2014
PI?	Lands/Access	The proposed road is subject to all valid existing rights. At the present time there is no road in existence. Uintah Transportation District wants to secure these lands for development of the Ashley Valley Energy Route (AVER). There are three power lines that the AVER would cross or parallel. The proponent would need to take into account the power line heights and pole placement and coordinate with the power company as necessary. The AVER would cross the Highland Canal, which may or may not be impacted depending on the type of crossing proposed. The AVER crosses Highway 45, and several County claimed B and D class roads. These other roads may or may not be impacted. (The POD states that existing dirt roads and some paved roads will be reconstructed as the alignment of the new roadway impacts them. This cannot be done without a ROW on those existing roads). The AVER would bisect private lands. BLM would require a copy of the agreement between the private land owner(s) and the proponent for those areas where the AVER crosses between private and federal lands.	Katie White Bull	6/2/14

Comment [s2]: Pre-disturbance Weed survey

Comment [s3]: Need reclamation plan. Make sure BLM reclamation plan meshes with UDOT

Determination	Resource/Issue	Rationale for Determination	Signature	Date
		Would the ingress/egress on each end of AVER include the construction of turning lanes on HWY 407? Would the AVER close or prohibit access to Uintah County claimed roads in the area? It is unclear on what type of crossing is proposed at the intersection with Highway 43. It is unclear what type of crossing is proposed at the Highland Canal.		
NP	Lands with Wilderness Characteristics (LWC)	None Present as per Vernal RMP	Jason West	8/2/2013
PI	Livestock Grazing & Rangeland Health Standards	The proposed truck route would pass through three active cattle allotments, Rich and Stetson, McCoy Flat, and Twelve Mile. Livestock on the roadway would pose a risk to public safety. Fencing of both sides of the road to keep livestock off of the roadway would improve public safety. A water development is in the way of the proposed alignment. The project would not have an impact on Rangeland Health Standards and Guidelines.	Alec Bryan (Rich & Stetson and McCoy Flat) & Craig Newman (Twelve Mile)	
PI	Paleontology	A paleontological survey of the ROW will need to be performed to determine what paleo resources may be affected.	Betty Gamber	8/5/2013
PI	Plants: BLM Sensitive	Three BLM Sensitive species may occur in the project area and are presented in descending order of likelihood: Hamilton milkvetch (<i>Astragalus hamiltonii</i>) is present in scattered locations throughout Asphalt Ridge. Known locations occur within 1/8 mile of the current route. Additional populations are likely. Part of the route falls into the Horseshoe milkvetch (<i>Astragalus equisetensis</i>) survey polygon. Survey for BLM Sensitive species should be completed to a 150' buffer beyond the outside edge of the ROW during the flowering season. (Can be concurrent with noxious weed and TEPC habitat analysis survey.) Sterile yucca may occur throughout VFO, and survey should also include during survey. Seed-mixes for reclamation in Horseshoe and Hamilton milkvetch habitat should not include non-native species that may persist. Additional BLM Sensitive species are precluded based on VFO GIS layers, known habitat information that includes elevation/soils and geology queries, and currently known BLM Sensitive plant locations.	Aaron Roe/M. Marston	6/2/2014
NP	Plants: Threatened, Endangered, Proposed, or Candidate	The proposed action does not lie within the 2013 USFWS-approved cactus polygons delineated for both federally listed <i>Solenocactus</i> species. Green River shale outcrops are not evident from VFO GIS inventory, special status species habitat inventory _____ reports, and field site checks conducted by _____ on _____. Additional TEPC plant species are precluded based on GIS soil, elevation, known location data, and onsite field habitat assessment for review for riparian, soil and plant community affiliates.	Aaron Roe Maggie Marston	6/2/2014

Comment [s4]: Survey for Hamilton milkvetch and Goodrich penstemon. Early summer flowers, so will have to survey next year.

Comment [MMMS]: I would ask weed and BLM Sensitive species contractors to do a habitat assessment inventory for all TEPC species, including any spring sites for riparian (*Quercus* spp) as the comment notes above, noxious weeds and sterile yucca upon final route selection. If TEPC habitats are noted, survey should be conducted to 300' from edge of disturbance. Survey to 150' has typically been adequate for BLM Sensitive plant surveys.

Thank you MM

Determination	Resource/Issue	Rationale for Determination	Signature	Date
NP	Plants: Wetland/Riparian	None wetlands or riparian areas are present.		
PI	Recreation	Designated Mountain Bike trail system (McCoy Flats) 2012. 56 miles of high use, regionally significant mountain bike system. Special recreation permit use for proposed duathlon, bike racing, and a major mountain bike festival take place directly in or adjacent to the proposed route. Recent substantial financial investments to the area include full trailhead construction, including a large pavilion, shade structure, interpretive signing, vault toilet, cattle guards etc. Recently requested for field trip by Utah State Director. Significant personnel time including design, development, contracting and individual specialist time were invested into this area. Additionally county support and recent grant applications (over 1 million dollars) have been requested to improve access to the trailhead. The VFO has provided support letters to Uintah County in behalf of the grant efforts. Signed Memorandum of Understanding with SITLA recognizing the trail system (2012) and publicity for the trail system has been wide spread (Mountain bike magazine (National and International readership). At Your Leisure television program, local and regional news stories have been completed focusing on the high quality mountain bike trails specifically in this area. A local organized mountain bike association club (Northeastern Utah Mountain Bike Association) would be a substantially interested party. Additionally local buy-in from two eagle scouts and their associated troops that completed work relative to the trail systems is present. Input from the public is highly recommended to include recreation impacts.	Jason West	8/2/2013
PI	Socio-Economics	Economics: Proposed action will create an alternate route for trucks currently going through Vernal, possibly reducing visitation of travelers (local or not) to local stores, or resulting in new stores along the route on private or state land. Social: Currently hazardous materials are being trucked through town. Any accidents involving the trucks hauling these materials would present a risk to public health and safety. The proposed action is designed to get this traffic off Vernal Main Street.	Stephanie Howard	5/30/2014
PI	Visual Resources	To be filled in, visual contrast rating worksheet and visual simulation/visual report would most likely be requested to be able to complete a complete impacts analysis.	Jason West	3/2/2013
NI	Wastes (hazardous/solid)	No hazardous waste sites are present in the project area, so no impact will occur. No chemicals subject to reporting under SARA Title III in amounts greater than 10,000 pounds would be used, produced, stored, transported, or disposed of annually in association with the project. Trash and other waste materials would be cleaned up and removed immediately after completion of operations.	Stephanie Howard	5/30/2014
PI	Water: Floodplains	The proposed project is near the 12 Mile Wash 100 year floodplain as determined by GIS and on the ground investigation in the area. This could see	James Hereford II	6/5/2014

Comment [WR6]: This isn't how the final checklist will look, but currently this isn't a document to put the recreation narrative in. I want to make sure we capture potential impacts to Recreation assets/opportunities and begin the dialogue with the information on the table.

Comment [s7]: BLM needs to be involved in KOP's decision.

Determination	Resource/Issue	Rationale for Determination	Signature	Date
		indirect and direct impacts during the construction phase of the project. Storm water protection should be implemented to help reduce potential concerns with floodplain impacts. A engineered design of the road that shows how these potential concerns		
NI	Water: Groundwater Quality	Groundwater would not be impacted	Betty Gauber	8/5/2013
PI	Water: Hydrologic Conditions (storm water)	Hydrologic conditions in the area consist of many dry ephemeral washes, low to moderate slopes, very saline and clay soils. These soils are prone to erosion during storm water runoff events, due to the low permeability rates of clay soils in the area and the size of the channels. The proposed action will also cross many of the ephemeral washes along the proposed route. These should be identified and controls should be put in place to control flow and reduce erosion during stormwater events. It is recommended that applicant commits to a engineered road design and storm water control plan that addresses drainages and sites in the proper mechanism to reduce potential erosion concerns.	James Hereford II	6/5/2014
NI	Water: Surface Water Quality	Surface water quality will not be affected by the current proposed action. The area is mainly dry ephemeral washes that flush during strong storm events. No perennial surface waters exist on the proposed action.	James Hereford II	6/5/2014
PI	Water: Waters of the U.S.	Waters of the U.S. have the potential to see indirect impacts from the current proposed action. The proposal falls with the Lower Green Hydrologic Unit Boundary as identified through GIS data. It is recommended that company consults with EPA and develops a storm water plan that addresses erosion concerns and how to reduce those through proper BMPs.	James Hereford II	6/5/2014
NP	Wild Horses	There are no designated wild horse management areas within the project area.		
PI	Wildlife: Migratory Birds (including raptors)	Project is located within migratory bird nesting and foraging habitat. Project is not located within a Bird Habitat Conservation Area. There is no documented raptor nests located within 1/2 mile of the project area; however, raptor nesting surveys will be required within 1/2 mile each side of the center line of the proposed route alignment.	Brandon McDonald	5/30/2014
PI	Wildlife: Non-USFWS Designated	The RMP/ROD identifies crucial foraging habitat within the project area (F5S, R21E, Sec. 25). In addition, the project area located within the flats of McCoy Flat which contains active, scattered white-tailed prairie dog colonies (unmapped).	Brandon McDonald	5/30/2014
PI	Wildlife: Threatened, Endangered, Proposed or Candidates	It is anticipated that water depletion will occur during construction activities. Project area is located within Preliminary Priority Habitat for greater sage-grouse. In addition, the project area is located within 0.8 miles of the Observatory Lek. Project activities will conform to WO-DM-2012-043.	Brandon McDonald	5/30/2014

Comment [MBA8]: Not sure if this is valid. Need to identify water source.

Determination	Resource/Issue	Rationale for Determination	Signature	Date
NP	Woodlands/Forestry	None Present	David Palmer	

FINAL REVIEW:

Reviewer Title	Signature	Date	Comments
Environmental Coordinator			
Authorized Officer			

Appendix Two – Cooperating Agency MOUs

Memorandum of Understanding
Between
Utah Public Lands Policy Coordination Office
And the
United States Department of the Interior
Bureau of Land Management
Vernal Field Office

I. Introduction

This Memorandum of Understanding (MOU) defines the relationships and duties of the United States Department of the Interior, hereinafter referred to as "Department", Bureau of Land Management, Vernal Field Office, hereinafter referred to as "the BLM", and the Utah Public Lands Policy Coordination Office hereinafter referred to as "PLPCO." Collectively, the BLM and the PLPCO are referred to herein as the "Cooperating Agencies" or the "Parties." This MOU is pertinent to the preparation of the Environmental Assessment (EA) associated with the Ashley Valley Energy Route project.

The cooperating agency relationship established through this MOU shall be governed by all applicable statutes, regulations, and policies, including the Council on Environmental Quality's National Environmental Policy Act (NEPA) regulations (in particular, 40 CFR 1501.6 and 1508.5), the BLM's planning regulations (in particular, 43 CFR 1601.0-5, 1610.3-1, and 1610.4), and the Department of the Interior Manual (516 DM 2.5).

Uintah Transportation District has filed a right-of-way application seeking authorization to build a new roadway that extends from US 40 at the McCoy Flat area along 6500 South to US 40 south of Naples. The roadway will be 78 feet wide with widening as required to provide for guardrail if needed. The total length of the road is approximately 12.3 miles with approximately 3.16 miles crossing BLM land, approximately 5.2 miles of School and Institutional Trust Lands, and approximately 3.9 miles of private lands. This roadway will accommodate heavy commercial traffic volumes which are expected to increase with the growth of the oil and gas industry. The BLM determined an EA will be the vehicle to analyze the anticipated environmental impacts associated with such development in accordance with NEPA. A description of the proposed action is included as Attachment 1.

II. Purpose

The purpose of the MOU is to:

- Facilitate an understanding and agreement between PLPCO and the BLM regarding the management of public lands in the project area;
- Provide a framework for the BLM and PLPCO to fully cooperate and participate in the preparation of an EA involving public, state, and private lands in Uintah County;
- Recognize that the BLM is the lead agency with responsibility for the completion of the EA and Decision Record (DR);
- Describe the respective responsibilities, jurisdiction authority, and expertise of each of the Parties in the planning process.

It is the intended purpose of PLPCO to participate in each step of the EA in accordance with applicable state and federal law, executive orders, policies, and regulations. PLPCO has jurisdiction by law and special expertise on specific environmental, economical, and social issues, which will be addressed in the

EA. In acknowledgement of this jurisdiction and expertise, the parties involved agree that PLPCO is a Cooperating Agency for the preparation of the Ashley Valley Energy Route EA.

III. Agency Designee

Both the PLPCO and BLM have designated points of contact (POC) for purposes of coordination on this EA. Any changes to POC delegations will be provided to the other party in writing. As appropriate, the PLPCO POC will provide input on the EA to the BLM POC from the PLPCO staff and consultants, if any. The agency POCs for this MOU are:

Agency	POC	Title	Contact Information
BLM	Stephanie Howard	Project Coordinator	435-781-4469 showard@blm.gov
PLPCO, Primary Contact	John Harja	Senior Counsel	801-537-9802 johnharja@utah.gov
PLPCO, Secondary Contact	Sindy Smith	RDCC Coordinator	801-537-9193 sindysmith@utah.gov

IV. Authority

Authority for this MOU is provided under NEPA, 42 U.S.C. §§ 4321 et seq.; and the Federal Land Policy and Management Act, 43 U.S.C. § 1701.

V. BLM Responsibilities

The BLM's responsibilities include determining the purpose of and need for the proposed action, selecting alternatives for analysis, identifying effects of the proposed alternatives, selecting the preferred alternative, and determining appropriate mitigation measures. In meeting these responsibilities, the BLM will follow all applicable statutory and regulatory requirements. The BLM, as the lead agency, will:

- A. Grant PLPCO an opportunity to participate fully in the EA process, as a cooperating agency.
- B. Provide PLPCO an opportunity to review, advise, and provide suggestions regarding issues and topics which may affect and/or influence PLPCO programs, recognizing PLPCO's responsibility and need for maintaining valued customs, varied cultures, and community stability.
- C. Coordinate with PLPCO in alternatives preparation, review of alternative analysis, analysis of potential environmental impacts from the proposed Project, analysis of potential cumulative impacts, description of environmental analysis methods, assessment of mitigation measures, and any other activities necessary as provided for by its status as a Cooperating Agency.
- D. Incorporate in the EA, to the maximum extent possible, the comments, recommendations, and/or data submitted by PLPCO during the EA development process.
- E. Agree to protect all documents provided to the BLM for the purposes of this MOU from release to individuals and/or entities other than the Parties and their designates if the records are considered

part of the deliberative process or involve proprietary information, subject to requirements under the Freedom of Information Act (FOIA), 5 U.S.C. § 552.

VI. Cooperating Agency Responsibilities

PLPCO, as a Cooperating Agency, resolves to:

- A. Provide special expertise and assist the BLM in the identification of issues and concerns to be addressed in the EA. The PLPCO intends to focus on the following areas:
 - a. Air Quality. PLPCO has expertise regarding air quality in the region and can provide assistance in evaluating potential direct, indirect, and cumulative impacts from the projected development on the airshed, including development of air quality modeling protocols.
 - b. Water Quality. PLPCO has expertise regarding surface and ground water quality in the region can provide assistance in evaluating potential direct, indirect, and cumulative impacts from the projected development.
 - c. Economic Impacts. PLPCO has expertise regarding the economics of the region and can provide assistance in evaluating potential direct, indirect, and cumulative impacts from the projected development.
 - d. Wildlife Impacts. PLPCO has expertise regarding wildlife in the region and can provide assistance in evaluating potential direct, indirect, and cumulative impacts from the projected development.
- B. Assist in developing reasonable alternatives, if any, which would be considered in the EA.
- C. Adhere to the established timeline, to the extent reasonable and practical, for completion of the EA as outlined in Attachment 2.
- D. Designate a PLPCO representative to review, advise, and provide suggestions regarding issues and topics which may affect or influence PLPCO's programs, as well as serve on any interdisciplinary teams, prepare documentation and assist in the assessment of alternatives where expertise is available.
- E. As necessary, review and provide data for or comment on preliminary technical reports relevant to the PLPCO's identified areas of interest or concern. The PLPCO intends to provide comment on all preliminary technical documents within the specific deadlines presented by the BLM. The PLPCO will inform the BLM POC as soon as possible if a requested review deadline cannot be met, and extensions will be agreed upon by both Parties on a case-by-case basis.
- F. Review and provide comment within a mutually agreed upon timeframe for the following specific documents and sections of the Environmental Assessment:
 - a. Preliminary purpose and need;
 - b. Preliminary range of alternatives to be considered in detail;
 - c. Relevant portions of the Affected Environment;
 - d. Relevant portions of the Environmental Consequences including proposed mitigation; and
 - e. Relevant portions of the Consultation and Coordination summary.

- G. Agree that all internal working draft documents, proprietary information, or pre-decisional information identified as such, used in the development of the EA will not be available for review to individuals or entities other than the Parties and their designates prior to being released to the public, subject to requirements under FOIA. This provision; however, shall not restrict or in any way inhibit PLPCO from obtaining information or other assistance from third parties, when needed by PLPCO to fulfill its obligations under this MOU. Such third-party information or assistance will be communicated to BLM through PLPCO's POC.

VII. Joint Responsibilities

- A. The Parties resolve to participate in this planning process in good faith and make all reasonable efforts to resolve disagreements.
- B. The Parties resolve to comply with the planning schedule provided as Attachment 2, which includes approximate dates for Project/EA milestones and with mutually agreed upon timeframes for Cooperator's reviews and submissions.
- C. Communication and Dispute Resolution:
 - 1. The Parties to this MOU resolve to maintain a sustained level of communication throughout the EA preparation process. Through emails, telephone calls, and face-to-face meetings the key staff and management for each agency resolves to keep each other fully informed of developments relating to the EA.
 - 2. The PLPCO and BLM intend to strive to resolve significant differences of opinion regarding the technical adequacy of the EA at the technical staff level identified below, if possible. Unresolved differences regarding technical issues at the technical staff level may be elevated to the first and second management levels for additional consideration and resolution.

VIII. Other Provisions

A third-party contractor, hired by the proponent, will be responsible for writing the administrative draft EA document. The BLM will then be responsible to review and revise the EA as necessary, as well as conduct any public meetings associated with the project.

Information shared among the Parties may be determined to be public information and available through the Freedom of Information Act (FOIA), 5 U.S.C. § 552. The Parties will process requests for such information in accordance with FOIA and applicable agency FOIA regulations.

IX. Implementation, Amendment, and Termination

This MOU will become effective on the date of the final signature. It may be subsequently amended through written agreements of all signatories. This MOU may be terminated by the BLM or PLPCO. The MOU will be terminated by the signing of the Decision Record for the EA, or fifteen (15) days after written notice of termination is provided by either party.

Nothing in this MOU will abridge or amend the authorities and responsibilities of the BLM or PLPCO, or any other party, on any matter under their respective jurisdictions.

X. Sovereign Immunity

The signatories do not waive their sovereign immunity by entering into this MOU, and each fully retains all immunities and defenses provided by law and with respect to any action based on, or occurring as a result of, this MOU.

Nothing in this MOU will abridge or amend the authorities and responsibilities of PLPCO or the BLM, or any other party, on any matter under their respective jurisdictions. This MOU does not establish or affect legal rights or obligations. It does not create any right, benefit, claim or trust responsibility, substantive or procedural, enforceable in any cause of action by any party against the United States, its agencies, offices or any other party. This MOU does not direct or apply to any person outside of the BLM and PLPCO. It does not impose legally binding requirements and nothing in this MOU will be construed as limiting or affecting in any way the authorities of the BLM or PLPCO.

XI. No Financial Commitment

As required by the Antideficiency Act, 31 U.S.C. 1341 and 1342, all commitments made by PLPCO and the BLM in this MOU are subject to the availability of appropriated funds and budget priorities. Nothing in this MOU, in and of itself, obligates PLPCO to expend appropriations or to enter into any contract, assistance agreement, interagency agreement, or incur other financial obligations. Any transaction involving transfers of funds between the Parties to this MOU will be handled in accordance with applicable laws, regulations, and procedures under separate written agreements.

XII. Signatures

The Parties hereto have executed this Memorandum of Understanding as of the last date shown below.

Bureau of Land Management

Michael G. Stiewig, Field Manager Date

Utah Public Lands Policy Coordination Office



Kathleen Clarke, Director 5/9/2014
Date

Attachment 1 - Project Description and Map
Attachment 2 - Proposed Timeline

ATTACHMENT 1: PROJECT DESCRIPTION

The project consists of constructing a permanent new five lane roadway south of Vernal Utah from US-40 southwest of Vernal to US-40 southeast of Vernal as shown on the attached map. The western terminus point on US 40 is at the Twelve Mile Wash Road turnoff and the eastern terminus point is at the Industrial Park in the Ashley Creek area. The right-of-way is within the following sections: TSS R20E Section 36, TSS R21 E Sections 31, 32, 33, 28, 27, 26, 25, 24 and TSS R22E Sections 30, 29, 28, 19, 21, 22, 15. The roadway would serve as an east-west route south of Vernal and Naples, Utah to be used year round primarily for heavy truck traffic.

The project involves the construction of a new paved (hot mix asphalt (HMA) surface) roadway with a 55 mph to 65 mph design speed. Existing dirt roads and some paved roads will be reconstructed as the alignment of the new roadway impacts them. The roadway will be 78 feet wide with widening as required to provide for guardrail if needed. The total length of the road is approximately 12.3 miles with approximately 3.16 miles crossing BLM land. The maximum grade for the road is 6.0% and the maximum pitch of the road is 6%. Side slopes will vary from 1:1 to 6:1 depending on the depth of the cut or fill and the type of existing material encountered.

A total right-of-way width of 250 feet is needed to address most of the slope catch points. A temporary construction easement of 25 feet on either side of the right-of-way is anticipated at this time. As the design progresses additional temporary construction easements will be identified, if needed. Temporary construction staging areas will be required by the contractor to stage his equipment and will be located within the 300 foot corridor (250 foot right-of-way plus 25 foot temporary construction easement on either side of the roadway right-of-way corridor). Additional storage area needs have yet to be determined.

The minimum anticipated Annual Average Daily Traffic volume on the roadway is 2,000 based on the roadway being constructed within the next few years. This volume is based on a traffic study performed in 2007. The traffic volumes have grown since then and are anticipated to increase each year by approximately 3%. It is anticipated that the traffic will continue to grow as the oil and gas industry grows. The oil and gas industry will be the primary users of the road. The projected traffic will be a mixture of passenger vehicles, service trucks and semi trucks with the trucks carrying product, equipment and supplies to support the local community and industry. A traffic study updating the traffic projections will be completed as part of the NEPA process.

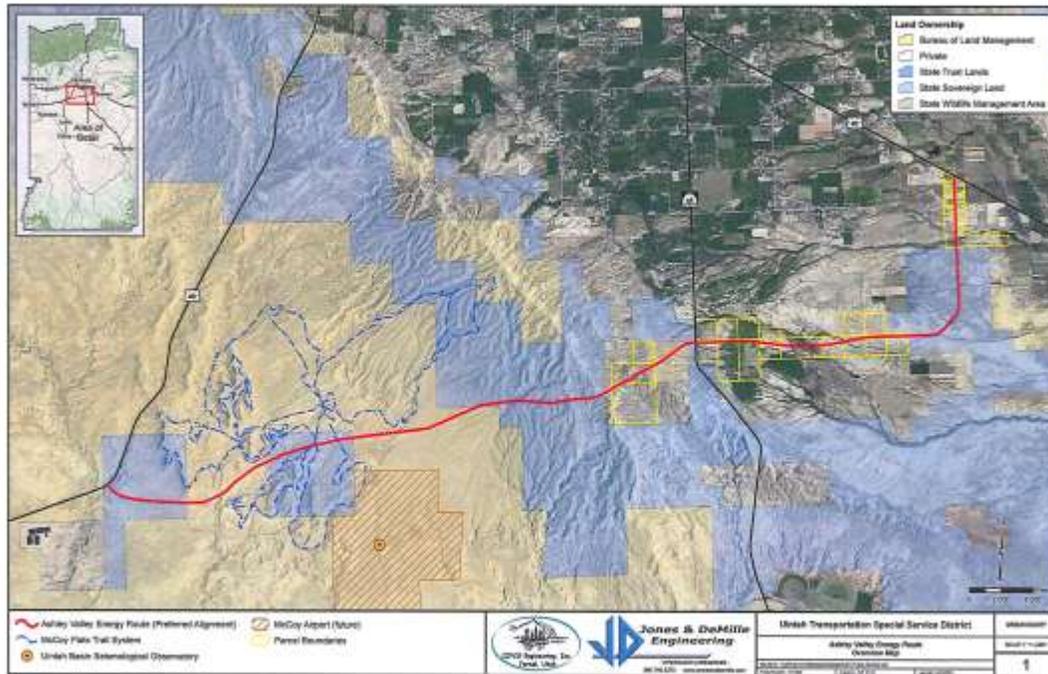
Maintenance and operation costs will be the responsibility of Uintah County. Maintenance will be chip seal or HMA overlays, restriping, side slope grading, and culvert cleaning as needed. Operation will consist of patrolling the road for traffic violations etc., snow removal and general cleaning

A Class III Cultural Resources Inventory was conducted and the report submitted to the BLM. Two identified sites are eligible and recorded on the National Register of Historic Places (NRHP). They are sites no. 42UN001562 Historic US Highway 40/Victory Highway and no. 42UN002676 Historic Highline Canal. Both run perpendicular to the proposed roadway and cannot be avoided. These crossings will be done in accordance to the Utah State Historic Preservation Office (SHPO) policies.

The majority of the McCoy Flats Mountain Bike Trail System including the trail head is located immediately north of the proposed route in the McCoy Flat area. The proposed roadway bisects two of the trails that are located on Utah School and Institutional Trust Lands (SITLA) administered lands. The proposed route was altered to minimize the impacts to the trails (a previous alignment intersected the trails nine times).

To mitigate direct and indirect impacts to Sage Grouse habitat, funding, not to exceed \$26,800.00, will be committed to enhance Sage Grouse habitat in Uintah County identified as part of Utah's Watershed Restoration Initiative: Project ID 2996 White Sage Slashing.

The road will be maintained and used indefinitely. However, in the event the roadway is abandoned the roadway will be obliterated and regraded to blend in the surrounding area and the area will be seeded with a BLM approved seed mixture.



ATTACHMENT 2: PROPOSED TIMELINE

Action	Estimated Date
Public Scoping Period	May 12 – June 12, 2014
EA Public Comment Period	October 1 – November 1, 2014
DR Signature	December 31, 2014
Conclusion of Appeals Period	January 31, 2014

Memorandum of Understanding
Between
Utah School and Institutional Trust Lands Administration
And the
United States Department of the Interior
Bureau of Land Management
Vernal Field Office

RECEIVED
MAY 15 2014
BLM VERNAL, UTAH

I. Introduction

This Memorandum of Understanding (MOU) defines the relationships and duties of the United States Department of the Interior, hereinafter referred to as "Department", Bureau of Land Management, Vernal Field Office, hereinafter referred to as "the BLM", and the Utah School and Institutional Trust Lands Administration hereinafter referred to as "SITLA." Collectively, the BLM and SITLA are referred to herein as the "Cooperating Agencies" or the "Parties." This MOU is pertinent to the preparation of the Environmental Assessment (EA) associated with the Ashley Valley Energy Route project.

The cooperating agency relationship established through this MOU shall be governed by all applicable statutes, regulations, and policies, including the Council on Environmental Quality's National Environmental Policy Act (NEPA) regulations (in particular, 40 CFR 1501.6 and 1508.5), the BLM's planning regulations (in particular, 43 CFR 1601.0-5, 1610.3-1, and 1610.4), and the Department of the Interior Manual (516 DM 2.5).

Uintah Transportation District has filed a right-of-way application seeking authorization to build a new roadway that extends from US 40 at the McCoy Flat area along 6500 South to US 40 south of Naples. The roadway will be 78 feet wide with widening as required to provide for guardrail if needed. The total length of the road is approximately 12.3 miles with approximately 3.16 miles crossing BLM land, approximately 5.2 miles of School and Institutional Trust Lands, and approximately 3.9 miles of private lands. This roadway will accommodate heavy commercial traffic volumes which are expected to increase with the growth of the oil and gas industry. The BLM determined an EA will be the vehicle to analyze the anticipated environmental impacts associated with such development in accordance with NEPA. A description of the proposed action is included as Attachment 1.

II. Purpose

The purpose of the MOU is to:

- Facilitate an understanding and agreement between SITLA and the BLM regarding the management of public lands in the project area;
- Provide a framework for the BLM and SITLA to fully cooperate and participate in the preparation of an EA involving public, state, and private lands in Uintah County;
- Recognize that the BLM is the lead agency with responsibility for the completion of the EA and Decision Record (DR);
- Describe the respective responsibilities, jurisdiction authority, and expertise of each of the Parties in the planning process.

It is the intended purpose of SITLA to participate in each step of the EA in accordance with applicable state and federal law, executive orders, policies, and regulations. SITLA has jurisdiction by law and special expertise on specific environmental, economical, and social issues, which will be addressed in the

EA. In acknowledgement of this jurisdiction and expertise, the parties involved agree that SITLA is a Cooperating Agency for the preparation of the Ashley Valley Energy Route EA.

III. Agency Designee

Both the SITLA and BLM have designated points of contact (POC) for purposes of coordination on this EA. Any changes to POC delegations will be provided to the other party in writing. As appropriate, the SITLA POC will provide input on the EA to the BLM POC from the SITLA staff and consultants, if any. The agency POCs for this MOU are:

Agency	POC	Title	Contact Information
BLM	Stephanie Howard	Project Coordinator	435-781-4469 showard@blm.gov
SITLA	To be Determined <i>Scott Barrett</i>	<i>Resource Specialist</i>	<i>801-538-5166</i> <i>scottbarrett@utah.gov</i>

IV. Authority

Authority for this MOU is provided under NEPA, 42 U.S.C. §§ 4321 et seq.; and the Federal Land Policy and Management Act, 43 U.S.C. § 1701.

V. BLM Responsibilities

The BLM's responsibilities include determining the purpose of and need for the proposed action, selecting alternatives for analysis, identifying effects of the proposed alternatives, selecting the preferred alternative, and determining appropriate mitigation measures. In meeting these responsibilities, the BLM will follow all applicable statutory and regulatory requirements. The BLM, as the lead agency, will:

- A. Grant SITLA an opportunity to participate fully in the EA process, as a cooperating agency.
- B. Provide SITLA an opportunity to review, advise, and provide suggestions regarding issues and topics which may affect and/or influence SITLA programs, recognizing SITLA's responsibility and need for managing SITLA-administered lands.
- C. Coordinate with SITLA in alternatives preparation, review of alternative analysis, analysis of potential environmental impacts from the proposed Project, analysis of potential cumulative impacts, description of environmental analysis methods, assessment of mitigation measures, and any other activities necessary as provided for by its status as a Cooperating Agency.
- D. Incorporate in the EA, to the maximum extent possible, the comments, recommendations, and/or data submitted by SITLA during the EA development process.
- E. Agree to protect all documents provided to the BLM for the purposes of this MOU from release to individuals and/or entities other than the Parties and their designates if the records are considered part of the deliberative process or involve proprietary information, subject to requirements under the Freedom of Information Act (FOIA), 5 U.S.C. § 552.

VI. Cooperating Agency Responsibilities

SITLA, as a Cooperating Agency, resolves to:

- A. Provide special expertise and assist the BLM in the identification of issues and concerns to be addressed in the EA. The SITLA intends to focus on the following areas:
 - a. Economic Impacts. SITLA has expertise regarding the economics of the region and can provide assistance in evaluating potential direct, indirect, and cumulative impacts from the projected development.
 - b. Land Management. SITLA has expertise regarding land management in the region and can provide assistance in evaluating potential direct, indirect, and cumulative impacts from the projected development.
 - B. Assist in developing reasonable alternatives, if any, which would be considered in the EA.
 - C. Adhere to the established timeline, to the extent reasonable and practical, for completion of the EA as outlined in Attachment 2.
 - D. Designate a SITLA representative to review, advise, and provide suggestions regarding issues and topics which may affect or influence SITLA's programs, as well as serve on any interdisciplinary teams, prepare documentation and assist in the assessment of alternatives where expertise is available.
 - E. As necessary, review and provide data for or comment on preliminary technical reports relevant to the SITLA's identified areas of interest or concern. The SITLA intends to provide comment on all preliminary technical documents within the specific deadlines presented by the BLM. The SITLA will inform the BLM POC as soon as possible if a requested review deadline cannot be met, and extensions will be agreed upon by both Parties on a case-by-case basis.
 - F. Review and provide comment within a mutually agreed upon timeframe for the following specific documents and sections of the Environmental Assessment:
 - a. Preliminary purpose and need;
 - b. Preliminary range of alternatives to be considered in detail;
 - c. Relevant portions of the Affected Environment;
 - d. Relevant portions of the Environmental Consequences including proposed mitigation; and
 - e. Relevant portions of the Consultation and Coordination summary.
 - G. Agree that all internal working draft documents, proprietary information, or pre-decisional information identified as such, used in the development of the EA will not be available for review to individuals or entities other than the Parties and their designates prior to being released to the public, subject to requirements under FOIA. This provision; however, shall not restrict or in any way inhibit SITLA from obtaining information or other assistance from third parties, when needed by SITLA to fulfill its obligations under this MOU. Such third-party information or assistance will be communicated to BLM through SITLA's POC.
- VII. Joint Responsibilities
- A. The Parties resolve to participate in this planning process in good faith and make all reasonable efforts to resolve disagreements.

B. The Parties resolve to comply with the planning schedule provided as Attachment 2, which includes approximate dates for Project/EA milestones and with mutually agreed upon timeframes for Cooperator's reviews and submissions.

C. Communication and Dispute Resolution:

1. The Parties to this MOU resolve to maintain a sustained level of communication throughout the EA preparation process. Through emails, telephone calls, and face-to-face meetings the key staff and management for each agency resolves to keep each other fully informed of developments relating to the EA.
2. The SITLA and BLM intend to strive to resolve significant differences of opinion regarding the technical adequacy of the EA at the technical staff level identified below, if possible. Unresolved differences regarding technical issues at the technical staff level may be elevated to the first and second management levels for additional consideration and resolution.

VIII. Other Provisions

A third-party contractor, hired by the proponent, will be responsible for writing the administrative draft EA document. The BLM will then be responsible to review and revise the EA as necessary, as well as conduct any public meetings associated with the project.

Information shared among the Parties may be determined to be public information and available through the Freedom of Information Act (FOIA), 5 U.S.C. § 552. The Parties will process requests for such information in accordance with FOIA and applicable agency FOIA regulations.

IX. Implementation, Amendment, and Termination

This MOU will become effective on the date of the final signature. It may be subsequently amended through written agreements of all signatories. This MOU may be terminated by the BLM or SITLA. The MOU will be terminated by the signing of the Decision Record for the EA, or fifteen (15) days after written notice of termination is provided by either party.

Nothing in this MOU will abridge or amend the authorities and responsibilities of the BLM or SITLA, or any other party, on any matter under their respective jurisdictions.

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The signatories do not waive their sovereign immunity by entering into this MOU, and each fully retains all immunities and defenses provided by law and with respect to any action based on, or occurring as a result of, this MOU.

Nothing in this MOU will abridge or amend the authorities and responsibilities of SITLA or the BLM, or any other party, on any matter under their respective jurisdictions. This MOU does not establish or affect legal rights or obligations. It does not create any right, benefit, claim or trust responsibility, substantive or procedural, enforceable in any cause of action by any party against the United States, its agencies, offices or any other party. This MOU does not direct or apply to any person outside of the BLM and SITLA. It does not impose legally binding requirements and nothing in this MOU will be construed as limiting or affecting in any way the authorities of the BLM or SITLA.

XI. No Financial Commitment

As required by the Antideficiency Act, 31 U.S.C. 1341 and 1342, all commitments made by SITLA and the BLM in this MOU are subject to the availability of appropriated funds and budget priorities. Nothing in this MOU, in and of itself, obligates SITLA to expend appropriations or to enter into any contract, assistance agreement, interagency agreement, or incur other financial obligations. Any transaction involving transfers of funds between the Parties to this MOU will be handled in accordance with applicable laws, regulations, and procedures under separate written agreements.

XII. Signatures

The Parties hereto have executed this Memorandum of Understanding as of the last date shown below.

Bureau of Land Management



Michael G. Stiewig, Field Manager 5-16-2014
Date

Utah State Institutional Trust lands Administration



Kevin Carter, Director 5/14/14
Date

Attachment 1 - Project Description and Map
Attachment 2 - Proposed Timeline

ATTACHMENT 1: PROJECT DESCRIPTION

The project consists of constructing a permanent new five lane roadway south of Vernal Utah from US-40 southwest of Vernal to US-40 southeast of Vernal as shown on the attached map. The western terminus point on US 40 is at the Twelve Mile Wash Road turnoff and the eastern terminus point is at the Industrial Park in the Ashley Creek area. The right-of-way is within the following sections: T5S R20E Section 36, T5S R21 E Sections 31, 32, 33, 28, 27, 26, 25, 24 and T5S R22E Sections 30, 29, 28, 19, 21, 22, 15. The roadway would serve as an east-west route south of Vernal and Naples, Utah to be used year round primarily for heavy truck traffic.

The project involves the construction of a new paved (hot mix asphalt (HMA) surface) roadway with a 55 mph to 65 mph design speed. Existing dirt roads and some paved roads will be reconstructed as the alignment of the new roadway impacts them. The roadway will be 78 feet wide with widening as required to provide for guardrail if needed. The total length of the road is approximately 12.3 miles with approximately 3.16 miles crossing BLM land. The maximum grade for the road is 6.0% and the maximum pitch of the road is 6%. Side slopes will vary from 1:1 to 6:1 depending on the depth of the cut or fill and the type of existing material encountered.

A total right-of-way width of 250 feet is needed to address most of the slope catch points. A temporary construction easement of 25 feet on either side of the right-of-way is anticipated at this time. As the design progresses additional temporary construction easements will be identified, if needed. Temporary construction staging areas will be required by the contractor to stage his equipment and will be located within the 300 foot corridor (250 foot right-of-way plus 25 foot temporary construction easement on either side of the roadway right-of-way corridor). Additional storage area needs have yet to be determined.

The minimum anticipated Annual Average Daily Traffic volume on the roadway is 2,000 based on the roadway being constructed within the next few years. This volume is based on a traffic study performed in 2007. The traffic volumes have grown since then and are anticipated to increase each year by approximately 3%. It is anticipated that the traffic will continue to grow as the oil and gas industry grows. The oil and gas industry will be the primary users of the road. The projected traffic will be a mixture of passenger vehicles, service trucks and semi trucks with the trucks carrying product, equipment and supplies to support the local community and industry. A traffic study updating the traffic projections will be completed as part of the NEPA process.

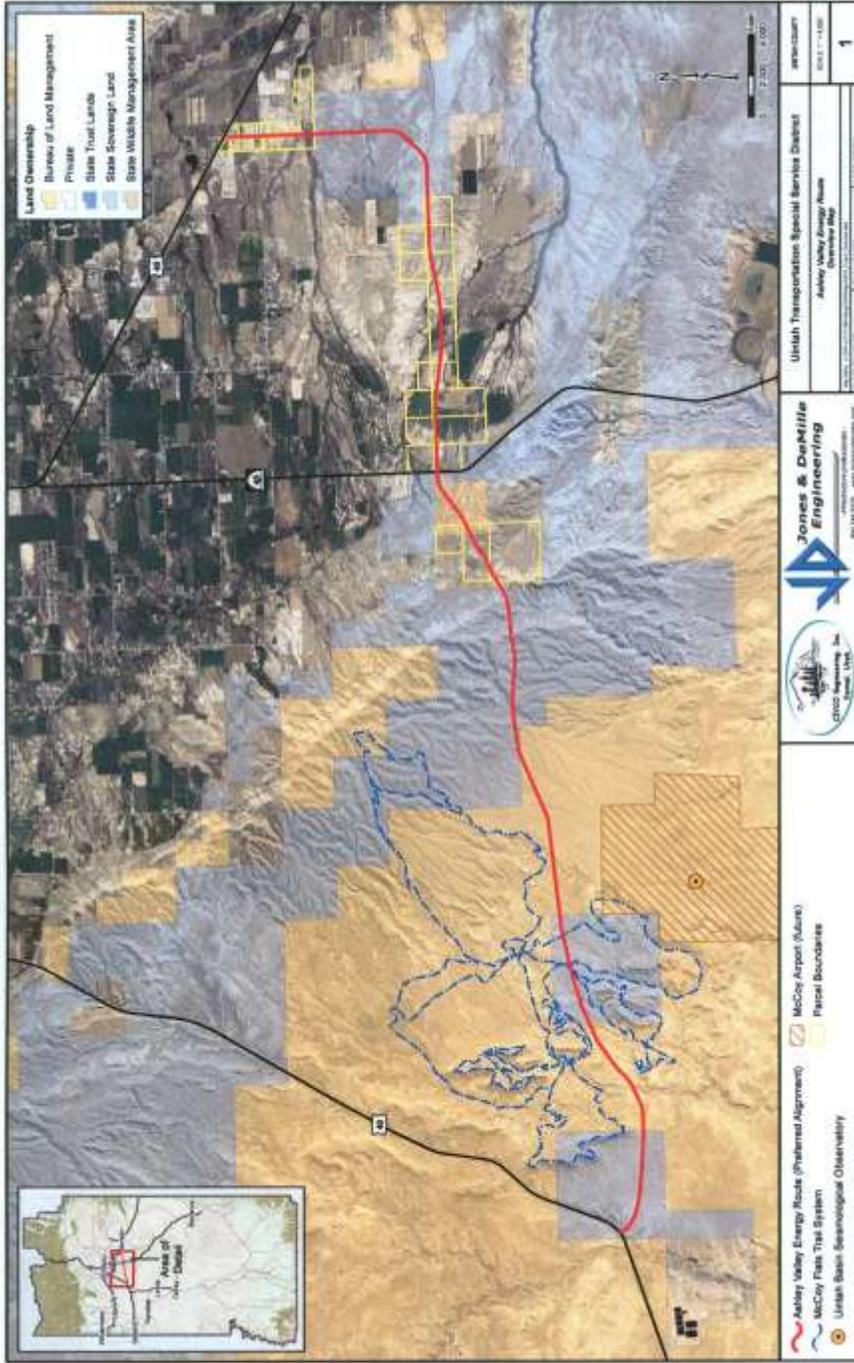
Maintenance and operation costs will be the responsibility of Uintah County. Maintenance will be chip seal or HMA overlays, restriping, side slope grading, and culvert cleaning as needed. Operation will consist of patrolling the road for traffic violations etc., snow removal and general cleaning.

A Class III Cultural Resources Inventory was conducted and the report submitted to the BLM. Two identified sites are eligible and recorded on the National Register of Historic Places (NRHP). They are sites no. 42UN001562 Historic US Highway 40/Victory Highway and no. 42UN002676 Historic Highline Canal. Both run perpendicular to the proposed roadway and cannot be avoided. These crossings will be done in accordance to the Utah State Historic Preservation Office (SHPO) policies.

The majority of the McCoy Flats Mountain Bike Trail System including the trail head is located immediately north of the proposed route in the McCoy Flat area. The proposed roadway bisects two of the trails that are located on Utah School and Institutional Trust Lands (SITLA) administered lands. The proposed route was altered to minimize the impacts to the trails (a previous alignment intersected the trails nine times).

To mitigate direct and indirect impacts to Sage Grouse habitat, funding, not to exceed \$26,800.00, will be committed to enhance Sage Grouse habitat in Uintah County identified as part of Utah's Watershed Restoration Initiative: Project ID 2996 White Sage Slashing.

The road will be maintained and used indefinitely. However, in the event the roadway is abandoned the roadway will be obliterated and regraded to blend in the surrounding area and the area will be seeded with a BLM approved seed mixture.



ATTACHMENT 2: PROPOSED TIMELINE

Action	Estimated Date
Public Scoping Period	May 12 – June 12, 2014
EA Public Comment Period	October 1 – November 1, 2014
DR Signature	December 31, 2014
Conclusion of Appeals Period	January 31, 2014

Appendix Three – BLM Press Release



For Immediate Release
May 12, 2014

Media Contact: Megan Crandall, 801-539-4020

BLM Seeks Public Comment on Proposed Energy Route

Vernal, Utah—The Bureau of Land Management Vernal Field Office is seeking comments during a 30-day comment period for a proposal to construct the Ashley Valley Energy Route approximately five miles south of Vernal, Utah.

Uintah County has filed a right-of-way application seeking authorization to build a new roadway in a 300-foot wide right-of-way that would extend from US 40 at the McCoy Flat area along 6500 South to US 40 south of Naples. The proposed route crosses 3.16 miles of BLM-administered land, 5.2 miles of School and Institutional Trust lands, and 3.9 miles of private land. This roadway would accommodate heavy commercial traffic volumes which are expected to increase with the growth of the oil and gas industry. A map and newsletter summarizing the project are located at: https://www.blm.gov/epl-front-office/eplanning/nepa/nepa_register.do.

In conjunction with the scoping period, a public scoping open house will be held on June 5, 2014 from 6 to 8 p.m. at the Vernal City Building Community Room. Representatives from the BLM and the proponent will be present during the meeting to talk face-to-face with members of the public, listen to any concerns, and answer questions about the project. The format of the meeting will be “open house” (come at any time, no formal presentation, no open microphone).

The BLM encourages the public to provide written comments on specific issues and concerns regarding the proposal. Written comments will help determine the issues to be addressed in the Environmental Assessment. All comments will be carefully reviewed and considered and become part of the official record. Please reference “Ashley Valley Energy Route” when submitting comments.

Written comments must be submitted by June 12, 2014, by any of the following methods:

- In person at the scoping meeting or the Vernal BLM Field Office
- U.S. Mail:
Vernal Field Office, BLM
ATTN: Stephanie Howard
170 South 500 East
Vernal, Utah 84078
- E-mail: blm_ut_vernal_comments@blm.gov
- Project website:

https://www.blm.gov/epl-front-office/eplanning/nepa/nepa_register.do

To submit a comment on the above webpage, choose the “Advanced Search” hyperlink, and in the “Project Name” field type in “Ashley Valley Energy Route.” Open the project website and click on the “Comment on Document” button. A newsletter summarizing the project and a map can also be found on this website.

Before including an address, phone number, email address, or other personal identifying information in any comments, be aware that the entire comment—including personal identifying information—may be made publicly available at any time. Requests to withhold personal identifying information from public review can be submitted, but the BLM cannot guarantee that it will be able to do so. The BLM will not consider anonymous comments. All submissions from organizations and businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, will be available for public inspection in their entirety.

For additional project-specific information, please contact Stephanie Howard at (435)781-4469. Persons who use a telecommunications device for the deaf (TDD) may call the Federal Information Relay Service (FIRS) at 1-800-877-8339 to leave a message or question with the above individual. The FIRS is available 24 hours a day, seven days a week. Replies are sent during normal business hours.

The BLM manages more than 245 million acres of public land, the most of any Federal agency. This land, known as the National System of Public Lands, is primarily located in 12 Western states, including Alaska. The BLM also administers 700 million acres of sub-surface mineral estate throughout the nation. The BLM's multiple-use mission is to sustain the health, diversity, and productivity of the public lands for the use and enjoyment of present and future generations. In Fiscal Year 2012, activities on public lands generated \$4.6 billion in revenue, much of which was shared with the States where the activities occurred. In addition, public lands contributed more than \$112 billion to the U.S. economy and helped support more than 500,000 jobs.

-BLM-

Follow us on Twitter [@BLMUtah](https://twitter.com/BLMUtah)

*Ashley Valley Energy Route
Newsletter No. 1 – May 2014*

INTRODUCTION

The U.S. Department of Interior, Bureau of Land Management (BLM), is preparing an Environmental Assessment (EA) for the proposed Ashley Valley Energy Route and invites you to express your interests, concerns and ideas during the scoping period that extends from May 12, 2014 to June 12, 2014.

The Ashley Valley Energy Route is a Uintah County right-of-way application to build a new roadway in a 300-foot wide right-of-way that would extend from US 40 at the McCoy Flat area, along 6500 South, to US 40 south of Naples (see the enclosed map and project description). The proposed route would cross approximately 3.16 miles of BLM-administered land, 5.2 miles of School and Institution Trust lands, and 3.9 miles of private land. This roadway would accommodate heavy commercial traffic volumes which are currently routed through downtown Vernal's Main Street, and which are expected to increase with the growth of the oil and gas industry.

In response to Uintah County's application for right-of-way across BLM lands, an EA will be prepared by the BLM to evaluate and disclose the potential project-related environmental impacts that could result from the Ashley Valley Energy Route. Based on the analysis in the EA, the BLM will issue a decision on whether or not to grant right-of-way on the lands the agency administers.

PROJECT TIMELINE

The anticipated timeline for the project is:

- Public Scoping period: May 12, 2014 until June 12, 2014;
- Public Scoping Meeting: June 5, 2014 from 6 to 8 p.m. at the Vernal City Office Community Room
- Draft EA available for 30-day public review: fall 2014;
- Final EA and Decision Record issued: winter 2014/2015.

ACCESSING THE PROJECT WEBSITE

This project's website is located on the BLM NEPA Register. To access the site, go to: https://www.blm.gov/epl-front-office/eplanning/nepa/nepa_register.do. Choose the "Advanced Search" hyperlink, and in the "Project Name" field type in "Ashley Valley Energy Route." Double click on the project website hyperlink.

HOW CAN YOU PARTICIPATE IN THE SCOPING PROCESS?

You can attend the Public Scoping Meeting: The public scoping meeting will be held on June 5, 2014 from 6 to 8 p.m. at the Vernal City Building Community Room. Representatives from the BLM and the proponent will be present during the meeting to talk face-to-face with members of the public, listen to any concerns, and answer questions about the project. The format of the meeting will be "open house" (come at any time, no formal presentation will be given, an open microphone will not be available).



You can comment during the Public Scoping Period: The public scoping period is being held so that members of the public can provide written comments on specific issues and concerns they have regarding the proposal. Written comments will help determine the issues to be addressed in the EA. All comments will be carefully reviewed and considered and become part of the official record.

Written comments must be submitted by June 12, 2014. "Please reference "Ashley Valley Energy Route" when submitting comments". Comments can be submitted by any of the following methods:

- In person at the scoping meeting or the Vernal BLM Field Office
- U.S. Mail:
 - Vernal Field Office, BLM
 - ATTN: Stephanie Howard
 - 170 South 500 East
 - Vernal, Utah 84078
- E-mail: blm_ut_vernal_comments@blm.gov
- Project website:
 - https://www.blm.gov/epl-front-office/eplanning/nepa/nepa_register.do
 - To submit a comment on the project website, navigate to the site as described in the "Accessing the Project Website" section above, then click on the "Comment on Document" button.

Before including an address, phone number, email address, or other personal identifying information in any comments, be aware that the entire comment—including personal identifying information—may be made publicly available at any time. Requests to withhold personal identifying information from public review can be submitted, but the BLM cannot guarantee that it will be able to do so. The BLM will not consider anonymous comments. All submissions from organizations and businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, will be available for public inspection in their entirety.

ISSUES IDENTIFIED FOR ANALYSIS THUS FAR

The following environmental issues have already been identified for analysis. They include potential impacts on:

- Recreation resources, such as maintaining non-motorized access on the McCoy Flats trail system;
- Local social systems and economies such as temporary construction jobs, Main Street traffic congestion, local revenue impacts and zoning;
- Cultural resources, such as archeological and Native American concerns;
- Geology, minerals and energy production;
- Invasive plants, noxious weeds, soils and vegetation;
- Visual impacts, such as placement of billboards and information signs;
- Lands/access, such as impacts on existing BLM authorizations;
- Livestock grazing and rangeland health standards;
- Paleontological resources;
- BLM sensitive plants, such as Hamilton Milkvetch, Horseshoe Milkvetch, Sterile Yucca and Goodrich's Penstemon;
- Sensitive animal species, such as Greater sage-grouse; and
- Wildlife and their habitats.

FUTURE PUBLIC PARTICIPATION OPPORTUNITIES

Additional opportunities for public review of the EA and input as to its adequacy will occur during the Draft EA public comment period. It is currently anticipated that the public comment period, and a public information open house, will occur in fall 2014.

SUMMARY OF THE PROPOSED ACTION

The project consists of constructing a permanent new five-lane roadway south of Vernal Utah from US-40 southwest of Vernal to US-40 southeast of Vernal as shown on the attached map. The western terminus point on US 40 is at the Twelve Mile Wash Road turnoff and the eastern terminus point is at the Industrial Park in the Ashley Creek area. The right-of-way is within the following sections: T5S R20E Section 36, T5S R21 E Sections 31, 32, 33, 28, 27, 26, 25, 24 and T5S R22E Sections 30, 29, 28, 19, 21, 22, and 15. The roadway would serve as an east-west route south of Vernal and Naples, Utah, to be used year-round primarily for heavy truck traffic.

The project involves the construction of a new paved hot mix asphalt roadway with a 55 mph to 65 mph design speed. Existing dirt roads and some paved roads will be reconstructed as the alignment of the new roadway impacts them. The roadway will be 78 feet wide with widening as required to provide for guardrail if needed. The total length of the road is approximately 12.3 miles with approximately 3.16 miles crossing BLM land. The maximum grade for the road is 6 percent and the maximum pitch of the road is 6 percent. Side slopes will vary from 1:1 to 6:1 depending on the depth of the cut or fill and the type of existing material encountered.

A total right-of-way width of 250 feet is needed to address most of the slope catch points. A temporary construction easement of 25 feet on either side of the right-of-way is anticipated at this time. Temporary construction staging areas would be required by the contractor to stage his equipment and would be located within the 300 foot corridor.

The minimum anticipated annual average daily traffic volume on the roadway is 2,000 based on the roadway being constructed within the next few years. This volume is based on a traffic study performed in 2007. The traffic volumes have grown since then and are anticipated to increase each year by approximately 3 percent. It is anticipated that the traffic will continue to grow as the oil and gas industry grows. The projected traffic will be a mixture of passenger vehicles, service trucks and semi-trucks with the trucks carrying product, equipment and supplies to support the local community and industry. A traffic study updating the traffic projections will be completed as part of the NEPA process.

Maintenance and operation costs will be the responsibility of Uintah County. Maintenance will be chip seal or hot mix asphalt overlays, restriping, side slope grading, and culvert cleaning as needed. Operation will consist of patrolling the road for traffic violations, snow removal, and general cleaning.

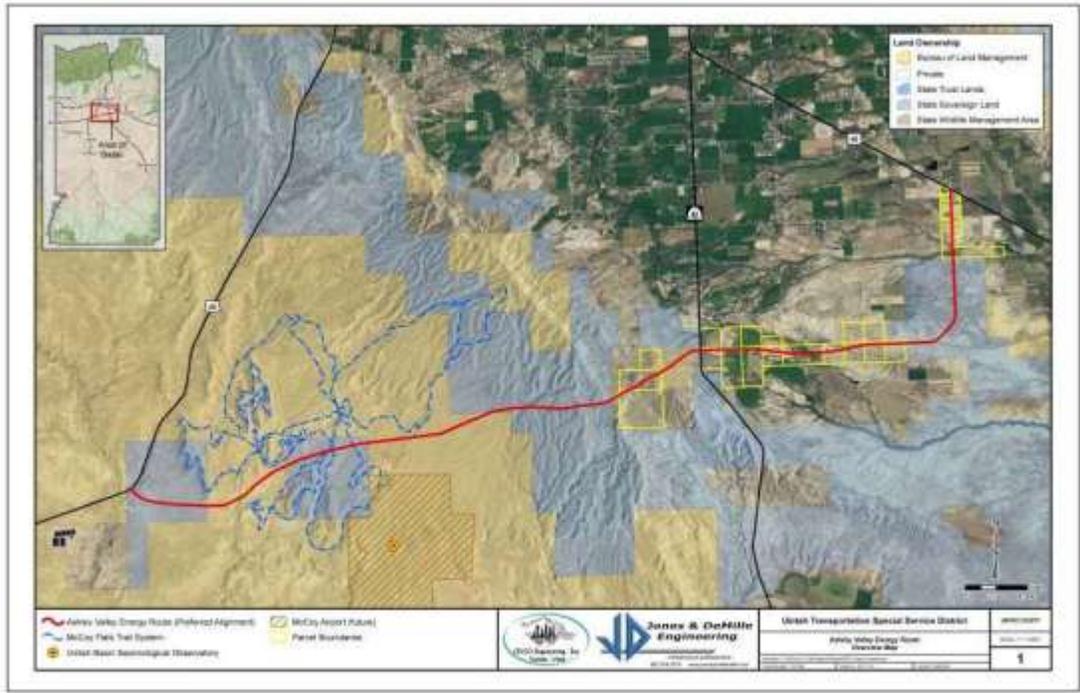
A Class III Cultural Resources Inventory was conducted and the report submitted to the BLM. Two identified sites are eligible and recorded on the National Register of Historic Places. They are sites no. 42UN001562 Historic US Highway 40/Victory Highway and no. 42UN002676 Historic Highline Canal. Both run perpendicular to the proposed roadway and cannot be avoided. These crossings would be done in accordance to the Utah State Historic Preservation Office policies.

The majority of the McCoy Flats Mountain Bike Trail System including the trail head is located immediately north of the proposed route in the McCoy Flat area. The proposed roadway bisects two of the trails that are located on Utah School and Institutional Trust Lands administered lands. The proposed route was altered to minimize the impacts to the trails (a previous alignment intersected the trails nine times).

To mitigate direct and indirect impacts to Sage Grouse habitat, funding, not to exceed \$26,800.00, will be committed to enhance Sage Grouse habitat in Uintah County identified as part of Utah's Watershed Restoration Initiative: Project ID 2996 White Sage Slashing.

The road would be maintained and used indefinitely. However, in the event the roadway is abandoned, it would be obliterated and re-graded to blend in to the surrounding area and would be seeded with a BLM approved seed mixture.

PROPOSED ACTION MAP



Ashley Valley Energy Route Newsletter No. 1
Page 5

Appendix Five – BLM Scoping Meeting Sign-in Sheets

Ashley Valley Energy Route BLM Scoping Open House

Thursday, June 5, 2014 - Vernal City Offices

PLEASE PRINT

Name:	ANADKUS GW	
Organization:	RESIDENTIAL HOMEOWNER	
Address:	77E 200 S	
Phone:	435-789-7366	Email: anadkus@stetsonet.com
Name:	Shannon Fleetwood	
Organization:	NVAAB	
Address:	EXXN 2500 S 500 E Vernal VT 84078	
Phone:	(435) 790-8548	Email: Shannon-fleetwood@hotmail.com
Name:	CARRIE L. Young	
Organization:	RESIDENT	
Address:	1240 E 200 N	
Phone:	435/790-6431	Email: cly310@hotmail.com
Name:	Allen S. Knutsen	
Organization:	Retired (Federal Service Service)	
Address:	315 E 500 S Vernal	
Phone:	435-790-5799	Email: Cknutsen5@yahoo.com
Name:		
Organization:		
Address:		

Ashley Valley Energy Route BLM Scoping Open House

Thursday, June 5, 2014 - Vernal City Offices

PLEASE PRINT

Name:	TROY LUPCHO
Organization:	NUMB - ALTITUDE CYCLE
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Phone:	435-790-6200
Email:	TROYBOX@ALTITUDECYCLE.COM
Name:	William Phillips
Organization:	
Address:	PO Box 22 Vernal, UT 84078
Phone:	
Email:	b.phillipsmail@gmail.com
Name:	Deb DeBernard
Organization:	NUMB
Address:	904 Skyline Dr. Vernal
Phone:	801-842-4437
Email:	
Name:	J C Brewer
Organization:	NONE
Address:	3154 E 3500 S. Vernal, UT.
Phone:	435-789-4825
Email:	
Name:	Benjamin Buser
Organization:	
Address:	965 N. 2250 W. Vernal, UT 84078

Ashley Valley Energy Route BLM Scoping Open House

Thursday, June 5, 2014 - Vernal City Offices

PLEASE PRINT

Name:	Jen Callantine
Organization:	Dinosaur River Expeditions
Address:	P.O. Box 1651 Vernal, UT
Phone:	801-941-0249
Email:	dinoriverexp@gmail.com
Name:	Rebekah Sease
Organization:	NUMB
Address:	336 N 700 W Vernal UT
Phone:	(801) 226-2765
Email:	rsease@gmail.com
Name:	MARK MASON
Organization:	UNTAM TRAILS
Address:	2411 S. 305 W Vernal
Phone:	435-828-6436
Email:	mmason@gmail.com
Name:	Melissa DeLant
Organization:	NUMB
Address:	904 N 2250 W
Phone:	
Email:	
Name:	VINI EXTON
Organization:	Forest RAC committee member
Address:	179 S 100 E Vernal

Ashley Valley Energy Route BLM Scoping Open House

Thursday, June 5, 2014 - Vernal City Offices

PLEASE PRINT

Name: Amy Fairweather-Stratton	
Organization:	
Address: PO Box 1064 Vernal 84078	
Phone: 435-210-1555	Email: amyfairweather@vernalcity.org
Name: Mike Bertagnoli	
Organization:	
Address: HC 65 Box 104, Bluebell, UT 84007	
Phone: 435-790-1105	Email: mbertagnoli@gmail.com
Name: Ken Bassett	
Organization: Vernal City Manager	
Address: 374 E Main Vernal, Utah 84078	
Phone: 435 789-2255	Email: kbassett@vernalcity.org
Name: Dr. Delvaer	
Organization:	
Address: 201 N. 1500W Vernal UT	
Phone: 435 790-6613	Email: delvaer@vernalcity.org
Name: MATT CAZIER	
Organization: Uintah County	
Address: 152 E 100N Vernal UT mcazier@co.uintah.ut.us	
435-781-5326	

Ashley Valley Energy Route BLM Scoping Open House

Thursday, June 5, 2014 - Vernal City Offices

PLEASE PRINT

Name:	Jeff Merrell	
Organization:	Wasatch County Sheriff	
Address:	411 East 300 South #250	
Phone:	435-789-2511	Email: JMerrell@Co.wasatch.ut.us
Name:	Tildon Jones	
Organization:	NUMB	
Address:	422 Durango Dr Vernal	
Phone:	435-503-4079	Email: tildon.jones@gmail.com
Name:	Tom Elder	
Organization:	Utah Mtn. Club	
Address:	1826 N 1500 W Vernal UT 84078	
Phone:	435 621 3149	Email: tomedler@earthlink.com
Name:	Neil Carter	
Organization:	NA	
Address:	1952 S 1300 S Hales, UT 84078	
Phone:	435-828-5092	Email: neil1977@yahoo.com
Name:	Donald Lopez	
Organization:	NUMB	
Address:	382 Kentucky Way Vernal, UT 84078	
Phone:	602-377-0620	Email: dlopez@gmail.com

Ashley Valley Energy Route BLM Scoping Open House

Thursday, June 5, 2014 - Vernal City Offices

PLEASE PRINT

Name:	Cassie Silvester	
Organization:	Homeowner	
Address:	927 S 1350 W Vernal 84078	
Phone:	801-800-1148	Email: Cassienhenny@yaleps.com
Name:	Arlene Hecarney	
Organization:		
Address:	P O Box 126 Vernal	
Phone:	289-3147	Email:
Name:	Jeremy Raymond	
Organization:	Utah Fire District	
Address:	152 E 100 N	
Phone:	435-781-6755	Email: utahfire@ubtanet.com
Name:	Liberty Best	
Organization:	Vernal Express	
Address:		
Phone:	435-799-9395	Email: LBEST@URMEDIA.BIZ
Name:	Josh Gondek	
Organization:		
Address:	1570 N. Dry Fork, Vernal UT	
Phone:	801-209-9176	Email: gondel@mmi.com jmgondel01@gmail.com

Ashley Valley Energy Route BLM Scoping Open House

Thursday, June 5, 2014 - Vernal City Offices

PLEASE PRINT

Name:	Orlan Anderson	
Organization:	Public Lands Recreation (Uintah County)	
Address:	1966 W 1500 SO	
Phone:	435 828-6111	Email: banquo.36-17@hotmail.com
Name:	JAREN BIGLER	
Organization:		
Address:	822 930 920 N 1400 W	
Phone:	435 219-5353	Email: bigjaredler74@yahoo.com
Name:	Sarah Ryan	
Organization:	Resident	
Address:	1917 W 1500 N Vernal, UT 84078	
Phone:	435-789-1984	Email:
Name:	Joe Porter	
Organization:		
Address:		
Phone:		Email:
Name:	SCOTT BARNETT	
Organization:	SRLA	
Address:		

Ashley Valley Energy Route BLM Scoping Open House

Thursday, June 5, 2014 - Vernal City Offices

PLEASE PRINT

Name:	TRINA HEDRICK
Organization:	NUMB
Address:	382 Kentucky Way Vernal
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Email:	trina.hedrick@yahoo.com
Name:	Aidan Deletant
Organization:	NUMB
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Phone:	435 219 3916
Email:	aidan.deletant@gmail.com
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Organization:	NUMB
Address:	279 E 600 N
Phone:	722-7401
Email:	juresk@inkspit.com
Name:	Rachel Uresk
Organization:	NUMB
Address:	279 E. 600 N. - Roosevelt
Phone:	435-722-7135
Email:	ruresk@msn.com
Name:	Ryan Buerkle
Organization:	NUMB
Address:	492 E 700 S Vernal, UT
	406-600-1738 r.buerkle@hodma.com

Ashley Valley Energy Route BLM Scoping Open House

Thursday, June 5, 2014 - Vernal City Offices

PLEASE PRINT

Name:	Rodd A. Repsher
Organization:	Altitude Cycle / NUMB
Address:	2369 W 550 N Vernal UT 84078
Phone:	(570) 269-7849
Email:	ras1137@live.com
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Organization:	NUMB
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Phone:	570 850-0268
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Organization:	Altitude Cycle
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Phone:	970-317-8323
Email:	jessica.mclavey@gmail.com
Name:	Bart Haslem
Organization:	H&H - APEX
Address:	P.O. 1145 VERNAL UT 84078
Phone:	435-823-2370
Email:	hhusi@ubta.net.com
Name:	Ryan McKee
Organization:	NUMB / UHS MIB Team
Address:	318 Allen Dr Vernal

Ashley Valley Energy Route BLM Scoping Open House

Thursday, June 5, 2014 - Vernal City Offices

PLEASE PRINT

Name:	MARCELSNO TRASON	
Organization:	TASCOS EL GORDO.	
Address:	395 E. MAIN ST.	
Phone:	720-9856192	Email: mtrason01@gmail.com
Name:	David Plumby	
Organization:	Concerned Citizen	
Address:	905 W 1100 St Vernal	
Phone:	7905791	Email:
Name:	Calvin McDonald	
Organization:	NUMB & Concerned Citizen	
Address:	1701 Split Mt. Drive 84078	
Phone:	435-790-4629	Email: Calvin.C.Chicoutouais.com
Name:	John DuWaldt	
Organization:	Self	
Address:	1484 Befford Ct Evergreen CO 80439	
Phone:	720 549 1740	Email:
Name:	Daniel Barlow	
Organization:	Self	
Address:	58 Wasatch Ave	

Ashley Valley Energy Route BLM Scoping Open House

Thursday, June 5, 2014 - Vernal City Offices

PLEASE PRINT

Name:	Jeri Burhorn-Polite
Organization:	NUMB
Address:	PO BOX 1753
Phone:	435-219-6672
Email:	paleyja@vabos.com
Name:	Jessi Brunson
Organization:	NUMB
Address:	318 Alton Drive, Vernal
Phone:	620-388-5439
Email:	jessibru@yahoo.com
Name:	Pecky Williams
Organization:	NUMB
Address:	4922 700 S Vernal UT 89078
Phone:	
Email:	foxwilliams@gmail.com
Name:	Ron Richard
Organization:	NUMB
Address:	3009 Comstock Vernal
Phone:	435-781-8811
Email:	RRichard27@tutium.com
Name:	
Organization:	
Address:	

Ashley Valley Energy Route BLM Scoping Open House

Thursday, June 5, 2014 - Vernal City Offices

PLEASE PRINT

Name:	Amy Richards
Organization:	KLCY + Community Best RE + NLMBS
Address:	3009 Comstock Cir Vernal
Phone:	907-745-5101
Email:	amy@communitybestre.com
Name:	Megan McDonald
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Address:	1781 Split Mountain Dr Vernal
Phone:	435-790-5119
Email:	meggierlou80@hotmail.com
Name:	Tora Hamilton
Organization:	
Address:	1860 East 4000 South, Vernal
Phone:	907-390-7485
Email:	tora_bug@yahoo.com
Name:	Mike McClellan
Organization:	
Address:	1406 W 975 W Vernal UT 84078
Phone:	435-760-6084
Email:	Mike_McClellan@yahoo.com
Name:	
Organization:	
Address:	

Ashley Valley Energy Route BLM Scoping Open House

Thursday, June 5, 2014 - Vernal City Offices

PLEASE PRINT

Name:	Stacia Dickson
Organization:	NUMB
Address:	1150 W 75 N Vernal, Ut 84078
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Organization:	
Address:	
Phone:	
Email:	
Name:	
Organization:	
Address:	
Phone:	
Email:	
Name:	
Organization:	
Address:	
Phone:	
Email:	
Name:	
Organization:	
Address:	



WILKINSON FERRARI & CO.
STRATEGIC COMMUNICATIONS

**Ashley Valley Energy Route
Scoping Open House Plan
19 May 2014**

Goals:

- Proactively seek public comment and involvement early in the process
- Provide useful, timely information to the public during scoping
- Facilitate open discussion of issues, desires and concerns
- Reach a wide cross section to maximize attendance and input at the open house
- Ensure that public comments are heard and considered in the EA

Roles:

- BLM
 - Welcome and thank participants for coming
 - Provide staff for information stations as outlined in the plan
 - Circulate in the room throughout the open house to listen and answer questions, educate but not “sway or convince”
 - Thank people for participating as they leave the open house
- AVER Project Team
 - Prepare display and open house materials as outline in the plan
 - Assist in set up and break down of the room for open house
 - Listen, answer question, and educate but not “sway or convince”
- Uintah County and UTSSD
 - Greet, thank participants for coming
 - Listen, answer question, and educate but not “sway or convince”
- Wilkinson Ferrari & Co.
 - Coordinate with BLM’s NEPA Consultant (Jean)
 - Prepare materials and bring equipment as outline in the plan
 - Set up/break down of the room for the meeting
 - Provide one staff for registration, and logistics
 - Ensure the meeting runs smoothly and is consistent with the plan
 - Coordinate media with BLM staff

Objectives:

- Present information on the AVER Project to inform the public and identify the preliminary issues;
- Generate public participation and comment in identifying issues for consideration;

1371 EAST 2100 SOUTH, SUITE 100, SALT LAKE CITY, UTAH 84105 • 801.364.0088 • WWW.WFANDCO.COM

- Educate the public on what activities come next and the time frame.

Individual Roles and Assignments:

Stephanie Howard	<ul style="list-style-type: none"> • Reserve room with Vernal City • Supply names of BLM employees attending meeting • Determine who from BLM will staff Station Three, Recreation Resources area
Cheri McCurdy	<ul style="list-style-type: none"> • Ask Commissioner Raymond and Adam Massey if they will act as greeters at the meeting and attend the pre-open house meeting at 5:15 p.m. • Ask Commissioner McKee if he will help staff Station One • Staff Station One with Commissioner McKee
Commissioner Raymond	<ul style="list-style-type: none"> • Serve as a greeter at the scoping open house and attend pre-open house meeting
Commissioner McKee	<ul style="list-style-type: none"> • Staff Station One with Cheri McCurdy and attend pre-open house meeting
Adam Massey	<ul style="list-style-type: none"> • Serve as a greeter at the scoping open house and attend pre-open house meeting
Jean Nitschke-Sinclear	<ul style="list-style-type: none"> • Staff Station Three, Environmental Areas Identified for Analysis • Assist WF&Co. with board content and display for this station by May 20
Troy Ostler	<ul style="list-style-type: none"> • Staff Station Two with Mike Hawley • Review and approve all display boards and informational materials by May 23
Bret Reynolds	<ul style="list-style-type: none"> • Serve as roamer throughout the meeting to assist heavily visited stations
Brian Barton	<ul style="list-style-type: none"> • Staff Station Three, Sensitive Animal Species area
Mike Hawley	<ul style="list-style-type: none"> • Develop flyover of route for large screen and send to WF&Co. to have placed on a loop • Staff Station Two with Troy Ostler
Adam Perschon	<ul style="list-style-type: none"> • Produce AVER route map (largest format possible) showing land ownership to WF&Co by May 20 • Produce map (largest format possible) showing AVER and bike trails to WF&Co by May 20 • Produce map (largest format possible) showing critical sage-grouse habitat areas and AVER by May 20
Jay Nelson	<ul style="list-style-type: none"> • Staff Station Three, Growth and Traffic • Assist WF&Co. with content and display for this station by May 20
Mimi Charles/Kris McBride	<ul style="list-style-type: none"> • Create layout map for room • Create all display and handout materials • Create informational packet and send to BLM, Cheri and Troy to review by May 22 • Staff welcome and sign-in table • Bring punch and cookies from a local vendor • Bring large screen and equipment to view flyover • Develop content and design for Project Timeline and Process board and send for review by May 22 • Develop AVER route map and key facts display board and send for review on May 22 • Develop boards for Station Three regarding environmental areas

	identified for analysis, recreation resources, sensitive animal species, growth and traffic • Produce newspaper ads, flyers, PSA and media advisory
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Open House Planning Numbers, Locations and Dates and Times:

- Vernal, Utah– 5 June, 2014 (6 p.m. – 8 p.m.)– Plan for 150 participants
 - Location: Vernal City Building: Community Room

Deliverable: Stephanie Howard has reserved the room with Vernal City.

Deliverable: Kris McBride to obtain room layout and create map by May 19.

Meeting Format: Open House (come any time, no formal presentation, no open microphone)

- As people arrive they will be greeted at the door by UTSSD board members and BLM representatives. (5:45 p.m. – 8:00 p.m.)
- At the registration table people will sign in and receive an information packet and a name tag. (WF&CO.)
- The room will be set up with three information stations.
- Each stations will be staffed and remain open throughout the open house. (5:45 p.m. – 8:00 p.m.)
 - Each station will have a 6' x 4' foam core display that will display information materials and delineate the different stations. *(size of boards depend on room size—Large boards work best with maps—easy to see and to talk to)*
- Comment sheet (use BLM) and writing utensils will be available at tables throughout the room for people to fill out and leave behind.
- Staffing: WF&Co and AVER Team will arrive at open house location by 4:00 p.m. for set up. AVER staff will arrive by 5:15 p.m. to familiarize themselves with location, displays and participate in the pre-open house meeting. BLM staff will arrive between 5:30 and 5:45 p.m.

Open House Floor Plan, Set up and Assignments

All materials (maps and displays) will be developed using a consistent type face and style.

Deliverable: WF&Co. to create all display materials with help from AVER team members as assigned.

Registration Table (6-8:00 p.m.)

- Greeters: UTSSD Board Members (Commissioner Raymond and Adam Massey) and BLM
- Information “packet” for meeting includes:
 - Brochure: Purpose, format, ways to comment, contact name and means – WF&Co.

- Draft to BLM – May 22
- Ashley Valley Energy Route Newsletter #1
- Tri-fold self-addressed comment sheet– WF&Co.
 - Complete: Reprint for meeting
- Sign-in sheets – WF&Co.
- Name tags for team and public (name/representing) – WF&Co.
 - Get list of BLM open house participants – WF&Co.
- Basket to collect sheets – WF&Co.
- Registration Staff: Kris McBride
- Roamer – Bret Reynolds

Deliverable: Cheri to ask Commissioner Raymond and Adam Massey to greet people on June 5 as they enter the meeting room and to attend the pre-open house meeting at 5:15 p.m.

Deliverable: WF&Co. to develop information packet and send to BLM for review, sign-in sheets, name tags comment basket and staff the welcome table.

Deliverable: Bret Reynolds to serve as roamer at the June 5 open house and fill in at stations that are more heavily visited.

Information Stations: 3 stations will be set up. 5:45 p.m. – 8:00 p.m.

1. Station 1: Project Timeline And the Process

- a. Smaller Display Board: Why (Right-of-way request) and Where we are in the NEPA process and the next steps (show ownership)
 - Copy: WF&Co. by May 21
 - Review: BLM, Cheri and Troy by May 22
 - Produced: WF&Co.
 - Target Date: May 30
- b. Smaller Display Board: AVER History-How it came about? Show 13 alignments and the top ones the public preferred.
 - Copy: WF&Co. by May 21
 - Review: BLM, Cheri and Troy by May 22
 - Produced: WF&Co.
 - Target Date: May 30
- c. Refreshments: Punch and cookies (local vendor) – WF&Co.
- d. Station Staffing: Commissioner McKee and Cheri McCurdy

Deliverable: WF&Co. to develop content and design boards for project timeline and the process. Will send to BLM, Cheri and Troy to review by May 22.

Deliverable: WF&Co. to bring punch and cookies from a local vendor to the June 5 open house.

Deliverable: Cheri to ask Commissioner McKee to help staff Station 1 and to attend the pre-open house meeting on June 5 at 5:15 p.m.

Deliverable: Cheri and Commissioner McKee to staff Station 1.

2. Station 2: Ashley Valley Energy Route

- a. Large Display Board: Proposed AVER Route w/land ownership overlay
 - Graphic: Adam Perschon to produce AVER Route map with land ownership by May 20
 - Review: BLM, Cheri and Troy to review by May 22
 - Produced: WF&Co.
 - Target Date: May 30

Deliverable: Adam Perschon to produce AVER Route map showing land ownership to WF&Co. by May 20.

Deliverable: WF&Co. to produce display board for BLM, Cheri and Troy to review by May 22.

- b. Flyover of route on large screen
 - Audio Visual: Mike Hawley
 - To WF&Co. by May 21
 - Produced: WF&Co.
 - Target Date: May 30

Deliverable: Mike Hawley to provide WF&Co. the flyover route by May 21 to be placed on a loop.

- c. Key Facts Graphic
 - Copy: WF&Co. to produce key facts placed on route display board
 - Review: BLM, Cheri and Troy to review by May 22
 - Produced: WF&Co.
 - Target Date: May 30

- d. Station Staffing: Troy Ostler and Mike Hawley

Deliverable: WF&Co. to place AVER route map and key facts on a display board and send to BLM, Cheri and Troy to review by May 22.

Deliverable: Troy Ostler and Mike Hawley to staff Station 2 during the scoping open house.

3. Station 3: Issues Identified So Far

- a. Large Display – Environmental Areas Identified For Analysis
 - List areas; Include brief discussion of issues in the brochure.

- Copy: WF&Co. by May 21
- Review: BLM, Cheri and Troy by May 22
- Produced: WF&Co.
- Target Date: May 30
- Station Staffing: Jean Nitschke-Sinclear

Deliverable: WF&Co. to produce content and display board for BLM, Cheri and Troy to review by May 22.

Deliverable: Jean Nitschke-Sinclear to staff this section of Station 3.

b. Large Display – Recreation Resources

- Map: Bike Trails:
 - Graphic: Adam Perschon to produce map showing AVER and bike trails to WF&Co. by May 20
 - Review: BLM, Cheri and Troy by May 22
 - Target Date: May 30
 - Staffing: BLM

Deliverable: Adam Perschon to produce recreation resources map showing AVER and bike trails to WF&Co. by May 20.

Deliverable: WF&Co. to produce Recreation Resources display board by May 22 for BLM, Cheri and Troy to review.

Deliverable: Kris McBride to find out who from the BLM will staff recreation resources station.

c. Large Display – Sensitive Animal Species

- Map: Greater sage-grouse critical habitat map
 - Graphic: Adam Perschon to produce map showing critical sage-grouse habitat to WF&Co. by May 20
 - Review: BLM, Cheri and Troy by May 22
 - Target Date: May 30
 - Station Staffing: Brian Barton

Deliverable: Adam Perschon to produce map showing critical sage-grouse habitat/areas to WF&Co. by May 20.

Deliverable: WF&Co. to produce Sensitive Animal Species display board by May 22 for BLM, Cheri and Troy to review.

Deliverable: Brian Barton to staff this station.

d. Large Display –Growth and Traffic

- Graphic: Current traffic counts, projected 2022, 3% growth each year, hazardous materials
 - Graphic: Jay Nelson to produce traffic counts and projected growth charts for WF&Co. by May 20

- Graphic: WF&Co. to produce hazardous materials chart
- Review: BLM, Cheri and Troy by May 22
- Target Date: May 30
- Station Staffing: Jay Nelson

Deliverable: Jay Nelson to produce traffic counts and projected growth charts and sent to WF&Co. by May 20.

Deliverable: WF&Co. to produce Growth and Traffic and hazardous materials display board by May 22 for BLM, Cheri and Troy to review.

Deliverable: Jay Nelson to staff this station.

Open House Notification Tactics

- Scoping Notice News Release: May 12, 2014
 - Already released by BLM
- Design and reserve AD space in the appropriate newspapers
 - Lead: WF&Co.
 - Target Date: Must have built ad to Devon by May 22 to run in Vernal Express on May 27 and June 3
- Prepare and submit PSA to local media
 - Lead: WF&Co.
 - Target Date: May 22
- Send out a media advisory week before the open house.
 - Lead: WF&Co.
 - Target Date: June 2

Deliverable: WF&Co. to develop all media and notification materials by May 22.

Ashley Valley Energy Route

BLM Public Scoping Meeting

June 5, 2014

6:00 – 8:00 pm

Vernal City Offices, Community Room
374 E Main, Vernal, Utah

You are invited to attend a public scoping meeting to provide comments and learn more about the Ashley Valley Energy Route (AVER) which is proposed to extend from US 40 at the McCoy Flat area along 6500 South to US 40 south of Naples.

The AVER project is proposed to accommodate heavy commercial traffic volumes which are expected to increase with the growth of the oil and gas industry. The roadway is 12.3 miles long and crosses BLM, SITLA and private lands.

Representatives from the BLM and the project's proponent will be present to talk with members of the public, listen to any concerns, and answer questions. The meeting will be an open house format (come at any time, no formal presentation, and no open microphone).



Written comments must be submitted by June 12, 2014, using any of the following methods:

In Person: At the scoping meeting or the Vernal BLM Field Office

U.S. Mail: Vernal Field Office, BLM, ATTN: Stephanie Howard
170 South 500 East, Vernal, Utah 84078

E-mail: blm_ut_vernal_comments@blm.gov

Website: www.blm.gov (search for "Ashley Valley Energy Route")

Public Service Announcement

For Immediate Release

Date: May 30, 2014

**Ashley Valley Energy Route Public Scoping Meeting
to be Held on June 5, from 6 to 8 p.m.**

:30

YOU ARE INVITED TO ATTEND A PUBLIC SCOPING MEETING TO PROVIDE COMMENTS AND LEARN MORE ABOUT THE ASHLEY VALLEY ENERGY ROUTE WHICH IS PROPOSED TO EXTEND FROM US 40 AT THE MCCOY FLAT AREA ALONG 6500 SOUTH TO US 40 SOUTH OF NAPLES. THE ASHLEY VALLEY ENERGY ROUTE IS PROPOSED TO ACCOMMODATE HEAVY COMMERCIAL TRAFFIC VOLUMES WHICH ARE EXPECTED TO INCREASE WITH THE GROWTH OF THE OIL AND GAS INDUSTRY. REPRESENTATIVES FROM THE BLM AND THE PROJECT'S PROPONENT WILL BE PRESENT TO TALK WITH MEMBERS OF THE PUBLIC, LISTEN TO ANY CONCERNS, AND ANSWER QUESTIONS. THE MEETING WILL BE AN OPEN HOUSE FORMAT, AND WILL BE HELD ON THURSDAY, JUNE FIFTH, FROM SIX TO EIGHT P.M. AT VERNAL CITY OFFICES, THREE SEVENTY-FOUR EAST MAIN STREET IN VERNAL.

:15

ATTEND THE ASHLEY VALLEY ENERGY ROUTE PUBLIC SCOPING MEETING ON THURSDAY, JUNE FIFTH, FROM SIX TO EIGHT P.M. AT VERNAL CITY OFFICES. THIS ROUTE IS PROPOSED TO EXTEND FROM US 40 AT THE MCCOY FLAT AREA ALONG 6500 SOUTH TO US 40 SOUTH OF NAPLES. PROJECT REPRESENTATIVES WILL BE PRESENT TO ANSWER ANY QUESTIONS YOU MAY HAVE.

#

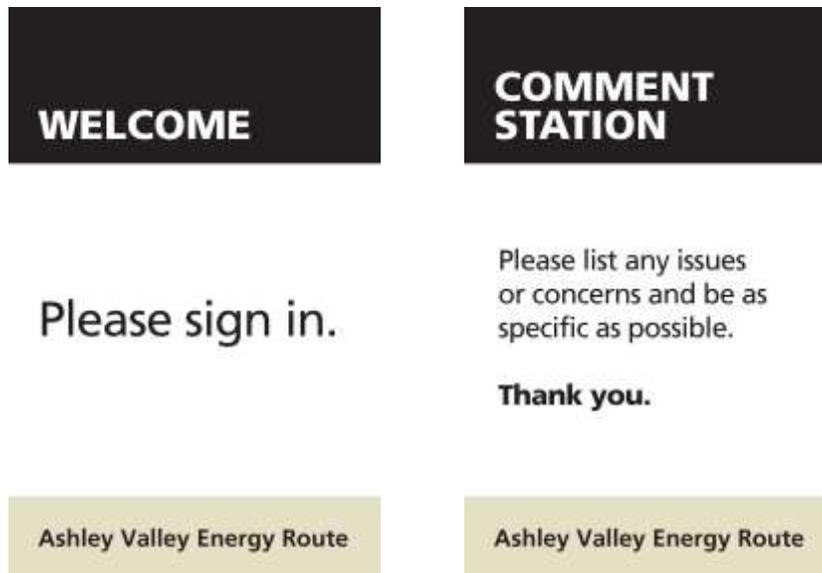
Appendix Nine – Public Scoping Display Materials

The following display materials were developed for the scoping open house:

- Directional Signage – placed outside the Vernal Office Building on large a-frame stands. Each sign measured 36” x 24”.



- Signage for Table Stands – placed at the welcome table near the front entrance and on six comment tables located throughout the scoping meeting room. Each sign measured 11” x 17”.



- Station One Signage: Project Timeline and the Process. These signs were located at near the front entrance and provided an introduction to the AVER project. The first sign measured 90" x 36" and the second and third measured 72" x 48". A fourth smaller board that identified the 13 routes considered by the public in 2007 and 2008 was also included.

Ashley Valley Energy Route

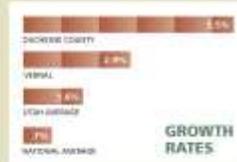
About the Proposed Action

Identified by the public during an extensive outreach process in 2007 and 2008, the Ashley Valley Energy Route (AVER) would accommodate heavy industrial traffic currently routed through downtown Vernal, which is expected to increase with the growth of the oil and gas industry.



Why It's Proposed

1. The Uintah Basin is experiencing tremendous population growth.

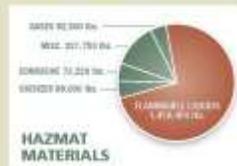


Vernal was recently recognized as the sixth fastest growing "micropolitan" area in the nation, and Duchesne County was recognized as the second fastest growing county in the nation, each for their respective sizes.

2. Traffic congestion is expected to increase at 3% a year, and most of it will come from industrial vehicles.

Traffic counts on US 40 are currently higher than many urban areas and are expected to increase every year. Moreover, recent UDOT traffic counts show that 48% of the traffic on the west side of US 40 are single-unit trucks or higher. Typical rural truck volumes of this type are around 15%.

3. Because of our abundant natural resources, oil and gas exploration is expected to double by 2022 and so will industry related traffic.



This not only increases congestion, but poses serious safety-related concerns as well. For example, 75 to 80 percent of the industrial vehicles traveling through downtown Vernal carry loads of flammable liquids.

4. The lack of Uintah County transportation infrastructure could result in an oil and gas production loss of about \$30 billion.

BLM Environmental Assessment Process

MAY 1, 2014

Uintah County submitted the final proposed action to the BLM.

MAY 2014

Preparation of the Environmental Assessment (EA) document begins.

MAY 12 - JUNE 12, 2014

BLM 30-day public scoping period.

JUNE 5, 2014

BLM 30-day public scoping meeting at Vernal City from 6 to 8 p.m.

SEPTEMBER 2014

Release draft EA for 30-day public comment and announce date of a BLM public meeting.

OCTOBER 2014

Revise draft EA per public comment.

DECEMBER 2014

Final Environmental Assessment and decision expected from BLM.

2015

If approved, construction could begin here.

Proposed Action Development Timeline and Process

The AVER proposed action is the culmination of an extensive public outreach process that reaches back to 2006. Here are a few key points that show where this project has been, and where it is going.

JULY 2006

The Uintah Transportation Special Service District (UTSSD) received an application from Uintah County officials to study the project.

DECEMBER 2006

UTSSD formed a stakeholder committee to review potential routes and provide overall direction. The committee includes the following:

- Vernal Chamber
- Uintah County Commission
- UTSSD
- Vernal City
- Naples City
- BLM
- Ballard City
- Fire/Emergency Management
- Uintah County Public Lands
- Uintah County Road Department
- Uintah County Economic Development
- School and Institutional Trust Lands Administration
- Utah State Representative John Mathis
- Utah State Senator Kevin Van Tassell
- Utah Highway Patrol
- Utah Department of Transportation

OCTOBER 2007

The stakeholder committee identifies 13 potential transportation corridors for the public to review.

NOVEMBER 2007



More than 180 people attended a UTSSD hosted public open house in Vernal and 204 provided comments on the 13 different routes. Most preferred the route that extends from US 40 at the McCoy Flat area, along 6500 South, to US 40 south of Naples. The public comments stated that a corridor should be preserved, and the most important factor was minimizing impacts to homes and avoiding business relocations.

MAY 8, 2008

Based on public comments received, the stakeholder committee selected a proposed action route and presented it to the public at a second UTSSD hosted open house. More than 100 people attended and 92 percent supported the committee's recommendation to preserve the corridor that extends from US 40 at the McCoy Flat area, along 6500 South, to US 40 south of Naples.

JUNE 2008

The stakeholder committee made its final recommendation to the Uintah County Commissioners to preserve route extending from US 40 at the McCoy Flat area, along 6500 South, to US 40 south of Naples.

2008-2009

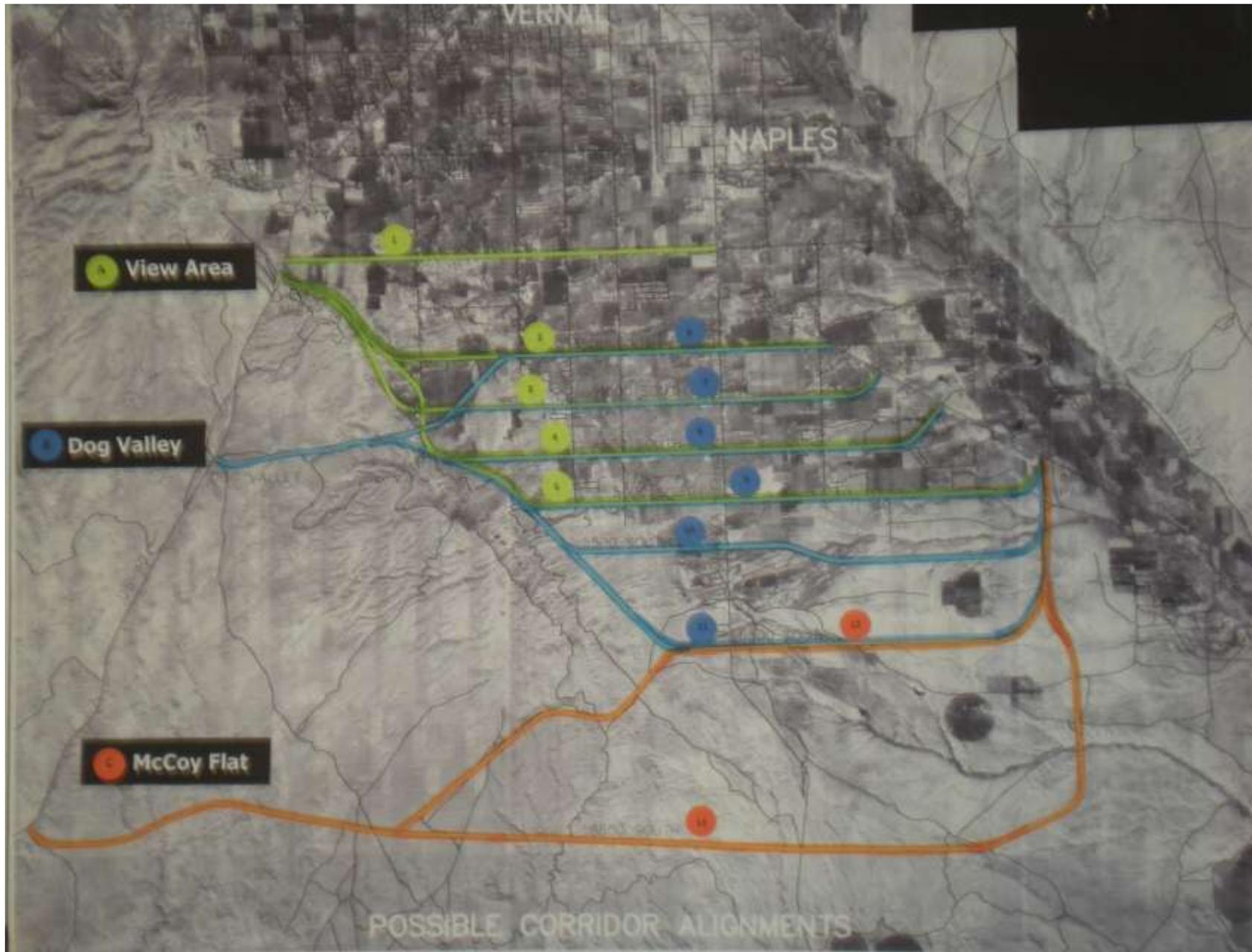
State-of-the-art software was used by the UTSSD contractor to analyze the public's recommended route; more than one million different options were evaluated and results confirmed that the optimal corridor was identified.

FEBRUARY 2013

UTSSD reconvened the stakeholder committee to determine any new issues and concerns.

MAY 1, 2014

Uintah County submits the final proposed action to the BLM.



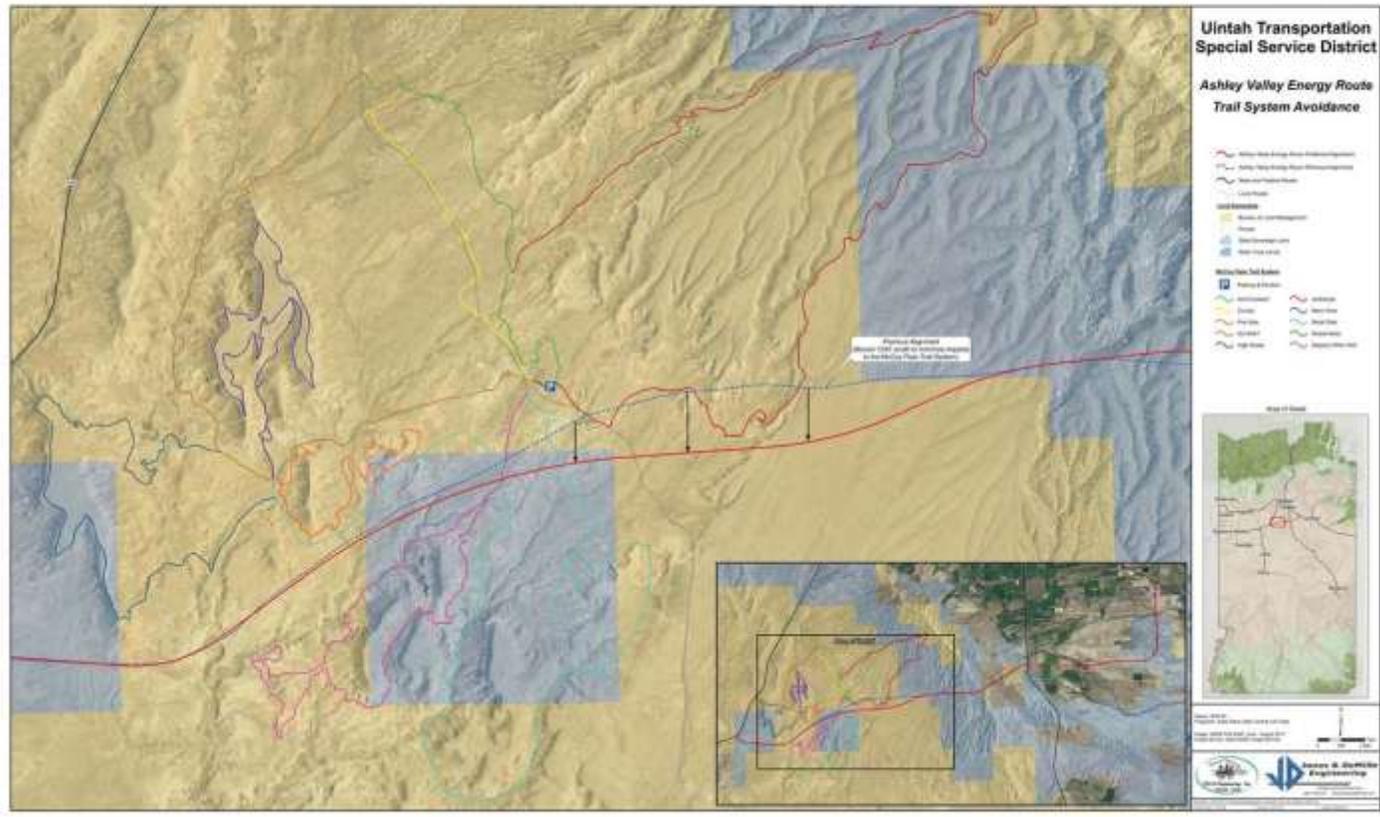
- Station Three: Issues Identified So Far. This station included four display boards that measured 40" x 30". The boards included information on resources of concern, recreation resources, Greater Sage Grouse habitat, and growth and traffic.

Resources of Concern

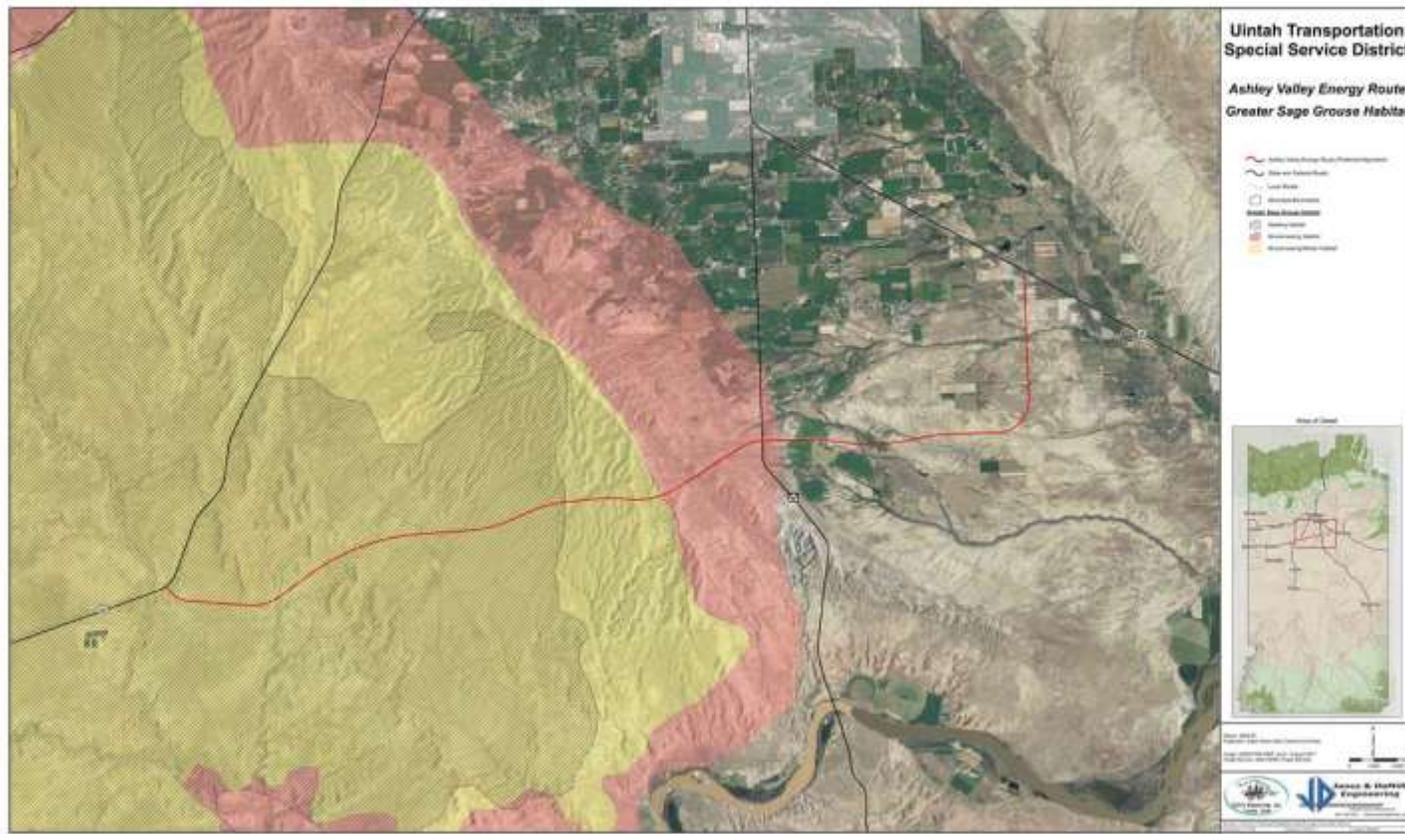


- Cultural/archaeological resources
- Farmlands, prime or unique
- Minerals production, including tar sand development
- Livestock grazing
- Paleontological resources
- Recreation
- Socio-economics
- Soils resources
- Special status species, including Greater Sage Grouse, and BLM sensitive plant species
- County's transportation plan
- Vegetation, including invasive plants and noxious weed species
- Visual resources
- Water resources, including floodplains
- Wildlife, including raptors, migratory birds, and big game

Recreation Resources

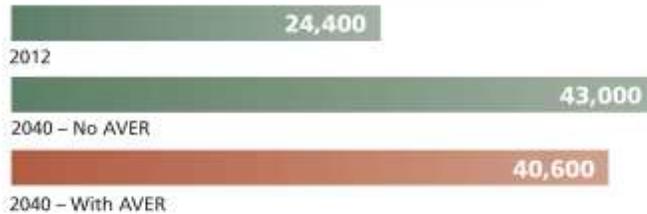


Greater Sage Grouse Habitat



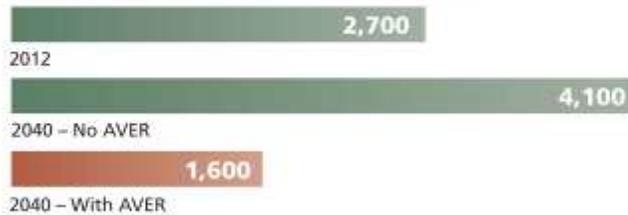
Growth & Traffic

CARS & LIGHT TRUCKS MAIN STREET AT VERNAL AVENUE



◀ Preliminary numbers show that AVER will not take a significant number of cars or light truck traffic from downtown Vernal.

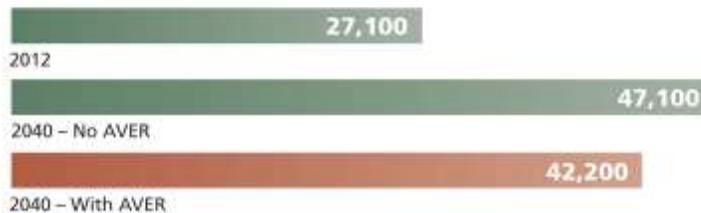
HEAVY TRUCKS MAIN STREET AT VERNAL AVENUE



◀ Preliminary numbers show that by 2040 heavy industry traffic would significantly increase in downtown Vernal.

If AVER is built, heavy industry traffic in Vernal is expected to drop below today's condition.

TOTAL TRAFFIC MAIN STREET AT VERNAL AVENUE



◀ Preliminary numbers show that overall traffic (cars, light trucks and heavy industrial trucks) using Main Street will grow substantially by 2040.

If AVER is built, overall traffic congestion will be reduced.



BLM Vernal Field Office
ATTN: Stephanie Howard
170 South 500 East
Vernal, UT 84078

Ashley Valley Energy Route Scoping Notice: Tell us your concerns and ideas.

Three ways to supply comments:

1. Send in this completed comment sheet
2. Email comments to blm_ut_vernal_comments@blm.gov
3. Comment on the project website: https://www.blm.gov/epl-front-office/eplanning/nepa/nepa_register.do

Place Stamp Here

BLM Vernal Field Office
ATTN: Stephanie Howard
170 South 500 East
Vernal, UT 84078

**Thank you for your
participation**



Ashley Valley Energy Route

BLM Public Scoping Meeting

June 5, 2014

6:00 – 8:00 pm

Vernal City Offices, Community Room

BLM: Vernal Field Office
Stephanie Howard
170 South 500 East
Vernal, Utah 84078

435-781-4469

Welcome and Public Scoping Meeting Overview

Thank you for attending the BLM's Ashley Valley Energy Route public scoping meeting. Your involvement is critical to the success of this process. Tonight is an opportunity for you to share with us your issues, concerns and solutions.

As you state your issues, please be as specific as possible. In order for us to resolve any issues, we need to know what, why, when, where, and how. For example:

If recreation is a concern to you, tell us specifically what the concern is, why it is a concern, where it occurs, when it occurs and how the concern might be resolved.

All points of view will be respected and valued. There are many different ways to participate and contribute tonight. Please take advantage of them all. And remember to be as specific as possible.

Purpose of Tonight's Public Scoping Meeting

The goals of tonight's public scoping meeting are to:

- provide useful and timely information for the public during the scoping stage;
- seek public comments and involvement at a decision-making step of the assessment process;
- ensure that public comments are heard and considered and incorporated into final decisions.

Format for Tonight's Public Scoping Meeting

6:00 – 8:00 p.m. – Information Stations Open

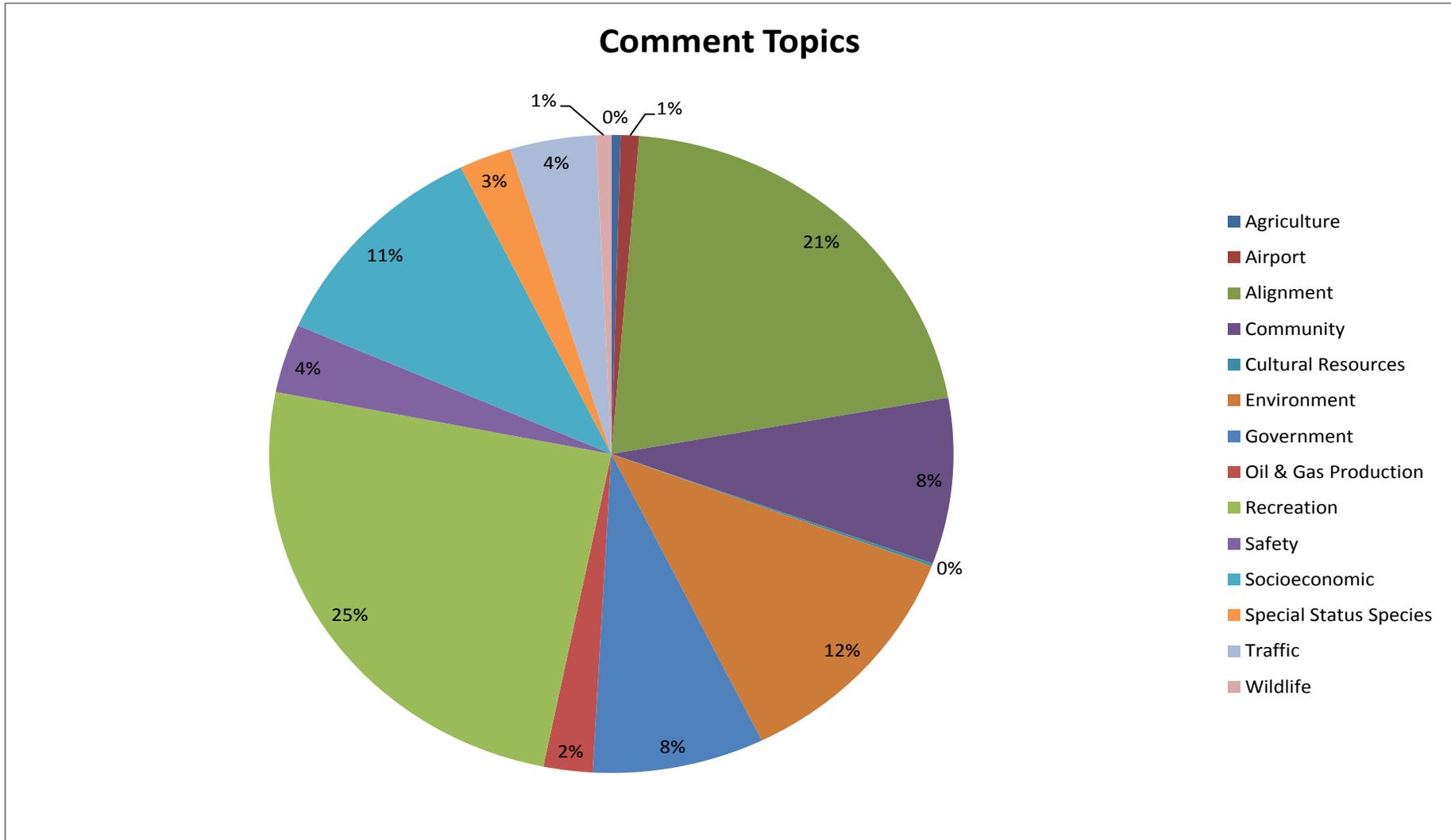
Three informational stations are set up throughout the room. Each station has a staff member to answer your questions and assist in providing comments.

- **Station One** – About the Proposed Action, Development Timeline and Process, BLM Environmental Assessment Process.
- **Station Two** – Proposed Action Key Facts and Project Flyover.
- **Station Three** – Resources of Concern, Recreation Resources, Greater Sage Grouse Habitat, Growth and Traffic.

There are several ways that you can make comments tonight:

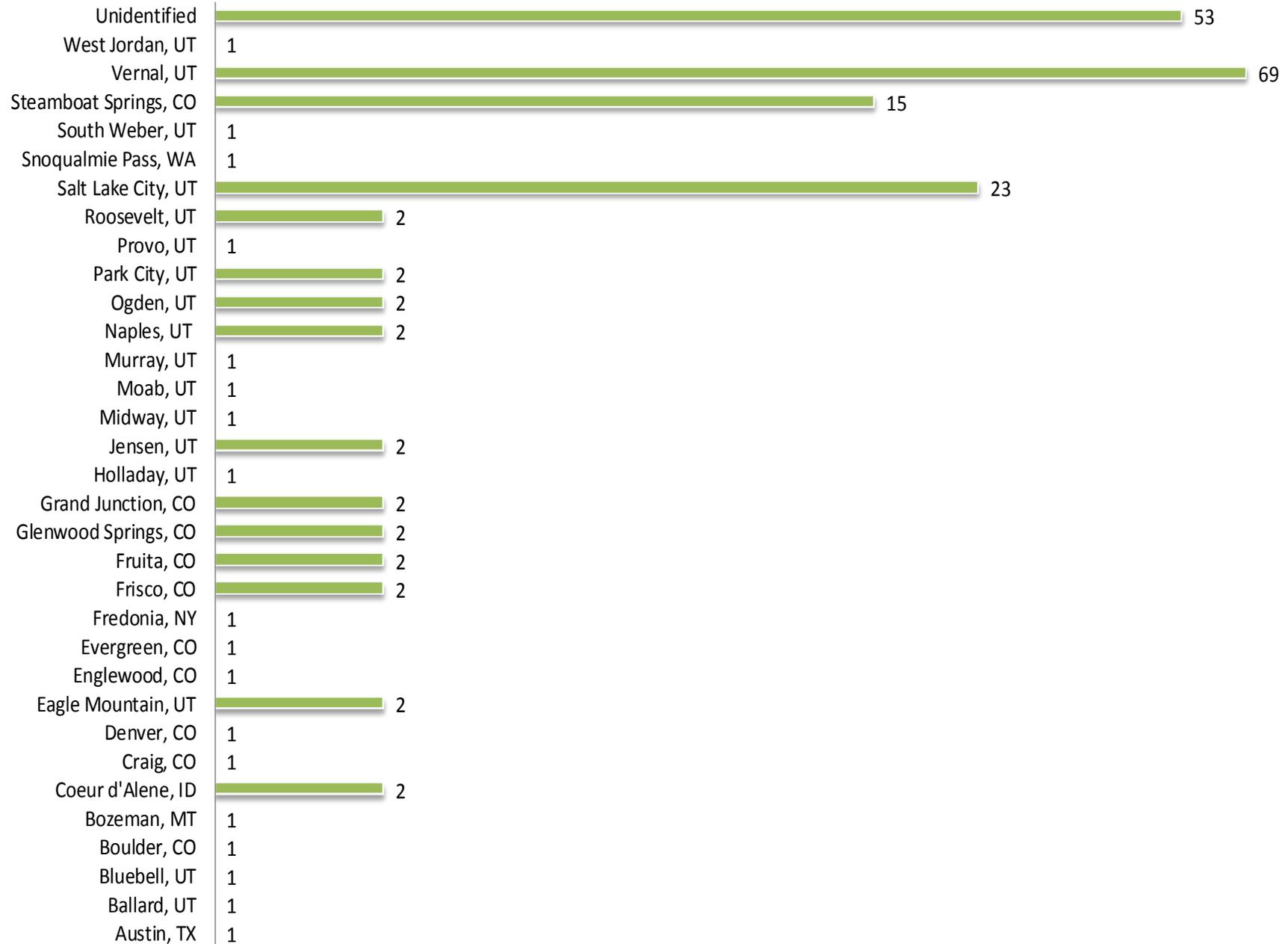
- Write your comments down on the enclosed comment sheet and leave in the basket at the registration table;
- Prepare written comments using the self-addressed comment sheet and mail to BLM on or before June 12, 2014;
- Submit comments on the BLM website at:
https://www.blm.gov/epl-front-office/eplanning/nepa/nepa_register.do
To submit a comment on the above webpage, choose the "Advanced Search" hyperlink, and in the "Project Name" field type in "Ashley Valley Energy Route." Open the project website and click on the "Comment on Document" button. A newsletter summarizing the project and a map can also be found on this website."
- Email comments to blm_ut_venal_comments@blm.gov.

Scoping comments are due by June 12, 2014



Commenter City of Residency

■ Commenter City of Residency



Appendix Twelve– Public Commenters

Table 1. BLM AVER Project Public Scoping Report Public Commenters					
Comment Number	First Name	Last Name	Organization	City	State
1	Aaron	Clark	International Mountain Biking Association	Boulder	Colorado
4	Alison	Holland		Park City	Utah
5	Amber	Howell			
6	Amy	Kopischke			
8	Andrea	Olsen			
9	Angela	Catterson			
10	Angela H.	Melzer		Steamboat Springs	Colorado
11	Ashley	Losey			
12	Bart	Gillespie	Polytrauma Amputation Network Coordinator	Salt Lake City	Utah
13	Becky	Williams	NUMB	Vernal	Utah
14	Ben	Beall		Steamboat Springs	Colorado
15	Benjamin	Burger		Vernal	Utah
16	Bert	Granberg		Salt Lake City	Utah
17	Bill	Jackman		Murray	Utah
18	Bj	Honeycutt			
19	Brad	Petersen	Utah Governor's Office of Economic Development Director of the Utah Office of Outdoor Recreation	Salt Lake City	Utah
20	Durant	Brenda		Vernal	Utah
21	Brian	Ingoldsby			
22	Bryce	Perkins		Salt Lake City	Utah
23	Cale	Dancho		Denver	Colorado
24	Calvin	McDonald	NUMB	Vernal	Utah
25	Carl	Robinson			
26	Chanel	Caughey			
27	John	Wallace		Eagle Mountain	Utah
30	Chris	Hood			
33	Chuck	List		Park City	Utah
34	Cody	Aland			
35	Colin	Gregersen		Salt Lake City	Utah
37	Daniel	Barlow		Vernal	Utah

Table 1. BLM AVER Project Public Scoping Report Public Commenters

Comment Number	First Name	Last Name	Organization	City	State
38	Daniel	Monaco		Englewood	Colorado
39	Dave	Higgins			
40	Dave	Litis		Salt Lake City	Utah
41	David	Blake			
42	David	Jones			
43	David	Nichols		Midway	Utah
44	David	Sam		Vernal	Utah
45	Day	DeLaHunt		Jensen	Utah
47	Debi	Tracy			
49	Dustin	Pye			
50	Dwight	Blackwell		Vernal	Utah
51	Elizabeth	Martin			
52	Elke	Dratch			
53	Eric	Bunce			
54	Eric	Dilworth			
55	Eric	Gardey		Glenwood Springs	Colorado
56	Frank	Fidler			
57	Graham	Bergh	Resource Revival, Inc.		
58	Grey	Schuhmacher	Idaho Rentals		
59	Herm	Hoops	Oneway Boatworks	Jensen	Utah
60	Holly	Hertzke			
61	Jacqueline	Concannon			
62	Jacob	Weber	US Army		
63		Unassigned			
64	James	Sunkel	Over the Edge Sports	Fruita	Colorado
65	Jared	Hargrave	Utah Outside.com		
66	Jason	Dilworth		Fredonia	New York
69	Jeff	Carlson			
71	Jennifer	Cole		Ogden	Utah
72	Jennifer	Maiolo		Craig	Colorado
74	Matthew	Politte			
76	Jim	Feiro		Vernal	Utah
77	Joe	Porter		Vernal	Utah
78	Joe	Wiggins	ARUP Laboratories	West Jordan	Utah
79	John	Knoblock		Salt Lake City	Utah
80	Jon	Jakupak	Backcountry.com		
81	Jordan	Chistopher		Salt Lake City	Utah
82	Jordan	Diamond	Bard Access Systems	Salt Lake City	Utah

Table 1. BLM AVER Project Public Scoping Report Public Commenters

Comment Number	First Name	Last Name	Organization	City	State
83	Jordan	Seldin			
84	Joseph	Fife		Austin	Texas
85	Joshua	Murrill			
86	Julie	Pereira		Salt Lake City	Utah
87	Karen	Strong		Steamboat Springs	Colorado
88	Katelyn	Rothe		Holladay	Utah
89	Kathy	McKinstry		Steamboat Springs	Colorado
90	Katy	Andrews		Salt Lake City	Utah
91	Keely	Simper			
92	Keith	Beard			
93	Kelly	Nywening		Vernal	Utah
94	Kelly	Sherwood			
95	Kenneth	Ransom		Glenwood Springs	Colorado
96	Will	Miccio			
97	Kevin	Kopischke		Steamboat Springs	Colorado
98	Kevin	Sperie		Grand Junction	Colorado
99	Kevin	Curd		Snoqualmie Pass	Washington
100	Landon	Monholland	Over the Edge Sports	Fruita	Colorado
101	Larry	Lindeman	Fagen, Inc.	Steamboat Springs	Colorado
102	Laurel	Hunter		Moab	Utah
103	Lewis	Hansen		South Weber	Utah
104	Lucy	Jordan		Salt Lake City	Utah
105	Mallory	Goodman	NUMB	Vernal	Utah
106	Mark	Coulam		Salt Lake City	Utah
107	Martin	Cuma	University of Utah		
108	Martin	Abbott			
109	Matt	Hightower		Steamboat Springs	Colorado
110	Melanie	McDaniels		Salt Lake City	Utah
111	Melissa	Frogh		Vernal	Utah
112	Melissa	Henderickson		Coeur d'Alene	Idaho
113	Michael	Engberson		Eagle Mountain	Utah
114	Michael	Howell		Salt Lake City	Utah
115	Michael	Kent		Steamboat Springs	Colorado
116	Mike	McClellan		Vernal	Utah

Table 1. BLM AVER Project Public Scoping Report Public Commenters

Comment Number	First Name	Last Name	Organization	City	State
117	Mike	Bisignani		Salt Lake City	Utah
118	Melissa	Dressen		Steamboat Springs	Colorado
119	Nate	Ferguson			
120	Nicholas	Blackburn		Provo	Utah
121	Nick	Schou		Salt Lake City	Utah
122	Nicolai	Bencke		Steamboat Springs	Colorado
123	Peregrine	Bosier			
124	Rachel	Uresk		Roosevelt	Utah
125	Rebekah	Jones	Uintah High School Mountain Biking Club	Vernal	Utah
126	Rebekah	Sease			
127	Rick	Melzer		Steamboat Springs	Colorado
128	Richard	Steiner		Salt Lake City	Utah
129	Rodd	Repsher	Altitude Cycle/NUMB	Vernal	Utah
131	Ryan	Buerkle	NUMB	Vernal	Utah
132	Ryan	Totman		Ogden	Utah
134	Ryan	Palmer	Overstock.com		
135	Sandy	Kent		Steamboat Springs	Colorado
136	Virginia	Exton		Vernal	Utah
137	Sonja	Norton	Vernal City Mayor	Vernal	Utah
138	Dan	Dilsaver		Vernal	Utah
139	Tyler	Lupcho		Vernal	Utah
140	Oliver	Anderson	Uintah County Public Lands	Vernal	Utah
141	Pam	Clinch		Vernal	Utah
142	Nelle	Heeney		Vernal	Utah
143	JC	Brewer		Vernal	Utah
144	Marvin	Clinch	Western Chemical Specialties	Vernal	Utah
146	Jeff	Chugg	Utah Highway Patrol	Vernal	Utah
147	Allen	Knutson		Vernal	Utah
149	Troy	Lupcho	NUMB - Altitude Cycle	Vernal	Utah
154	Shannon	Fleetwood	NUMB	Vernal	Utah
155	Stacia	Dickson	NUMB	Vernal	Utah
157	Grace	McDonald		Vernal	Utah

Table 1. BLM AVER Project Public Scoping Report Public Commenters

Comment Number	First Name	Last Name	Organization	City	State
158	LeaAnn	Jolley		Vernal	Utah
159	Jared	Bigler		Vernal	Utah
160	Jeff	Merrell	Sheriff	Vernal	Utah
163	Mike	Bectegnelli		Bluebell	Utah
164	Cassie	Silvester		Vernal	Utah
167	Thomas	Nordstom	Mayor of Ballard City	Ballard	Utah
168	Craig	Blunt	Naples City Manager	Naples	Utah
170	Helen	Brown		Steamboat Springs	Colorado
171	Scott	Shirey	Loveland Ski Areas	Frisco	Colorado
172	Scott	Wardle	Uintah Recreation District		
173	Shane	Kemp		Salt Lake City	Utah
174	Shane	Matolyak		Bozeman	Montana
175	Shaylene	McClellan		Vernal	Utah
176	Kathleen	Clarke	Director: Public Lands Policy Coordination Office	Salt Lake City	Utah
177	Soniya	Fidler		Steamboat Springs	Colorado
178	Stan	Pitcher		Salt Lake City	Utah
180	Steve	Dwyer			
181	Tara	Hamilton		Vernal	Utah
182	Tildon	Jones	NUMB	Vernal	Utah
183	Timothy	Hendrickson			
184	Timoni	Slusher			
185	William	Jones			
186	Tom	Castrigno		Frisco	Colorado
187	Tom	Diegel		Salt Lake City	Utah
188	Tom	Elder	Uintah County	Vernal	Utah
189	Tony	Tennyson			
190	Travis	Anderson		Grand Junction	Colorado
191	Trevor	Atkison			
193	Tyler	Callantine	Dinosaur River Expeditions	Vernal	Utah
194	Tyler	Callantine		Vernal	Utah
195	Kevin	Casey		Coeur d'Alene	Idaho
36,166	Colter	Leys		Salt Lake City	Utah
46,152	Deb	DeBerard		Vernal	Utah
48,150	Donald	Lopeparo	NUMB	Vernal	Utah
70,165	Jeffrey	Rust		Vernal	Utah

Table 1. BLM AVER Project Public Scoping Report Public Commenters

Comment Number	First Name	Last Name	Organization	City	State
75,151	Jessi	Brunson	NUMB	Vernal	Utah
130,156	Ron	Richards	NUMB	Vernal	Utah
133,153	Ryan	McKnab	NUMB	Vernal	Utah
145,179	Stephen	Frye		Vernal	Utah
148,192	Trina	Hedrick	NUMB	Vernal	Utah
73,161,169	Jeri	Burhorn-Politte	NUMB	Vernal	Utah
2,3	Aidan	Deletant	NUMB	Vernal	Utah
28,29	Chis	Cochella			
31, 32	Christina	Freeman		Steamboat Springs	Colorado
67,68	Jason	Uresk	NUMB	Roosevelt	Utah
7, 162	Amy	Richards	KLCY & Community Best RE & NUMB	Vernal	utah

Appendix Thirteen– Scoping Participants

Scoping Participants - BLM Environmental Assessment - Ashley Valley Energy Route Not for Public Distribution										
Comment Number	Attended OH	First Name	Last Name	Organization	Address	City	State	Zip	Phone	E-mail
108		Martin	Abbott						206-617-0996	matt.w.abbott@gmail.com
34		Cody	Aland							codyaland@gmail.com
140	x	Oliver	Anderson	Uintah County Public Lands	1966 W 1500 S	Vernal	Utah	84078	435-228-6111	banqup36-17@hotmail.com
190		Travis	Anderson		747 Glen Ct. #40	Grand Junction	CO	81506	307-760-4866	goldenhawk1980@hotmail.com
90		Katy	Andrews		1381 Hudson Ave.	Salt Lake City	Utah	84106		katy_andrews@yahoo.com
191		Trevor	Atkison							trevatk2@gmail.com
37	x	Daniel	Barlow		58 Wasatch Ave.	Vernal	Utah	84078		d.barlow9@icloud.com
	x	Scott	Bartlett	SITLA						-
	x	Ken	Bassett	Vernal City Manager	374 East Main	Vernal	Utah	84078	435-789-2255	kbassett@vernalcity.org
14		Ben	Beall		257 Spruce Street	Steamboat Springs	CO	80487		bensbeall@gmail.com
92		Keith	Beard							ruinane@gmail.com
163	x	Mike	Bectegnelli		HC 65 Box 104	Bluebell	Utah	84007	435-790-1105	mbertagn@gmail.com
122		Nicolai	Bencke		PO Box 776068	Steamboat Springs	CO	80477		nbencke@hotmail.com
57		Graham	Bergh	Resource Revival, Inc.						graham@resourcerevival.com
	x	Liberty	Best	Vernal Express					435-219-9395	lbest@ubmedia.biz
159	x	Jared	Bigler		920 N 1400 W	Vernal	Utah	84078	435-219-5353	bigjaredler78@yahoo.com
117		Mike	Bisignani			Salt Lake City	Utah			mikebpt@hotmail.com
120		Nicholas	Blackburn		936 S 1230 E	Provo	Utah	84606		
50		Dwight	Blackwell		Box 790346	Vernal	Utah	84079		dblackwell@deserado.com

Scoping Participants - BLM Environmental Assessment - Ashley Valley Energy Route Not for Public Distribution

Comment Number	Attended OH	First Name	Last Name	Organization	Address	City	State	Zip	Phone	E-mail
41		David	Blake							davidblack32@gmail.com
168		Craig	Blunt	Naples City Manager	1420 East 2850 South	Naples	Utah	84078		
123		Peregrine	Bosier							pfbosier@gmail.com
20		Durant	Brenda			Vernal	Utah			brenda.durant@gmail.com
143	x	JC	Brewer		3154 E 3500 S	Vernal	Utah	84078	435-789-4825	
170		Helen	Brown		257 Spruce Street	Steamboat Springs	CO	80487	828-989-4642	helenindabrown@gmail.com
75,151	x	Jessi	Brunson	NUMB	318 Allen Drive	Vernal	Utah	84078	602-388-5439	jessibru@yahoo.com
131	x	Ryan	Buerkle	NUMB	492 E 700 South	Vernal	Utah	84078	406-600-1738	r_buerkle@hotmail.com
53		Eric	Bunce							ebunce@hotmail.com
15	x	Benjamin	Burger		965 N. 2250 W.	Vernal	Utah	84078	435-789-2228	benjamin.burger@usu.edu
73,161,169	x	Jeri	Burhorn-Politte	NUMB	PO Box 1753	Vernal	Utah	84078	435-219-6672	paley2a@yahoo.com
193		Tyler	Callantine	Dinosaur River Expeditions	550 East Main Street	Vernal	Utah	84078	800-345-7238	dinoriverexp@gmail.com
194		Tyler	Callantine		PO Box 1651	Vernal	Utah	84078	801-499-9181	tylercallantine@aol.com
	x	Jen	Callantine	Dinosaur River Expeditions	PO Box 1651	Vernal	Utah	84078	801-941-0249	dinoriverexp@gmail.com
69		Jeff	Carlson							jeff@goldcampbreckenridge.com
195		Kevin	Casey		503 West Summit Ave.	Coeur d'Alene	Idaho	83814		-
186		Tom	Castrigno		PO Box 2681	Frisco	CO	80443	970-333-1788	tcastrigno@gmail.com
	x	Neil	Cathey		1932 E 1300 S	Naples	Utah	84078	435-828-8092	nmc1997@yahoo.com
9		Angela	Catterson							angelacatterson@comcast.net
26		Chanel	Caughey							booklyn65@comcast.net

Scoping Participants - BLM Environmental Assessment - Ashley Valley Energy Route Not for Public Distribution

Comment Number	Attended OH	First Name	Last Name	Organization	Address	City	State	Zip	Phone	E-mail
	x	Matt	Cazier	Uintah County	152 E 100 N	Vernal	Utah	84078	435-781-5336	mcazier@co.uintah.utah.us
81		Jordan	Chistopher		35 F St. Apt 527	Salt Lake City	Utah	84103		jordan.o.christopher@gmail.com
146		Jeff	Chugg	Utah Highway Patrol	641 E 300 S #300	Vernal	Utah	84078		
1		Aaron	Clark	International Mountain Biking Assocation	PO Box 7578	Boulder	CO			aaron.clark@imba.com
176		Kathleen	Clarke	Director: Public Lands Policy Coordination Office	5110 State Office Building	Salt Lake City	Utah	84114	801-537-9193	
141		Pam	Clinch		2611 So. Vernal Ave.	Vernal	Utah	84078	435-789-6846	pam.skip@1791.com
144		Marvin	Clinch	Western Chemical Specialties	1339 E Hwy 40	Vernal	Utah	84078	435-790-4890	wcs_skip52@yahoo.com
28,29		Chis	Cochella						801-518-8864	ccochema@me.com
71		Jennifer	Cole		1315 East 1960 South	Ogden	Utah	84403		jen.cole306@yahoo.com
61		Jacqueline	Concannon							desertrat00@msn.com
106		Mark	Coulam			Salt Lake City	Utah			markcoulam@yahoo.com
107		Martin	Cuma	University of Utah						martin.Cuma@utah.edu
99		Kevin	Curd		PO Box 110	Snoqualmie Pass	Washington	98068		
23		Cale	Dancho		2440 Poplar Street	Denver	CO	80207		caledancho@gmail.com
	x	John	Dawaltd		1484 Belford Ct.	Evergreen	CO	80439	720-849-1740	

**Scoping Participants - BLM Environmental Assessment - Ashley Valley Energy Route
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Comment Number	Attended OH	First Name	Last Name	Organization	Address	City	State	Zip	Phone	E-mail
46,152	x	Deb	DeBerard		904 Skyline Dr.	Vernal	Utah	84078	801-842-4427	d_abeshouse@hotmail.com
45		Day	DeLaHunt			Jensen	Utah			day.delahunt@gmail.com
2,3	x	Aidan	Deletant	NUMB	904 N 2230 W	Vernal	Utah	84078	435-219-3916	vernalmbt@gmail.com
	x	Melissa	Deletant	NUMB	904 N 250 W	Vernal	Utah	84078		
82		Jordan	Diamond	Bard Access Systems	605 North 5600 West	Salt Lake City	Utah	84116	801-595-4929	jordan.diamond@crbard.com
155	x	Stacia	Dickson	NUMB	1150 W 765 N	Vernal	Utah	84078	435-790-0497	stacia_dickson@yahoo.com
187		Tom	Diegel		2256 S. 1800 E	Salt Lake City	Utah	84106	901-230-8010	tom.diegel@gmail.com
138	x	Dan	Dilsaver		201 N 1500 W	Vernal	Utah	84078	435-790-6643	autoworks@autoworksutah.com
54		Eric	Dilworth							dilworthcire@gmail.com
66		Jason	Dilworth		6 Bryant Place	Fredonia	New York	14063	716-679-5384	jasondilworth@gmail.com
52		Elke	Dratch							elkedratch@gmail.com
118		Melissa	Dressen		PO Box 776042	Steamboat Springs	CO	80477	970-846-5302	wildtelechick@yahoo.com
180		Steve	Dwyer						307-699-3189	sirdwyeresquire@gmail.com
188	x	Tom	Elder	Uintah County	1826 N 1500 W	Vernal	Utah	84078		tomelder@easilink.com
113		Michael	Engberson		3542 N Canary Way	Eagle Mountain	Utah	84005	801-367-9750	michaelengberson@gmail.com
136	x	Virginia	Exton		179 S 100 E	Vernal	Utah			
	x	Amy	Farnsworth-Stratton		PO Box 1064	Vernal	Utah	84078	435-219-1888	amyfarnsworth@vernaltutoring.com
76		Jim	Feiro			Vernal	Utah			jfeiro3@gmail.com
119		Nate	Ferguson							fergnate@gmail.com
56		Frank	Fidler							frankfidler@msn.com
177		Soniya	Fidler		1275 Saratoga Avenue	Steamboat Springs	CO	80487		soniyafidler@gmail.com

Scoping Participants - BLM Environmental Assessment - Ashley Valley Energy Route Not for Public Distribution

Comment Number	Attended OH	First Name	Last Name	Organization	Address	City	State	Zip	Phone	E-mail
84		Joseph	Fife			Austin	Texas	78745		
154	x	Shannon	Fleetwood	NUMB	2500 South 500 West	Vernal	Utah	84078	435-790-8548	
31, 32		Christina	Freeman			Steamboat Springs	CO	80487		cfreeman@steamboatsprings.net
111		Melissa	Frogh		550 East Main Street	Vernal	Utah	84078		melissa.frogh@msu.montana.edu
145,179		Stephen	Frye		901 Skyline Drive	Vernal	Utah	84078	385-225-0742	treebee3830@gmail.com
55		Eric	Gardey			Glenwood Springs	CO	84601		
12		Bart	Gillespie	Polytrauma Amputation Network Coordinator	500 Foothil Blvd	Salt Lake City	Utah	84148	801-582-1565, ext 1424	bart.gillespie@va.gov
	x	Josh	Gondek		1570 N. Dry Fork	Vernal	Utah	84078	801-209-9176	jmgondeli04@gmail.com
105	x	Mallory	Goodman	NUMB	2369 W 550 N	Vernal	Utah	84078	570-856-0268	mallorygoodman@msn.com
16		Bert	Granberg		1637 Roosevelt Ave.	Salt Lake City	Utah			bert.granberg@gmail.com
35		Colin	Gregersen		2647 Filmore St.	Salt Lake City	Utah	84106		csgregersen@yahoo.com
	x	Amadeus	Guy		72 E 200 S	Vernal	Utah	84078	435-789-9366	amadeus@stratanet.com
181	x	Tara	Hamilton		1860 East 4000 South	Vernal	Utah	84078	801-390-7485	tarabug0511@aol.com
103		Lewis	Hansen		8028 South 2250 East	South Weber	Utah	84405		lewis.hansen@atk.com
65		Jared	Hargrave	Utah Outside.com						jphargrave@yahoo.com
	x	Bart	Haslem	APEX	PO 1145	Vernal	Utah	84078	435-823-7370	hhvsi@ubtanet.com
148,192	x	Trina	Hedrick	NUMB	382 Kentucky Way	Vernal	Utah	84078	435-790-2283	trina_hedrick@yahoo.com
142	x	Nelle	Heeney		PO Box 126	Vernal	Utah	84078	435-789-3147	

Scoping Participants - BLM Environmental Assessment - Ashley Valley Energy Route

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Comment Number	Attended OH	First Name	Last Name	Organization	Address	City	State	Zip	Phone	E-mail
112		Melissa	Henderickson		503 West Summit Ave.	Coeur d'Alene	Idaho	83814		melissahendrickson@gmail.com
183		Timothy	Hendrickson							tim.hendrickson@willis.com
60		Holly	Hertzke							holly.hertzke@us.af.mil
39		Dave	Higgins							kubrick51@hotmail.com
109		Matt	Hightower		PO Box 881574	Steamboat Springs	CO	80488		
4		Alison	Holland			Park City	Utah	84098	435-230-2417	turquoisesheep@gmail.com
18		Bj	Honeycutt							honeycuttbj@yahoo.com
30		Chris	Hood							falconbiz@gmail.com
59		Herm	Hoops	Oneway Boatworks		Jensen	Utah			hoops@ubtanet.com
5		Amber	Howell							ahowell304@gmail.com
114		Michael	Howell		3826 Canyon River Way, #1	Salt Lake City	Utah	84119		
102		Laurel	Hunter		559 Sundial Drive	Moab	Utah		-	laurel@laurelhunter.com
21		Brian	Ingoldsby							briani_73@yahoo.com
17		Bill	Jackman			Murray	Utah		801-750-1223	billj121@gmail.com
80		Jon	Jakupak	Backcountry.com					801-736-6396 ext. 4378	jjakupak@backcountry.com
158		LeaAnn	Jolley		965 N 2250 W	Vernal	Utah	84078	435-789-2228	jolleyfrog@yahoo.com
42		David	Jones							orlandoftiger@gmail.com
125		Rebekah	Jones	Uintah High School Mountain Biking Club	432 Durango Drive	Vernal	Utah	84078		rebekah.jones@uintah.net
182	x	Tildon	Jones	NUMB	432 Durango Drive	Vernal	Utah	84078		tildon.jones@gmail.com
185		William	Jones							tip@charter.net
104		Lucy	Jordan		1154 Laird Ave.	Salt Lake City	Utah	84105		lucycycle@gmail.com

Scoping Participants - BLM Environmental Assessment - Ashley Valley Energy Route Not for Public Distribution

Comment Number	Attended OH	First Name	Last Name	Organization	Address	City	State	Zip	Phone	E-mail
173		Shane	Kemp			Salt Lake City	Utah	84121		
115		Michael	Kent			Steamboat Springs	CO			smkent@g.com
135		Sandy	Kent		40465 Haven Place	Steamboat Springs	CO	80487	970-879-0582	skent4439@gmail.com
79		John	Knoblock		4475 South Zarahemla Dr.	Salt Lake City	Utah	84124	801-274-0566	johnhknoblock@yahoo.com
147	x	Allen	Knutson		315 E 500 S	Vernal	Utah	84078	435-790-5799	coupleaj@yahoo.com
6		Amy	Kopischke						970-389-3900	amy@rocketgurl.com
97		Kevin	Kopischke			Steamboat Springs	CO			valps@comcast.net
36,166		Colter	Leys		1340 S 1800 E	Salt Lake City	Utah	84108		
101		Larry	Lindeman	Fagen, Inc.		Steamboat Springs	CO		651-728-1531	llindeman@fageninc.com
33		Chuck	List			Park City	Utah			chucklist@mac.com
40		Dave	Litis		1124 4th Ave.	Salt Lake City	Utah	84103	801-328-2066	dave@cyclingatutah.com
48,150	x	Donald	Lopeparo	NUMB	382 Kentucky Way	Vernal	Utah	84078	602-377-0620	dlopeparo@gmail.com
11		Ashley	Losey							
139		Tyler	Lupcho		386 N 700 W	Vernal	Utah	84078		
149	x	Troy	Lupcho	NUMB - Altitude Cycle	580 E Main St.	Vernal	Utah	84078	435-790-6200	troyboy@altitudecycle.com
72		Jennifer	Maiolo			Craig	CO	81625		jennifer_maiolo@msn.com
51		Elizabeth	Martin							efmartin@lscs.edu
	x	Mark	Mason	Uintah Trails	2411 S. 300 W	Vernal	Utah	84078	435-828-6436	m.mason@macu.com
174		Shane	Matolyak		304 Kimball Avenue	Bozeman	Montana	59718		shane.matolyak@tetrattech.com
116	x	Mike	McClellan		1406 West 975 South	Vernal	Utah	84078	435-760-6084	mike_mcclellan@yahoo.com

**Scoping Participants - BLM Environmental Assessment - Ashley Valley Energy Route
Not for Public Distribution**

Comment Number	Attended OH	First Name	Last Name	Organization	Address	City	State	Zip	Phone	E-mail
175		Shaylene	McClellan		1406 West 975 South	Vernal	Utah	84078	435-760-0094	shay_sullivan@hotmail.com
110		Melanie	McDaniels		760 East 100 South, #3	Salt Lake City	Utah	84102		longjumper42@gmail.com
24	x	Calvin	McDonald	NUMB	1781 Split Mtn. Drive	Vernal	Utah	84078	435-790-4629	calvin@chicoutdoors.com
157		Grace	McDonald		1781 Split Mtn. Drive	Vernal	Utah	84078	435-789-4629	
	x	Megan	McDonald		1781 Split Mtn. Drive	Vernal	Utah	84078	435-790-5119	meggielou80@hotmail.com
89		Kathy	McKinstry		2740 Brandon Circle	Steamboat Springs	CO	80487	970-980-1748	kathymckinstry5@yahoo.com
133,153	x	Ryan	McKnab	NUMB	318 Allen Drive	Vernal	Utah	84078		mcknab@yahoo.com
	x	Jessica	McLavey	Altitude Cycle	110 N 2500 W #B - 303	Vernal	Utah	84078	970-317-8323	jessica.mclavey@gmail.com
10		Angela H.	Melzer		27482 Brandon Circle PO Box 773141	Steamboat Springs	CO	80487	970-846-1598	angela.silvernail@gmail.com
127		Rick	Melzer		27482 Brandon Circle	Steamboat Springs	CO	80487	970-819-7345	truehiker@gmail.com
160	x	Jeff	Merrell	Sheriff	641 East 300 South, Suite #250	Vernal	Utah	84078	435-789-2511	
96		Will	Miccio							willmiccio@yahoo.com
38		Daniel	Monaco			Englewood	CO			danheckler@hotmail.com
100		Landon	Monholland	Over the Edge Sports		Fruita	CO		970-585-7220	landon@otesports.com
85		Joshua	Murrill						719-659-8467	joshua.murrill@gmail.com
43		David	Nichols		1274 Windmill	Midway	Utah	84049	460-458-0267	dnick@me.com

Scoping Participants - BLM Environmental Assessment - Ashley Valley Energy Route Not for Public Distribution

Comment Number	Attended OH	First Name	Last Name	Organization	Address	City	State	Zip	Phone	E-mail
					Lane					
167		Thomas	Nordstom	Mayor of Ballard City	2381 E 1000 S	Ballard	Utah	84066	435-722-3393	ballcity@ubtanet.com
137		Sonja	Norton	Vernal City Mayor	374 East Main	Vernal	Utah	84078		
93		Kelly	Nywening		328 West 350 South	Vernal	Utah	84078	845-913-6280	kellynywening@gmail.com
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Scoping Participants - BLM Environmental Assessment - Ashley Valley Energy Route

Not for Public Distribution

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Scoping Participants - BLM Environmental Assessment - Ashley Valley Energy Route

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Appendix Fourteen– Public Comment Coding and Identified Issues

BLM Environmental Assessment - AVER			
Public Comment Coding and Identified Issues			
Number	Topic	Subtopic	Issue
1	Alignment	Impact to Trails	Concerned that if there is access from the bypass to existing road that runs through the McCoy Flats Trail that traffic will increase to the detriment of trail users and trailhead facilities.
1	Alignment	Options	Not against a bypass route, wants to minimize impact to McCoy Flats Trail investments and assets and consideration of an alternate route north and south of the trail complex.
1	Community	Investment	Concerned that the bypass will affect taxpayer, BLM and volunteer investment and damage will be felt by local residents, businesses and visitors to the region.
1	Environmental	Air Quality	Current design will impact solitude, quiet, sounds and create low quality experience with industrial noise, visual traffic, dust and exhaust.
1	Environmental	Recreational Experience	Concerned that the close proximity of such a busy road will degrade the character of the trailhead facilities and trails the bypass route does not cross.
1	Environmental	Visual Resources	Current design will impact natural sights and create low quality experience with the mere presence of the road.
1	Recreation	Bike Trails	Concerned that if the bypass is not deliberately planned to minimize impacts, it would be detrimental to the McCoy Flats Trails.
1	Recreation	Bike Trails	Current design crosses two trails and will degrade one-fifth of the trail system and close the trailhead at the heart of the McCoy Flats Trails.
1	Recreation	Visitors	Concerned the bypass road will lead to visitor displacement.
2	Alignment	Impact to Trails	Concerned that having the bypass cross two trails on the south of the McCoy Flats Trail system would render approximately one-fifth of the system unusable.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
2	Community	Investment	Concerned that the proximity of the By-Pass to the McCoy trailhead will undermine the significant facilities investment by the BLM.
2	Recreation	Bike Trails	Concerned that the proximity of the By-Pass to the center of the McCoy trails system would significantly degrade the character of the trailhead facilities and the trails.
3	Alignment	Support	Concerned that the 2008 public consultation used to determine the route is outdated and doesn't reflect the current use of the McCoy Flats trails systems and current support for the route.; which did not exist in 2008.
3	Environmental	Recreational Experience	Concerned that the proximity of the By-Pass to the trials will degrade their peaceful desert locations
3	Government	Planning & Zoning	Concerned that an alternative route to the South is not being considered because of a possible Airport.
3	Recreation	Visitors	Concerned about the proposed mitigation effort and its place in the construction schedule. If the mitigation id done after the By-Pass is added it would make the trails unusable for a considerable amount of time and detour visitors.
4	Alignment	Visitors	Concerned that the Bypass will pull traffic off Highway 40 and tourists out of the downtown area.
4	Recreation	Investment	Concerned that the community has already invested time and money into the McCoy Flats trails system and the quality of that investment would be affected by the addition of the bypass.
4	Special Status Species	Greater Sage Grouse	Concerned that the current route would affect critical sage grouse habitat that could be avoided if the route was changed to the East of the trails.
5	Socio-Economic	Socioeconomic	Concerned that the By-Pass will reaffirm Vernal status as an oil and gas town instead of being know for its various recreation opportunities.
6	Recreation	Visitors	Concerned that the Bypass would make the McCoy Flats trails system less appealing to visitors.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
7	Alignment	Impact to Trails	Concerned that the proximity of the Bypass to the McCoy trails system will impact the usability of the trails.
8	Community	Investment	Concerned that the work that has been put into the trails system would be difficult to replicate at another location.
8	Recreation	Visitors	Concerned that the bypass would impact visitors experience at the McCoy trails and detour future tourists to the area.
9	Recreation	Visitors	Concerned that the current route would impact tourist traffic to the McCoy Flats trails system.
10	Community	Investment	Concerned that the bypass would devastate the time and money that have already been invested into the trails system.
10	Recreation	Visitors	Concerned that the bypass could pose a safety risk for visitors utilizing the McCoy Flats trails system thus deterring tourists from visiting the Vernal area to use the trails.
11	Community	Investment	Concerned that the proximity of the bypass to the McCoy trails system will undermine the investment that BLM has made to improve and develop the recreational site.
11	Environmental	Air Quality	Concerned that the bypass will affect the air quality surrounding the McCoy flats trails system.
11	Environmental	Recreational Experience	Concerned that the bypass will affect the quality of the trails system due to the added noise.
12	Community	Investment	Concerned that the proximity of the bypass to the McCoy trails system will undermine the investment that BLM has made to improve and develop the recreational site.
12	Socio-Economic	Tourism	Concerned that the bypass will pull visitors and traveler dollars away from local Vernal businesses
12	Environmental	Recreational Experience	Concerned that the bypass will effect recreational experience of the McCoy Flats trails systems by bringing traffic noise and degrading the beauty of the trails

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
13	Community	Investment	Concerned that the proximity of the bypass to the McCoy trails system will undermine the investment that BLM has made to improve and develop the recreational site. The time and effort that would go into surveying an alternate route would be much less then the work that has gone into developing these trails.
14	Socio-Economic	Tourism	Concerned that the bypass will pull traffic away from Vernal and less visitors will stop at local Vernal businesses.
14	Environmental	Recreational Experience	Concerned that the bypass will degrade the character of the McCoy Flats trails system with excess noise, visual impact and physical impacts.
14	Recreation	Visitors	Concerned that the bypass will detour visitors to the McCoy Flats trails.
15	Socio-Economic	Tourism	Concerned the proposed project will have a detrimental effect on tourism.
15	Environmental	Visual Resources	Concerned that the bypass will destroy the scenic beauty of the McCoy Flats trails system and will leave a perpetual scar on the landscape.
15	Oil & Gas Production	Need	Concerned that building the bypass is not necessary because in the next 15 to 20 years oil exploration and development will move to the eastern and southern portions of the Uintah Basin and the proposed bypass would not support this traffic.
16	Alignment	Options	Concerned that the proposed bypass with four-lanes is larger then it needs to be for the traffic volume that it would carry and would prefer to see a bypass that is only two-lanes.
16	Socio-Economic	Tourism	Concerned that the bypass will pull traffic away from local businesses.
17	Community	Investment	Concerned that the proximity of the bypass to the McCoy trails system will undermine the investment that BLM has made to improve and develop the recreational site.
17	Recreation	Visitors	Concerned that the McCoy Flats trails system will be negatively impacted by a major road and will deter visitors from the travelling to use them.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
18	Socio-Economic	Tourism	Concerned that the bypass will divert traffic away from local Verna businesses.
18	Recreation	Bike Trails	Concerned that the bypass will degrade the character of the McCoy Flats trails system.
19	Alignment	Options	There is a question why other routes were not considered.
19	Recreation	Bike Trails	Concerned that the proximity of the bypass to the McCoy Flat trails system will ruin the user experience.
20	Alignment	Support	Supports the bypass rerouting traffic away from the Vernal community.
20	Community	Investment	Feels that the proposed project benefits the whole community and outweighs the recreational and business needs.
20	Socio-Economic	Businesses	Feels the proposed route will not impact downtown businesses.
20	Recreation	Bike Trails	Wants to mitigate alternative to McCoy Flats but if it meant going through the neighborhood, keep current proposal.
21	Alignment	Impact to Trails	Concerned that the current route will negatively impact the McCoy Flats trails
21	Socio-Economic	Tourism	Concerned that the bypass will deter visitors from coming to Vernal and visiting local businesses.
22	Community	Investment	Concerned the current proposed location for the bypass will undermine the investment of time and money that has been put into the McCoy Trails system.
23	Community	Investment	Concerned that the bypass will undermine all the work and money that has been invested by the BLM and local volunteers.
23	Recreation	Visitors	Concerned the new bypass will make McCoy Flats an undesirable destination
24	Recreation	Bike Trails	Concerned that the bypass will destroy the McCoy Flats trails recreation area.
25	Alignment	Options	Supports the bypass because the area is slotted for multi-use.
26	Community	Investment	Concerned that the bypass will undermine all the work and money that has been invested into the McCoy Flats trails system.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
26	Socio-Economic	Tourism	Concerned that the bypass will impact tourism to the area.
27	Alignment	Impact to Trails	Utilizes the trails system and wants them to continue to exist.
28	Community	Investment	Concerned that the bypass would undermine the investments, support and maintenance the BLM has put into the McCoy Trails system
28	Recreation	Visitors	Concerned that the bypass will affect local Vernal economy because the trails system won't be as desirable anymore.
29	Community	Investment	Concerned that the bypass would undermine the investments, support and maintenance the BLM has put into the McCoy Trails system
29	Recreation	Visitors	Concerned that the bypass will affect local Vernal economy because the trails system won't be as desirable anymore.
30	Recreation	Visitors	Concerned that the bypass could affect the local economy because of the appeal of the biking areas.
30	Special Status Species	Greater Sage Grouse	Concerned that bypass's proximity to the sage grouse could affect its habitat.
31	Environmental	Recreational Experience	Concerned that the bypass will forever alter the McCoy Flats area by diminishing the recreational resources currently in place and making it less attractive for camping, hiking and biking.
32	Environmental	Recreational Experience	Concerned that the bypass will forever alter the McCoy Flats area by diminishing the recreational resources currently in place and making it less attractive for camping, hiking and biking.
33	Recreation	Visitors	Concerned that the bypass would decimate the existing trail system that has taken years to develop and make it unappealing to visitors.
34	Alignment	Impact to Trails	In favor of the project but would like a compromise to be made on the location of the bypass in relation to the McCoy Flats trails system.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
35	Environmental	Recreational Experience	Concerned that the proximity of the bypass to popular camping and recreation land near the McCoy Flats would negatively impact the experience.
36	Community	Investment	Concerned that the bypass will undermine the investment of time made by volunteers and the BLM.
36	Socio-Economic	Tourism	Concerned that the bypass will pull visitors and traveler dollars away from local Vernal businesses
36	Recreation	Visitors	Concerned that the bypass will degrade the environment at the McCoy Flats and drive tourists away.
37	Alignment	Impact to Trails	Against the bypass project because of its impact on the trails system.
38	Alignment	Impact to Trails	Concerned that the current alignment of the bypass located near the center of the McCoy trails system will jeopardize the entire system.
38	Community	Investment	Concerned that the bypass's location in relation to the McCoy flats road will undermine the BLM's investment of time and money spent to improve and develop the site.
38	Socio-Economic	Ranching	Concerned that the bypass will bisect a large permitted grazing area and would cause a burden on local ranchers who use the area for their livelihood
38	Socio-Economic	Tourism	Concerned that the bypass will lead to new business closer to the highway and pull business away from existing establishments.
38	Environmental	Recreational Experience	Concerned that increased traffic near the McCoy trails system will bring sound, sight and exhaust pollution that will cause the trails to receive less use.
38	Environmental	Recreational Experience	Concerned that the bypass will reduce recreational opportunities not associated with the trails system including hunting jogging, camping, target shooting, horseback riding and OHV riding by reducing the amount of land available for these activities on designated routes.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
38	Recreation	Tourists	Concerned that the bypass proximity to the McCoy trails systems will discourage visitation and reduce the potential to develop a more diverse and robust tourism economy.
38	Special Status Species	Greater Sage Grouse	Concerned that the current route of the bypass will impact wildlife resources because it will bisect a contiguous area of sage grouse habitat and is located near potential breeding sites which could lead to a reduction in sage grouse population.
38	Wildlife		Concerned that the bypass may impact the Pronghorn and Elk population which use the area during the winter, spring and fall months. Placement of the bypass would increase the number of wildlife collisions with vehicles and reduce wildlife herds, potentially reducing hunting opportunities as well.
39	Recreation	Visitors	Concerned that the bypass location would negatively impact the McCoy Flats trail complex and jeopardize it as a premier tourist destination.
40	Socio-Economic	Tourism	Concerned that the bypass will pull business away from Vernal
40	Recreation	Visitors	Concerned that the bypass will ruin the McCoy Flats trails and make them less desirable for visitors
41	Community	Investment	Concerned that if the McCoy Flats trails system is altered with the bypass that Vernal won't have a draw for residents to stay or move into the city.
42	Recreation	Tourists	Concerned that the bypass location in relations to the McCoy Flats trails would make them less appealing to visitors.
43	Alignment	Impact to Trails	Concerned the proximity of the bypass to the trails would destroy the enjoyment of the McCoy Flats trails system.
44	Alignment	Impact to Trails	Concerned that the current location would negatively impact the recreational trail system, McCoy Flats trails
45	Alignment	Impact to Trails	Concerned that the bypass will negatively impact the McCoy Flats trails system
45	Community	Investment	Concerned that the community is investing time and resources to support and unproven fuel source.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
45	Socio-Economic	Tourism	Concerned that the bypass will pull business away from Vernal
46	Recreation	Visitors	Concerned that the bypass will jeopardize the McCoy Flats trails complex as an attraction to tourists to Vernal and impact the local economy
47	Alignment	Support	Supports the bypass.
48	Community	Investment	Concerned that the bypass location being so close to the McCoy Flats trail-head will undermine the investment the BLM has made to improve and develop it as a recreational site.
48	Environmental	Recreational Experience	Concerned that the bypass will degrade the recreation experience of the McCoy Flats trails system
49	Recreation	Impact to Trails	Concerned that the bypass would cut a large portion of the McCoy Flats trail network off from the rest
50	Alignment	Impact to Trails	Concerned that the bypass would jeopardize the entire McCoy Flats trails system by cutting through the center of the network cutting two trails off from the system and reducing it by 11 miles or 1/3 of the system.
51	Alignment	Impact to Trails	Concerned that the bypass will impact the McCoy Flats trails system
52	Alignment	Impact to Trails	Concerned that the current alignment of the bypass located near the center of the McCoy trails system will jeopardize the entire system.
52	Community	Investment	Concerned that the bypass's location in relation to the McCoy flats road will undermine the BLM's investment of time and money spent to improve and develop the site.
52	Socio-Economic	Ranching	Concerned that the bypass will bisect a large permitted grazing area and would cause a burden on local ranchers who use the area for their livelihood
52	Socio-Economic	Tourism	Concerned that the bypass will lead to new business closer to the highway and pull business away from existing establishments.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
52	Environmental	Recreational Experience	Concerned that increased traffic near the McCoy trails system will bring sound, sight and exhaust pollution that will cause the trails to receive less use.
52	Environmental	Recreational Experience	Concerned that the bypass will reduce recreational opportunities not associated with the trails system including hunting jogging, camping, target shooting, horseback riding and OHV riding by reducing the amount of land available for these activities on designated routes.
52	Recreation	Tourists	Concerned that the bypass proximity to the McCoy trails systems will discourage visitation and reduce the potential to develop a more diverse and robust tourism economy.
52	Special Status Species	Greater Sage Grouse	Concerned that the current route of the bypass will impact wildlife resources because it will bisect a contiguous area of sage grouse habitat and is located near potential breeding sites which could lead to a reduction in sage grouse population.
52	Wildlife	Habitats	Concerned that the bypass may impact the Pronghorn and Elk population which use the area during the winter, spring and fall months. Placement of the bypass would increase the number of wildlife collisions with vehicles and reduce wildlife herds, potentially reducing hunting opportunities as well.
53	Alignment	Options	Would like an alternative option to be considered that would not impact the McCoy Flats trails system.
54	Alignment	Impact to Trails	Concerned that the current bypass route would negatively impact the McCoy Flats trails system.
55	Recreation	Visitors	Concerned that the current bypass route will have an irreversible negative impact on the McCoy Flats trails system and lead to a decline in the number of people visiting Vernal to use them.
56	Community	Investment	Concerned that the bypass will undermine the investment of time and resources that have been put into the McCoy Flats trails system.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
57	Socio-Economic	Tourism	Concerned that the bypass will impact the health of Vernal's commercial core
57	Recreation	Bike Trails	Concerned that the route of the bypass would impact the McCoy Flats trails system.
58	Recreation	Visitors	Concerned that the bypass will ruin the appeal of the McCoy Flats trails system for visitors who come to Vernal and support the local economy.
59	Community	Investment	Concerned that the bypass will undermine the BLM investment to expand and develop the McCoy Flats trails system
59	Socio-Economic	Oil and Gas Production	Concerned that the bypass is being built to support an industry that doesn't have a long lifespan and is unproven.
59	Socio-Economic	Socioeconomic	Concerned about the socio-economic impacts that the proposed route will have on Vernal
59	Socio-Economic	Tourism	Concerned that the bypass will divert tourists away from downtown businesses.
60	Socio-Economic	Tourism	Concerned that the bypass will pull business out of Vernal.
61	Recreation	Visitors	Concerned that if the bypass follows the proposed route that visitors wouldn't travel to Vernal as much.
62	Recreation	Visitors	Concerned that the current bypass route would impact the McCoy Flats bike trails and deter visitors.
63	Recreation	Visitors	Concerned that the current bypass route would impact the McCoy Flats bike trails and deter visitors.
64	Recreation	Visitors	Concerned that the location of the bypass will impact the McCoy Flats trails system and make it unappealing to visitors.
65	Alignment	Impact to Trails	Concerned that the current route of the bypass will impact the McCoy Flats trails system.
66	Alignment	Impact to Trails	Concerned that the current route of the bypass will impact the McCoy Flats trails system.
67	Alignment	Impact to Trails	Concerned that the route of the bypass will reduce the size of the McCoy Flats recreation area

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
67	Socio-Economic	Tourism	Concerned that the bypass will pull traffic away from local businesses.
67	Recreation	Bike Trails	Concerned that the bypass will hurt the recreational experience of people using the McCoy Flats trails system.
67	Special Status Species	Greater Sage Grouse	Concerned that the bypass could negatively impact the wildlife in the area, specifically the Sage Grouse
68	Community	Investment	Concerned that the location of the bypass will undermine the investment of time and money put into the McCoy trails system by the BLM and volunteers.
68	Environmental	Air Quality	Concerned that the bypass will cause air and noise pollution in the area which will effect the rider experience of people using the trails system.
68	Recreation	Visitors	Concerned that the bypass will deter visitors from going to vernal for the McCoy Flats trails
69	Alignment	Impact to Trails	Concerned that the current alignment of the bypass located near the center of the McCoy trails system will jeopardize the entire system.
69	Community	Investment	Concerned that the bypass's location in relation to the McCoy flats road will undermine the BLM's investment of time and money spent to improve and develop the site.
69	Socio-Economic	Farming	Concerned that the bypass will bisect a large permitted grazing area and would cause a burden on local ranchers who use the area for their livelihood
69	Socio-Economic	Tourism	Concerned that the bypass will lead to new business closer to the highway and pull business away from existing establishments.
69	Environmental	Recreational Experience	Concerned that increased traffic near the McCoy trails system will bring sound, sight and exhaust pollution that will cause the trails to receive less use.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
69	Environmental	Recreational Experience	Concerned that the bypass will reduce recreational opportunities not associated with the trails system including hunting jogging, camping, target shooting, horseback riding and OHV riding by reducing the amount of land available for these activities on designated routes.
69	Recreation	Tourists	Concerned that the bypass proximity to the McCoy trails systems will discourage visitation and reduce the potential to develop a more diverse and robust tourism economy.
69	Special Status Species	Greater Sage Grouse	Concerned that the current route of the bypass will impact wildlife resources because it will bisect a contiguous area of sage grouse habitat and is located near potential breeding sites which could lead to a reduction in sage grouse population.
69	Wildlife	Habitats	Concerned that the bypass may impact the Pronghorn and Elk population which use the area during the winter, spring and fall months. Placement of the bypass would increase the number of wildlife collisions with vehicles and reduce wildlife herds, potentially reducing hunting opportunities as well.
70	Alignment	Impact to Trails	Concerned that the current bypass route would negatively impact the McCoy Flats trails system.
70	Socio-Economic	Tourism	Concerned that the bypass could impact the value of businesses in Ashley Valley because potential customers travelling through the area would be rerouted from stores, gas stations and other businesses.
70	Government	Planning & Zoning	Concerned that the bypass plan doesn't adequately take into account the need to serve the highest traffic volume like a more southern route would.
70	Special Status Species	Greater Sage Grouse	Concerned that the bypass could impact the sage grouse habitat and other wildlife.
71	Community	Investment	Concerned that the current bypass route would undermine the investment that BLM and volunteers have put into the McCoy Flats bike trails.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
72	Socio-Economic	Tourism	Concerned that the bypass will pull traffic away from local businesses.
72	Recreation	Bike Trails	Concerned that the bypass will impact the McCoy Flats trails system
73	Community	Investment	Concerned that the proximity of the bypass will undermine the investment BLM has made in improving and developing the recreational site.
73	Environmental	Recreational Experience	Concerned that the proximity of the bypass to the McCoy Flats trails will affect the recreational experience of the system by irreversibly damaging it with noise, air pollution and watershed pollution.
74	Community	Investment	Concerned that the proximity of the bypass will undermine the investment BLM has made in improving and developing the recreational site.
74	Environmental	Recreational Experience	Concerned that the proximity of the bypass to the McCoy Flats trails will affect the recreational experience of the system by irreversibly damaging it with noise, air pollution and watershed pollution.
75	Environmental	Recreational Experience	Concerned that the bypass will irreversibly damage the area with noise, air and watershed pollution.
75	Recreation	Tourists	Concerned that the bypass will discourage visitors from coming to Vernal to use the McCoy Flats trails system and supporting the local economy.
76	Environmental	Recreational Experience	Concerned that the bypass will add excess traffic noise to the McCoy Flats area.
77	Recreation	Bike Trails	Concerned that the bypass will negatively impact the McCoy Flat trails system.
78	Recreation	Bike Trails	Concerned that the bypass will negatively impact the McCoy Flat trails system.
78	Special Status Species	Vegetation	Concerned that the bypass will negatively effect the desert bio-system.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
79	Recreation	Bike Trails	Against the bypass project because of its impact on the trails system.
80	Community	Investment	Concerned that the current bypass route would undermine the investment that BLM and volunteers have put into the McCoy Flats bike trails.
81	Recreation	Bike Trails	Concerned that the bypass will degrade the beauty of the desert landscape in the Uintah basin and the McCoy Flats trails system.
82	Recreation	Visitors	Concerned that the current bypass route will jeopardize the McCoy Flats trails system as a premier tourist destination.
83	Recreation	Visitors	Concerned that the current bypass route will jeopardize the McCoy Flats trails system as a premier tourist destination.
84	Recreation	Visitors	Concerned that the proximity of the bypass to the McCoy Flats trails system will taint the trails and cause lose of potential tourism to the area.
85	Environmental	Recreational Experience	Concerned that the bypass will impact the McCoy Flats trails system and permanently alter it's character.
86	Community	Investment	Concerned that the bypass will undermine the volunteer and BLM investment into the McCoy Flats trails system.
86	Socio-Economic	Tourism	Concerned that the bypass will negatively impact tourist and traveler dollars flowing into local Vernal businesses.
86	Environmental	Recreational Experience	Concerned that the noise and environmental degradation of the trials by the bypass will make the trails system unappealing.
86	Recreation	Visitors	Concerned that the bypass's proximity to the McCoy Flats trails will deter visitors to the trails and to Vernal
87	Alignment	Impact to Trails	Against the bypass project because of its impact on the trails system.
88	Alignment	Impact to Trails	Concerned that the proximity of the bypass will impact the McCoy Flats trails in an irreparable way.
89	Alignment	Impact to Trails	Concerned that the current bypass route is in violation of a No Surface Occupancy stipulation on all heavily used recreation areas that the McCoy Flats area could qualify for that would allow no permanent structures or facilities to be built.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
89	Community	Investment	Concerned that the current bypass route will undermine the time spent by BLM staff and taxpayer dollars that went into the developing the McCoy Flats trails system.
89	Cultural Resources		Concerned that the bypass could encounter many sensitive cultural resources and sites sacred to Native Americans.
89	Environmental	Soil Resources	Concerned that the bypass will impact fragile soils that are highly susceptible to wind erosion.
89	Government	Planning & Zoning	Vernal Resource Management Plan would likely require a land use plan amendment if project goes forward because there is not surface occupancy stipulation on all heavily used recreation areas.
89	Recreation	Heath	Concerned that bypass will impact the trails making them unusable as a form of healthy recreation and fitness venue.
89	Recreation	Visitors	Concerned that the bypass will effect tourism dollars coming into Vernal from visitors travelling to recreate on the McCoy Flats trails.
89	Special Status Species	Greater Sage Grouse	Concerned that bypass may pass too closely to sage-grouse habitat which it is imperative to keep the bypass at least 4 miles from any and all active leks.
89	Wildlife	Habitats	Concerned that the bypass could affect wildlife habitats of the pronghorn, mule deer, elk, bobcat, mountain lion and more.
90	Alignment	Options	Consider a less scenic route
90	Socio-Economic	Tourism	Concerned that that bypass will decrease tourism dollars.
90	Environmental	Recreational Experience	Concerned that bypass will cause immediate noise and environmental degradation.
90	Recreation	Visitors	Concerned that visitors will go to other destinations.
91	Alignment	Support	Supports AVER
91	Safety	Residential	Concerned that oil trucks cause harm to children on residential streets and that they cross into bike lanes
91	Traffic	Harm to Residents	Concerned that oil trucks do not belong on residential streets

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
91	Traffic	Movement	Traffic making turns onto 1500 South causes harm to other drivers
92	Alignment	Options	Consider alternatives before a final decision is made.
92	Recreation	Investment	Concerned that a bypass would ruin the investment that the community has put into the trail system.
93	Socio-Economic	Tourism	Concerned about resources businesses garner.
93	Environmental	Air Quality	Concerned about noise and dust impact to trail users.
93	Environmental	Recreational Experience	Concerned that recreation enjoyment will be compromised.
93	Recreation	Bike Trails	Concerned the all trails will be compromised and irreversible damage will occur.
93	Recreation	Investment	The bypass will cause harm to tax-dollar funded resources.
93	Safety	Trails	Concerned the bypass will create harm for trail users and children on trails.
94	Community	Investment	Concerned about losing all the work that has going into the trail system.
94	Socio-Economic	Tourism	Concerned about the economy of Vernal.
94	Recreation	Health	Trails help keep people healthy and bypass could impact that community benefit.
95	Alignment	Options	Choose a route closer to oil field supply companies so motorists will spend money at downtown businesses.
95	Alignment	Options	There are so many other options to choose from - but if this is the one, replace trails elsewhere.
95	Alignment	Traffic Diversion	Concerned that GPS will encourage traffic to be diverted off of US 40.
95	Alignment	Traffic Studies	The BLM cannot make an informed decision until traffic studies are completed.
95	Socio-Economic	Tourism	Concerned about the financial impact of losing tourists.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
95	Socio-Economic	Vernal Businesses	Concerned about the impact to downtown Vernal.
95	Environmental	Recreational Experience	No amount of technology can mitigate the sensory impact a highway will cause the mountain bike area.
95	Government	Responsibility	Concerned there will not be a remedy and it is the BLM' responsibility to protect interested parties.
95	Recreation	Investment	Concerned that this highway will cause so much harm that the County would need to provide \$80,000 to \$100,000 for trails to be built elsewhere.
95	Recreation	Tourists	Concerned that tourists will arrive to find their trails replaced by asphalt.
96	Alignment	Options	Please explore other options.
96	Recreation	Future Generations	Save this resource for future generations.
97	Alignment	Options	Not against the bypass but would like other options considered to strike a happy medium and preserve the trails.
97	Alignment	Options	Not against a bypass route, but please mitigate or nullify negative effects on the (trail) area.
97	Environmental	Recreational Experience	Concerned that proposed route will destroy enjoyment of the trails.
97	Recreation	Biking Community	Concerned this will impact the gathering spot for bikers and trail users.
98	Socio-Economic	Tourism	Concerned about economic impact resulting from bikers not using trails because of route.
98	Recreation	Bike Trails	Concerned that proposed route will impact enjoyment of trail system.
99	Socio-Economic	Tourism	Concerned that the tourism benefit the current mountain biking system brings to Vernal will be lost because of the bypass road.
99	Environmental	Visual Resources	Concerned that landscape will be lost.
99	Oil & Gas Production	Visual Resources	Concerned the landscape will be impacted for a bunch of oil tankers.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
100	Alignment	Options	Re-route the highway to accommodate the trail system and keep it from being fragmented.
100	Socio-Economic	Tourism	Concerned that if the proposed highway goes through, he will not be able to send his customers to Vernal to spend money and benefit the economy.
101	Alignment	Options	Consider other alternatives.
101	Socio-Economic	Vernal Businesses	Concerned a route will result in reduced spending by travelers at Vernal businesses.
101	Government	Taxes	Concerned tax payer dollars could be better spent on more pressing projects.
101	Recreation	Bike Trails	Proposed route will destroy developed recreation trails.
101	Traffic	Movement	Truck traffic in Vernal is not a significant issue and it is much worse between Vernal and Roosevelt.
102	Socio-Economic	Tourists	If area is gone, tourists cannot support local economy.
102	Governmental	Responsibility	Taking away the best trails is short sighted and mean.
102	Recreation	Bike Trails	If area is gone, it will impact benefit to biking community.
102	Recreation	Tourists	Concerned that AVER will impact Vernal as a riding destination.
103	Alignment	Options	The trails and the bypass can co-exist if the bypass is re-routed.
103	Community	Investment	Concerned about the volunteer hours that went into trail construction.
103	Environmental	Open Spaces	Concerned this will impact open spaces that cannot be recovered.
103	Government	Taxes	Concerned about the BLM investment in the trails of upwards of \$100,000.
103	Recreation	Tourists	Road will impact tourism from around the state.
104	Alignment	Options	Would favor a route farm from the bike trails and zoned to not include gas stations.
104	Socio-Economic	Vernal Businesses	The bypass will harm a lot of small businesses in Vernal like it has done in Green River.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
104	Environmental	Open Spaces	Concerned bypass will destroy wide open desert even if underpasses are included.
105	Alignment	Options	Consider a route to the south.
105	Community	Investment	Concerned AVER would destroy the work that community has put into the trail system.
105	Recreation	Bike Trails	Concerned that if the route is not moved away from the trailhead and if culverts are not built, the bikes cannot use the existing trails.
106	Alignment	Support	Supports a bypass route because of relief it would bring to Main Street congestion but would like it shifted south of the mountain biking trails.
106	Environmental	Open Spaces	We should preserve some established open spaces and still provide the bypass route.
106	Oil & Gas Production	Provide Funding	Concerned that energy companies should pay for the route because they have plenty of money.
106	Recreation	Bike Trails	Concerned about impact to biking trails and surrounding landscapes.
107	Socio-Economic	Tourists	Concerned the route does not take into account the tourism effect to that the trail system brings to Vernal.
107	Government	Comments	Concerned that the BLM website is not user friendly and hopes it is not intentional.
107	Recreation	Tourists	Concerned that Vernal will lose tourists to other trail systems in undisturbed areas (Fruita, Grand Junction, St. George, Moab, etc.)
108	Alignment	Options	Consider a route that avoids the trail system and trailhead facility.
108	Recreation	Tourists	Excited about Vernal becoming a tourist and recreation destination.
109	Environmental	Noise	Concerned a road will impact peace and quiet of a valuable recreation area.
109	Traffic	Movement	This road is not needed and traffic has never been noticeable enough to put in a 50 foot wide road.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
110	Community	Health and Well Being	Concerned about the mental and physical health and well being of the community.
110	Community	Investment	Concerned about the volunteer hours that went into trail construction.
110	Socio-Economic	Tourists	Concerned the roadway will impact the economy because tourists will go elsewhere.
110	Government	Taxes	Concerned about the hundreds of thousands of dollars the BLM has invested.
110	Oil & Gas Production	Oil Boom	Concerned about the area when the oil boom is over. The energy boom is finite, recreation trails are not.
110	Recreation	Tourists	Concerned the roadway will impact recreation for tourists.
111	Socio-Economic	Tourists	Provides examples of how trail system contributes to economy and is concerned any disturbance will impact that.
111	Recreation	Biking Community	Concerned disturbance will impact the biking community.
112	Alignment	Options	Consider a southern route far away from the trail system.
112	Alignment	Options	Consider no bypass in the McCoy Flats area at all.
112	Community	Health and Well Being	Uintah County is the unhealthiest county in Utah and damaging the best non-motorized use are in Vernal will discourage Uinta Basin residents from exercising outdoors.
112	Socio-Economic	Tourists	Damaging the McCoy Flats trail system will reduce the potential for a diversified, tourist-based economy.
112	Environmental	Air Quality	Concerned that a five-lane highway will impact air and increase pollution at McCoy Flat area.
112	Environmental	Noise	Concerned that a five-lane highway will impact noise at McCoy Flat area.
112	Environmental	Non-motorized Areas	Concerned that the bypass will cross through Vernal's non-motorized areas.
112	Environmental	Recreational Experience	Concerned that unrivaled exercise and outdoor experienced will be irreversibly damaged.
113	Alignment	Options	Consider another option away from trails.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
113	Community	Investment	Concerned about losing the trails after so much time and effort went into constructing and maintaining them.
114	Alignment	Options	Consider another route to the south.
114	Community	Investment	States the trails attract a wider variety of users and is concerned about the volunteer hours that have been invested.
114	Government	Taxes	Concerned about the BLM dollars that have been invested./
114	Recreation	Bike Trails	Preserve the trails in their entirety.
115	Alignment	Options	If relocating the alignment is not possible, the powers that be need to fund construction for new trails to compensate for destroying the current ones.
115	Socio-Economic	Tourists	Concerned they will have to take their money and go elsewhere if there is not the lure for good biking.
115	Recreation	Tourists	Concerned that they would never come to Vernal if it were not for the bike trails.
116	Airport	Demand	There does not appear to be a huge demand for another airport 10 miles away from the existing one.
116	Airport	Impact to Commerce	Concerned that the construction of an airport would divert the interest, spending and attraction to the Vernal airport and draw away commerce and spending from town.
116	Alignment	Options	A southern route would preserve trails and also utilize already heavily used truck areas. The evaporation pond a bit further south of the McCoy Flats turnoff already serves heavy trucks and could be a good starting point for a detour.
116	Alignment	Options	A bypass would be more useful if it is placed around the edge of town, not miles away from it.
116	Alignment	Size	Concerned that a five-lane highway is too excessive and that a two-lane roadway would be less impactful.
116	Socio-Economic	Vernal Businesses	Concerned that placing the route so far south will impact downtown business revenues.
116	Environmental	Visual Resources	Concerned that a road suitable for heavy truck traffic would impact primitive natural views and cause extensive cut/fills that would detract from scenic views.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
116	Government	Taxes	Concerned about who is going to pay for the road and does not think he should have to pay for heavy truck traffic.
116	Oil & Gas Production	Provide Funding	Concerned that he and his family should not have to foot the bill for wealthy oil field companies and projects and that they should have to pay for the road because it primarily benefits them.
116	Oil & Gas Production	Taking Over Trails	Concerned the oil field is taking over the trails.
116	Recreation	Bike Trails	Concerned a bypass will impact the trails that are growing in popularity and provide enjoyment for a diversity of users.
116	Recreation	Tourism	Concerned that trails should be preserved the ensure longevity of travel and tourism in the basin.
116	Safety	Trails	Bisecting the trails would split the system into two trails and deter people from bringing families because they would have to cross a 55 - 65 mile per hour truck highway.
116	Safety	Trails	Concerned about conflicts with mountain bikers/hikers and heavy truck traffic. Suggests reduced speeds, pedestrian overpasses and tunnels be implemented.
116	Traffic	Movement	Concerned that since Vernal is a destination and the road is placed so far south, it will not divert that many people from the downtown area.
117	Community	Investment	Concerned that the current proposal will impact the many hours of work that went into constructing and maintaining trails.
117	Recreation	Bike Trails	Concerned that there will be impact to a remarkable area used by bikers and hikers.
117	Safety	Truckers	Concerned that an alternative be found that is safe for the truckers.
118	Alignment	Options	There are no other options. No action is necessary and this proposal should not be taken any further.
118	Government	Investment	The BLM has made a significant investment in the McCoy Flats area.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
118	Community	Health and Well Being	This proposal is short-sighted and diminishes the opportunities for outdoor recreation for the community in close proximity to Vernal.
118	Community	Health and Well Being	Concerned that rerouting the truck traffic is not worth the health and well-being of the community.
118	Community	Investment	Contribution of the bike community could not be measured in terms of economic investment.
118	Socio-Economic	Tourists	The four-lane highway will eliminate the interest of the community and tourists that come to this area to enjoy the camping, hunting, mountain biking, hiking, etc.
118	Environmental	Open Spaces	The proposed highway reduces the size of this area and the natural setting it provides the community.
118	Government	Burden	Concerned that the proposal is a shortsighted viewpoint that leaves communities, counties and the BLM with burdens such as road maintenance, noxious weeds, poor water quality, degradation of environment, loss of wildlife and hunting opportunities.
118	Government	Connected Actions	There is concern that if this highway provides an avenue for other oil and gas exploration, then the BLM needs to complete a full analysis on the proposed wells that this highway would provide. This should be documented and fully analyzed in the NEPA as well as the US Fish and Wildlife Service through Section 7 consultation.
118	Government	Responsibility	Concerned that sage grouse species is declining because of loss of habitat and the BLM has a mandate to conserve wildlife and their habitat.
118	Oil & Gas Production	Oil boom	Concerned that the oil and gas industry is short-lived and is only concerned at making profits while sacrificing the environment, wildlife and their habitat.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
118	Special Status Species	Greater Sage Grouse	Concerned that the highway would fragment sage grouse habitat and that other factors such as vehicle collisions, increase in noxious weeds, introduction of avian and mammalian predators and wildfires would remove sagebrush habitats. Also concerned that the \$26,000 in funding is not enough to off-set the habitat alternation and fragmentation and direct impacts from vehicle collisions and introduction of predators.
118	Special Status Species	Vegetation	A major road will impact rare plants and their habitat found in the McCoy Flats, including: Hamiton milkvetch, horseshoe milkvetch, sterile yucca and Goodrich's penstemon. The highway will indirectly impact these species by increasing soil erosion, noxious weeds, fragment habitat, and introduce higher recreational use. The roadway and level of use will fragment habitat for the plants and the pollinators that depend on them. Without the pollinators, these plant species will not be able to maintain viable populations.
118	Government	Planning and Zoning	Concerned that a proposal for a four-lane highway is in disagreement with the Vernal Resource Management Plan. A plan amendment would need to be completed before this environmental analysis.
119	Alignment	Options	Requests analysis for additional alerter natives.
119	Environmental	Landscape	Concerned about the impact to natural landscape.
119	Environmental	Non-motorized Areas	Concerned about the impacts for non-motorized recreation and limited opportunities for non-motorized recreation.
119	Recreation	Bike Trails	Concerned about the impacts to various groups/ users of various skill levels
120	Alignment	Options	Concerned a fun and enjoyable area will be destroyed for a highway that can be rerouted.
120	Community	Investment	Concerned about the thousands of hours that volunteers have put into this area.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
120	Recreation	Bike Trails	Concerned that trails would be ruined for locals and people from around and outside the state.
121	Alignment	Options	Consider another a southern route that voids McCoy Flats entirely; no bypass in McCoy Flats area at all.
121	Environmental	Air Quality	Concerned a five-lane highway will impact air quality at McCoy Flats.
121	Environmental	Noise	Concerned a five-lane highway will impact noise at McCoy Flats.
121	Environmental	Non-motorized Areas	Concerned about the impacts to one of Vernal's most amazing non-motorized areas.
121	Environmental	Recreational Experience	Concerned a five-lane highway will impact recreational experience at McCoy Flats.
121	Government	Investment	Concerned proposed route will undermine BLM's investment made at this recreation site.
121	Recreation	Wide Range of Users	Concerned proposed route will impact a trail system that caters to a wide range of users.
122	Environmental	Landscape	Scenery will be affected on many of the trails.
122	Environmental	Noise	Camping in this area would be impacted by road noise.
122	Environmental	Recreational Experience	Highway would diminish user experience.
122	Government	Responsibility	Concerned this roadway is contrary to the America's Great Outdoors Initiative priority that BLM emphasizes.
123	Alignment	Options	Consider an alternate route that avoids the trail system and trailhead facility.
123	Recreation	Tourism	Concerned about Vernal becoming a tourist and recreation destination.
123	Recreation	Tourism	Concerned that AVER will cause her to not visit Vernal.
124	Alignment	Options	Consider another route and do not destroy McCoy Flats.
124	Community	Investment	Concerned about the hard work of volunteers going to waste.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
124	Environmental	Recreational Experience	Concerned that road would come too close to remaining trails and make the area much less appealing.
124	Recreation	Bike Trails	Concerned there are not many opportunities for bikers.
124	Recreation	Bike Trails	Concerned a new trail system would not offer everything that McCoy Flats offers.
125	Alignment	Options	Understands the need to get heavy traffic away from town, but do it in a more sustainable way.
125	Alignment	Options	Dog Valley 11 uses existing maintained roads and would be less impact on businesses.
125	Community	Employment	Concerned about the impact of attracting skilled workers because one way to do that is to provide high quality recreation.
125	Community	Employment	Concerned she will not be able to convince new teachers to move to the community if we value highways more than family friendly places that connect to nature.
125	Socio-Economic	Vernal Businesses	Concerned about the impact to the local economy and quality of life.
125	Environmental	Recreational Experience	Concerned the proposed bypass will annihilate the connection between young people and America's great outdoors as proposed by Secretary Jewell.
125	Recreation	Bike Trails	Concerned that AVER will destroy the integrity of the McCoy Flats Nonmotorized Recreation Complex and make it an undesirable place to ride bikes, run and hike.
125	Recreation	Bike Trails	Concerned the National Interscholastic Cycling Association would never organize and sanction a race on a trail system bisected by four lanes of highway.
125	Recreation	Youth	Concerned about the impacts AVER would cause to the youth who use this road.
125	Safety	Trails	Very concerned about the safety impacts a four lane highway will cause students using the trails.
126	Alignment	Options	AVER is not needed at all.
126	Socio-Economic	Vernal Businesses	Concerned a bypass will affect small businesses on a major scale.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
126	Recreation	Bike Trails	Concerned that if BLM does not save the trails, Vernal will exceed its reputation as an oil and gas town that puts little effort into recreational opportunities.
126	Recreation	Tourists	Concerned Vernal will put tourism second to oil and gas industry.
127	Alignment	Options	Consider alternate route to the south that would allow bike trails and AVER to co-exist.
127	Community	Investment	Concerned about the community investment that has resulted in a premier destination.
127	Recreation	Bike Trails	Concerned AVER would negatively impact McCoy Flats trail system.
128	Community	Health and Well Being	Concerned of adding jobs at the price of health issues for the entire population as opposed to building an economy on health promoting activities.
128	Socio-Economic	Vernal Businesses	Concerned the bypass will detract from local businesses because people will skip it. With Vernal being enroute to Dinosaur National Monument many tourists that now frequent the town will likely skip it.
128	Environmental	Air Quality	Concerned that additional truck traffic will impact Vernal's air pollution.
128	Oil & Gas Production	Influence	Concerned decisions are being made to accommodate the oil and gas industry.
128	Oil & Gas Production	Oil boom	Not building the road will tone down oil development and prevent a boom to bust scenario.
128	Recreation	Bike Trails	Concerned that not enough land is set aside for bike trails, hiking and camping compared to industrial and motorized recreation development.
129	Alignment	Options	Choose a southern route or limit impacts to trails such as moving it further away from trailhead and installing underpasses.
129	Community	Investment	Concerned about volunteer investment in trails.
129	Government	Investment	Concerned about BLM investment in trails.
129	Recreation	Bike Trails	Concerned that the quite and scenic trails will be impacted,

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
129	Recreation	Impact to a wide range of users	Concerned about the impact to a wide range of users.
130	Alignment	Options	Why not use land to the south because no one is even using it?
130	Socio-Economic	Tourists	Concerned about the economic impact of taking one trail from the system.
130	Recreation	Bike Trails	Concerned about the impact to bike trails considered the best in the country.
131	Alignment	Options	Does not support the current route because it has detrimental effects on the McCoy Flats area.
131	Recreation	Bike Trails	The bypass will remove the bike trails as a popular recreation site because of the four lane road.
132	Alignment	Options	Thinks a bypass is necessary, but need to minimize impacts on established trail system. NUMB's proposition is the best because it sacrifices a few trails but saves the majority of them.
132	Community	Health and Well Being	Concerned about how the roadway might affect the community.
132	Socio-Economic	Growth	Destroying the trails would destroy a possible means of economic growth that would benefit the Vernal area.
133	Alignment	Options	Prefers a southern route that avoids McCoy Flats entirely, no bypass at all, or north of Asphalt Ridge.
133	Environmental	Noise	Concerned the trails will become littered with noise.
133	Environmental	Recreational Experience	Concerned truck traffic will distract from enjoying the trail system.
133	Environmental	Trash	Concerned the trails will become littered with road trash.
133	Oil & Gas Production	Influence	Concerned his favorite trail will be changed by encroachment of wealthy oil companies.
133	Recreation	Bike Trails	Concerned the bypass will change his favorite trails called "Retail Sale."

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
133	Recreation	Biking Community	Because the trailhead only has outdoor enthusiasts using it, there is a concern it will become a dirty rest stop.
133	Recreation	Youth	Concerned about the impacts to youth who use the trails.
134	Alignment	Options	The area is so wide open so put it to the south if possible.
134	Alignment	Options	Believes in what AVER is trying to do but thinks there is a better way to do it than ruin the area that is beloved by bikers throughout the West.
134	Government	Funding	Concerned it might be hard to justify spending extra money to avoid the trails to preserve a feeling for a handful of bikers.
134	Recreation	Bike Trails	A big highway running through the trails would ruin the feeling of solitude.
135	Socio-Economic	Tourists	States that trail users add to Vernal's economy.
135	Government	Investment	States that government and volunteers have invested a lot of time and money.
135	Recreation	Bike Trails	Concerned that beautiful trail system will be ruined.
135	Recreation	Investment	States that volunteers have invested a lot of time and money.
136	Airport	Demand	Supports a route of some kind but is concerned the airport is not a given.
136	Alignment	Options	Take the route farther south or north.
136	Alignment	Options	Use Dog Valley that received 61% support with possible change routing highway south rather than north of Asphalt Ridge.
136	Government	AVER Name	Concerned that AVER name only reflects energy industry and not all users who will bypass Vernal.
136	Government	Public Involvement	Concerned that this project has not included enough public involvement.
136	Government	Public Involvement	Concerned that the last public meetings were held in 2007 and 2008 and demographics have changed since that time.
136	Government	Public Involvement	Concerned the bike trails were not taken into consideration in 2007 - 2008 and it is a major change since that time.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
136	Government	Taxes	Concerned that too much taxpayer money is being spent for a route going through new country.
136	Oil & Gas Production	Demand	Supports a route of some kind but is concerned that oil shale development is not a given.
137	Alignment	Options	Concerned that the current proposal does not address heavy truck traffic concerns from State Highway 191 from the center of Vernal going north toward Flaming Gorge.
137	Alignment	Options	Vernal City recognizes the need to address an alternate route for heavy, hazardous materials truck traffic going through the City with concerns being considered.
137	Community	Health and Well Being	Concerned that a bypass can be devastating to any community without proper considerations being made.
137	Socio-Economic	Vernal Businesses	The City's primary concern allowing non-trucking motorists to bypass downtown Vernal is the potential impact to downtown commerce.
137	Government	AVER Name	Concerned the AVER name harms the future viability and stability of commerce in downtown Vernal and should be changed to discourage non-trucking motorists to use it. For example, Ashley Valley Hazardous Materials Route.
137	Government	Funding	Concerned about financing for this project and future operation and maintenance costs. The route should not be built until a responsible entity has agreed to take on O & M responsibilities.
137	Government	Zoning	There is an issue that land use regulation along the route (zoning) should restrict commercial/retail/business. Opposes retail competition with commercial retail centers in Vernal.
137	Safety	Hazardous Materials	Concerned about the potential of hazardous materials accidents in downtown Vernal.
137	Traffic	Safety	Concerned about the sheer numbers of truck traffic and large truck accidents in downtown Vernal.
138	Airport		Current proposal does not address the airport.
138	Socio-Economic	Tourism	Concerned about economic diversity and impact to local economy through tourism.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
138	Government	Taxes	Concerned that tax money has already been spent on the trail site.
138	Recreation	Bike Trails	Concerned that the current proposal would ruin the bike complex experience.
139	Recreation	Bike Trails	Concerned about the impact of taking away the bike trails and the enjoyment and potential they bring the community.
140	Alignment	Options	Prefers northern route through Dog Valley.
140	Alignment	Purpose and Need	There is no need to build the bypass.
140	Socio-Economic	Tourism	Concerned about the money brought into the community that turns over 11 times.
140	Socio-Economic	Tourism	Concerned that the project will harm trails and result in a loss of tourist money.
140	Socio-Economic	Vernal Businesses	Concerned the bypass will impact downtown Vernal in a negative way.
140	Government	Investment	Concerned about BLM investment in trails.
140	Government	Public Involvement Process	Concerned that when this was first proposed 6 - 7 years ago that Vernal was in a boom mode and the numbers are not applicable today.
140	Government	Responsibility	Concerned that someone owns land along the route who will personally benefit from the project.
140	Government	Taxes	Concerned that \$70 - \$80 million to build the bypass can be used in other ways.
140	Recreation	Investment	Concerned about the time and money the mountain biking community has spent.
140	Traffic	Movements	Concerned that oil field companies would never make this their main route.
142	Alignment	Purpose and Need	Concerned the project is trying to fix something that is not broken.
142	Socio-Economic	Vernal Businesses	Concerned the project will hurt Vernal economically because motorists will not come into town because they can save time.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
142	Government	Taxes	Does not want further taxpayer money to be spent on the project.
142	Safety	Hazardous Materials	Concerned that trucks are not really carrying hazardous materials.
142	Traffic	Movement	Trucks have always gone through Vernal and they are the lifeblood of the area.
142	Traffic	Movement	Concerned that all vehicles will use the bypass and there is no way to enforce it otherwise.
142	Traffic	Safety	Speed limits should be enforced and cars and pickups speed more than trucks.
143	Alignment	Options	Supports construction of the project because the route is the best option.
143	Government	Zoning	Concerned that businesses should not be allowed to be built along the route because they would compete with Main Street businesses in Vernal and Naples and that zoning can be used to control this.
143	Recreation	Bike Trails	Concerned that underpasses should be constructed at the bike trails.
143	Traffic	Movements	Concerned there needs to be an interchange at both ends where the project intersects US 40 - not a stop sign.
143	Traffic	Movements	Concerned that at State Road 45 there needs to be an overpass, not an intersection.
144	Alignment	Options	Money should be spend upgrading US 40 to make it a four-lane highway with truck climbing lanes.
144	Alignment	Options	Putting a bypass north of Vernal is a much better option because it could connect into US 40 below the "twists" to the west and at Utah Highway 45 to the east eliminating north/south traffic from downtown Vernal.
144	Alignment	Time	Concerned that route is a waste of time and money because oil companies will not use it because it does not save them time.
145	Alignment	Options	Prefers Dog Valley 11

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
145	Recreation	Bike Trails	Concerned about encroaching on a well known recreation area that is enjoyed by a significant portion of the local community.
146	Alignment	Options	Support for AVER, particularly the portion being built on BLM land.
146	Alignment	Purpose and Need	Concerned about hazardous materials and feels this project will minimize that impact.
146	Alignment	Purpose and Need	Feels this project will provide more access to energy exploration and assist economic development.
146	Socio-Economic	Growth	Feels the project will assist in economic development through energy resources.
146	Government	Public Involvement Process	States that the project is the culmination of an extensive public involvement process where 30 different agencies indentified corridors and more than 92 percent of the public who attended open houses strongly supported the proposed corridor.
146	Safety	Hazardous Materials	Concerned about the hazardous materials and close proximity to citizens in Vernal.
146	Safety	Traffic	Concerned about current congestion and the problems traffic patterns create in downtown Vernal.
147	Alignment	Options	Supports the project and states it is the answer that the people of Vernal need.
147	Alignment	Purpose and Need	Concerned that Vernal has grown and cannot handle the large amount of truck traffic - especially in the middle of the day.
147	Safety	Traffic	Concerned about current congestion and the problems traffic patterns create in downtown Vernal.
147	Traffic	Safety	Concerned about safety in downtown Vernal and trucks do not obey the speed limit.
148	Alignment	Options	Please identify a route to the south that does not impact trails.
148	Alignment	Options	Would like to see project move forward with underpasses placed at trails.
148	Alignment	Options	Analyze the Dog Valley route because it avoids sage grouse and is a win/win.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
148	Community	NASA Monument	Concerned about impacts to NASA monument.
148	Socio-Economic	Vernal Businesses	Concerned about the impacts to downtown businesses and asks that this be analyzed. Also concerned about who will mitigate loss.
148	Socio-Economic	Vernal Businesses	Concerned about impact to retail sales.
148	Recreation	Bike Trails	Concerned about the impact to the bike trails.
148	Recreation	Bike Trails	Concerned that underpasses should be constructed at the bike trails.
148	Recreation	Bike Trails	Concerned that AVER should not include access to the pavilion because this would turn the trailhead into a rest area.
148	Recreation	Impact to a wide range of users	Concerned about who will mitigate for the loss of beginner/intermediate level of ????
148	Recreation	Impact to a wide range of users	Look at new routes but keep in mind they should include intermediate and advanced options.
148	Special Status Species	Greater Sage Grouse	Concerned about impacts to sage grouse lek.
148	Traffic	Movement	Since many trucks turn up Highway 191, please determine the percentage of traffic that will be diverted and if the project is worth it.
149	Alignment	Options	Prefers the Dog Valley 11 route because it sill not impact the McCoy Flats Recreation area.
149	Socio-Economic	Tourism	Because the bike trails attract more than 26,000 bikers a year, impacting the trails would result in a negative impact to tourism and local businesses.
149	Recreation	Bike Trails	Concerned the bypass will significantly damage the McCoy Flats Trail System and that recreational opportunities will be lost.
150	Recreation	Bike Trails	Concerned that access to the McCoy Flats trailhead from AVER will turn the facilities into a rest area and create vandalism.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
150	Recreation	Bike Trails	If AVER does cross existing trails, there is a need for safely designed underpasses to maintain current design and trail system.
151	Alignment	Options	Consider Dog Valley 11 and 12 because it avoids conflict with recreation, sage grouse and rare plant issues. The next best route would leave/enter Highway 40 on the west side of Vernal via Route 1, the "View Area" route.
151	Recreation	Bike Trails	Concerned about conflicts with recreation areas.
151	Special Status Species	Greater Sage Grouse	Concerned about conflicts with sage grouse.
151	Special Status Species	Vegetation	Concerned about conflicts with rare plant issues.
152	Alignment	Options	Prefers a southern route or Dog Valley onto 6500 South for minimal impacts.
152	Socio-Economic	Tourists	Concerned about loss of economy due to loss of tourists that use the bike routes.
152	Environmental	Non-motorized areas	Concerned the project will impact non-motorized areas.
152	Environmental	Recreational Experience	Concerned the project will decrease visual enjoyment.
152	Recreation	Bike Trails	Concerned AVER will cut off two of the most popular (and her favorite) bike trails: Retail Sale and Slipper When Wet.
152	Recreation	Impact to a wide range of users	Fears the project will impact recreation opportunities for young riders.
152	Recreation	Tourists	Project will decrease the number of tourists who enjoy the area.
152	Recreation	Youth	Concerned the project will impact opportunities for youth who need to spend more time away from televisions enjoying outdoors.
153	Alignment	Options	Concerned there are too many resources impact with the proposed route.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
153	Community	Health and Well Being	Concerned about air quality and states taking traffic as far away as possible would increase residents' quality of life.
153	Environmental	Air Quality	Concerned about air quality. Feels that there would be less particulates, nitrous oxide and ozone the further AVER is away from Vernal.
154	Recreation	Bike Trails	Feels that bike trails are a great addition to the Uintah Basin for locals and travelers.
155	Alignment	Options	Concerned that if AVER is built, it must include over/underpasses for the bike trail system.
155	Oil & Gas Production	Influence	Concerned that the project is being built to benefit another boom and will hurt the bike trails that are so valuable to so many.
156	Alignment	Options	The route that makes the most sense is Dog Valley #11 because it has no impacts and avoids residential areas.
156	Socio-Economic	Vernal Businesses	There are an estimated 26,000 people who visit the bike trails and each person is estimated to spend \$300 per day.
156	Recreation	Bike Trails	Concerned that bypass will impact McCoy Flats Trail System.
157	Recreation	Bike Trails	Concerned that bypass will impact the bike trails.
158	Alignment	Options	Consider alternate routes to the north or south of this area.
158	Recreation	Bike Trails	Concerned that bypass will impact the bike trails.
158	Traffic	Movements	Concerned that truck traffic may not use the highway once it is constructed.
159	Alignment	Options	Concerned the current route does not minimize impacts.
159	Alignment	Options	Consider an alternate route that avoids removal of any biking trails.
159	Government	Investment	Concerned about the public investment in the trail system.
159	Recreation	Bike Trails	Concerned that bypass will impact McCoy Flats Trail System.
160	Alignment	Options	Support for AVER, particularly the portion being built on BLM land.
160	Alignment	Options	Plans for AVER can be completed for the safe use of the trail system with minimal trail adjustments resulting in a dual use of the BLM land.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
160	Socio-Economic	Tourism	Feels that AVER will act as a stimulus to increase travel to energy rich areas of Uintah County.
160	Government	Public Involvement Process	States that the project is the culmination of an extensive public involvement process where 30 different agencies indentified corridors and more than 92 percent of the public who attended open houses strongly supported the proposed corridor.
160	Safety	Hazardous Materials	Concerned about hazardous materials and feels AVER will help remove them from downtown.
160	Safety	Traffic	Concerned about increased traffic in Vernal and Naples and the safety issues heavy, oversized and dangerous truck traffic causes.
160	Safety	Traffic	Concerned that downtown Vernal has limited parking for vehicles roadside and because of how narrow the area is it is extremely unsafe to attempt to enter or exit parked vehicles during normal working hours.
160	Safety	Traffic	Concerned about heavy, dangerous, oversized loads downtown and feels that AVER will reduce such traffic.
160	Traffic	Congestion	Concerned that congestion does not allow traffic to cross or turn left from side streets from up to 15 minutes.
160	Traffic	Congestion	Concerned that a recent accident in downtown Vernal required closing SR 40 which resulted in problems for semi-trucks trying to make tight turns and significant traffic congestion problems.
160	Traffic	Congestion	Concerned that recent accident closed SR 40 for 30 minutes and that AVER would have been in place, the majority of traffic would not have been in downtown Vernal during that time period.
160	Traffic	Movement	Concerned about increased traffic flow in Vernal and feels AVER will accommodate that.
161	Alignment	Options	Concerned that if the bypass must happen, that all the trails are rebuilt and that all truck traffic does not have access to the trailhead.
162	Airport	Demand	A more southern route would better accommodate the airport.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
162	Alignment	Options	Not opposed to bypass but push it southward.
162	Environmental	Recreational Experience	Concerned that trail named "Retail" will be sacrificed along with its beauty and fast and flowy stretches.
162	Recreation	Impact to a wide range of users	Concerned for the impact to a wide range of users and family experiences.
162	Recreation	Tourists	Concerned about saving trails for tourists.
162	Recreation	Youth	Concerned about saving trails for high school mountain biking team.
162	Traffic	Congestion	A bypass is needed (not AVER) to thin congestion in downtown Vernal.
163	Alignment	Options	Supports the AVER project.
163	Socio-Economic	Tourism	Concerned about the economic impacts and thinks there is value in the trail system.
163	Recreation	Bike Trails	Supports AVER but concerned that accommodations would be made to preserve the trails and recreation facility.
163	Recreation	Bike Trails	Concerned that underpasses (culverts) should be constructed at the bike trails.
164	Recreation	Biking Community	Concerned about the impacts to the biking community caused by a bypass.
164	Recreation	Youth	Concerned about her children being able to use the trails in the future.
164	Safety	Traffic	Concerned about safety issues to trail users with an industrial truck route so close.
165	Alignment	Options	Proposes a route on the southwestern edge of the Ashley Valley. This route would connect to US 40 at about 2500 South and head southeast and follow the approximate location of the highline canal. The loop road would turn west at approximately 6000 South and head west until it connects back into US 40 near the Jensen Industrial Park.
165	Alignment	Options	Proposes a route on the southwestern edge of the Ashley Valley.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
165	Alignment	Options	Proposes an Ashley Valley Loop that is shorter and cheaper to build, easier topography, provides industrial bypass, increases access for Valley residents, maintains tourism, easier connections to 1500 West and Vernal Avenue, keeps bike trails in place.
165	Alignment	Options	Concerned that Ashley Valley Loop will affect some private property, especially on the southern terminus of 1500 West and Vernal Avenue.
165	Alignment	Topography	Concerned that the topography of the proposed route would be too expensive to build.
165	Recreation	Bike Trails	Concerned about the impact the proposed route would have on the bike trails.
165	Traffic	Congestion	Concerned about congestion in downtown Vernal and facilitating flow of industrial traffic.
165	Traffic	Movements	Concerned about traffic movement in Ashley Valley.
166	Alignment	Options	If a bypass is necessary, consider an alternate route to the south that avoids the trail system and trailhead.
166	Community	Investment	Concerned about the investment the community has made in the trails.
166	Environmental	Noise	Concerned about the noise and environmental degradation a bypass would cause the McCoy Flats.
166	Recreation	Bike Trails	Concerned the bypass would impact outdoor recreation.
166	Recreation	Impact to a wide range of users	Concerned about the impact to a wide range of bike trail users.
166	Recreation	Tourists	Concerned the bypass would impact tourism.
167	Alignment	Options	Supports AVER.
167	Alignment	Traffic Diversion	Feels that when there are parades, AVER will provide access instead of having to go through residential areas.
167	Community	Health and Well Being	Feels that the proposed project will make the community more livable.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
167	Government	Public Involvement Process	States that the project is the culmination of an extensive public involvement process where 30 different agencies identified corridors and more than 92 percent of the public who attended open houses strongly supported the proposed corridor.
167	Safety	Traffic	Feels the proposed project will make it safer for people going to work in Vernal.
167	Traffic	Congestion	Concerned about congestion in downtown Vernal and feels proposed project is needed to alleviate it.
167	Traffic	Movement	Feels the proposed project will save time for people going to work in downtown Vernal.
168	Alignment	Options	Supports AVER.
168	Community	Health and Well Being	Concerned that current traffic situation in downtown Vernal is not the quality of life expected in any urbanized community.
168	Environmental	Air Quality	Concerned about trucks creating dust in the downtown area.
168	Environmental	Noise	Concerned about trucks creating an unsettlingly loud environment in downtown Vernal.
168	Government	Planning & Zoning	Supports AVER because it is consistent with Uintah County's General Plan.
168	Government	Public Involvement Process	States that the project is the culmination of an extensive public involvement process where 30 different agencies identified corridors and more than 92 percent of the public who attended open houses strongly supported the proposed corridor.
168	Safety	Hazardous Materials	Concerned about not knowing what trucks are carrying in downtown Vernal.
168	Safety	Traffic	Concerned that health and safety must be a priority and that the AVER project will provide the community a safer place to live, work and do business.
168	Traffic	Safety	Concerned about trucks intimidating passenger cars in downtown Vernal.
168	Traffic	Safety	Concerned about parking, biking or walking on downtown sidewalks due to intimidating trucks.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
169	Alignment	Options	Understands the need for a bypass but wants it moved away from the trails.
169	Alignment	Options	Move the highway farther down from the trails and do not allow any access off the highway to the McCoy Flats.
169	Environmental	Pollution	Concerned about the pollution and trash a bypass would bring the trails.
169	Environmental	Recreational Experience	Concerned a bypass would make the trail system unsightly and unpleasurable.
169	Government	Responsibility	Concerned it would be unjust to allow highway access to the road at McCoy Flats.
169	Recreation	Bike Trails	Concerned about the impact to bike trails maintained by at least 50 local users.
170	Socio-Economic	Vernal Businesses	Concerned about the impact the bypass will have on downtown.
170	Recreation	Bike Trails	Fears the bypass will destroy biking opportunities in Vernal.
170	Recreation	Biking Community	Concerned the bypass will impact Vernal's opportunity to become destination for mountain bikers.
170	Recreation	Tourism	Concerned the bypass will provide a loss for the community and take away visitors and kill downtown.
171	Government	Investment	Concerned about the BLM investment at the McCoy Flats trails.
171	Recreation	Bike Trails	Fears the bypass will destroy biking opportunities at McCoy Flats.
171	Recreation	Investment	Concerned about the volunteer investment to make the McCoy Flats trails fun for various ages.
171	Recreation	Tourism	Concerned about preserving the trails and future for Vernal as a mountain bike city.
172	Alignment	Options	Consider Dog Valley 11.
172	Recreation	Tourism	Concerned about the constant economic impact of losing the bike trails.
173	Alignment	Options	Consider a more southern route to avoid the trails.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
173	Government	Investment	Concerned about the BLM investment in the trails of upwards of \$100,000.
173	Recreation	Bike Trails	Concerned about the impact AVER would cause the BLM mountain biking area "McCoy Flats."
173	Recreation	Impact to a wide range of users	Concerned there are no other trails that appeal to such a large variety of riding abilities.
173	Recreation	Investment	Concerned about the time and money spent to develop it before destroying it.
173	Recreation	Tourism	Concerned the trails are an important resource that would be negatively impacted and one that draws visitors from around the state.
174	Environmental	Noise	Concerned that a highway will cause noise that will make trails undesirable.
174	Recreation	Bike Trails	Concerned about AVER's impact to bike trails.
174	Recreation	Biking Community	Concerned that Vernal is becoming discovered as a mountain biking destination and a highway bisecting it could cause a large proportion of trails and campsites to become undesirable and unused.
174	Safety	Trails	Concerned that a highway will cause safety issues at trails.
175	Alignment	Options	Choose a safer alternative route to the south to avoid the trail system.
175	Alignment	Purpose and Need	Does not feel there is a problem getting to where she needs to go in Vernal because of large trucks probably because she has lived in areas that have real traffic congestion problems.
175	Socio-Economic	Tourism	Concerned about maintenance costs and possibly decreasing the amount of money coming in from tourism.
175	Socio-Economic		Concerned that if trails are changed she will not spend money locally and go to other areas of the state.
175	Government	Funding	Concerned about maintenance costs for highway that will stretch resources even thinner resulting in a tax increase.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
175	Oil & Gas Production	Influence	Concerned about the influence the oil and gas industry has over Vernal.
175	Oil & Gas Production	Provide Funding	Concerned about money to maintain the road to cater to one type of industry.
175	Recreation	Impact to a wide range of users	Concerned about the lack of recreation for all levels and experience.
175	Recreation	Tourists	Concerned impact to trails would negatively impact the amount of bikers coming to our area and the amount of money they spend.
175	Safety	Hazardous Materials	Concerned about hazardous materials and feels this is the only valid reason for building a bypass.
175	Safety	Trails	Concerned that if the trail system is changed, she will not feel comfortable taking her children there for safety reasons and would travel to other areas of the state.
176	Agriculture	Farmland	Concerned about the impact to farmland and requests landowner reviews to adjust route for less impact.
176	Agriculture	Grazing Allotments	Concerned about efforts to minimize the impacts on the individual permittee's grazing allotment by taking into consideration the water resources located on these allotments and arranging for crossing areas that facilitate safe movement of livestock.
176	Alignment	Farmland	Might move route to the north to minimize impacts to farmland where there is an existing farm road.
177	Alignment	Options	Proposes a southern route as far away from the trails as possible, any route that does not impact the trails, no bypass at all.
177	Environmental	Non-motorized areas	Concerned AVER will negatively impact the non-motorized McCoy Flats trail system.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
177	Environmental	Recreational Experience	Concerned that although the proposed route crosses only two trails, it will be so close and run parallel to the remaining trails and the area will lose its outdoor experience.
177	Government	Investment	Concerned about the BLM investment at improving and developing this recreation site.
177	Recreation	Bike Trails	Concerned about the proximity of the proposed route to the existing trailhead facilities.
177	Recreation	Impact to a wide range of users	The proposed route and construction will degrade the recreation experience for a wide range of users.
178	Alignment	Options	Consider routes like Dog Valley 11 that will not impact this area.
178	Recreation	Bike Trails	Concerned about the impact highway will cause the McCoy flats trail system.
179	Alignment	Options	Preferred choice is Dog Valley 2.
179	Community	Health and Well Being	Concerned about long term quality of life (does not give details).
179	Government	Responsibility	Concerned the government is out of touch with the people and needs to be concerned about the community and not personal money games.
179	Government	Zoning	Concerned about outside development along the bypass taking away business revenue from Naples.
179	Recreation	Bike Trails	Concerned about impact to bike trails.
180	Recreation	Bike Trails	Concerned about the proposed five lane highway and its impacts to overall bicycle and camping experience.
180	Recreation	Visitors	Concerned that a proposed highway near the BLM area would be a huge detriment and he would not visit Vernal as much.
180	Safety	Hazardous Materials	Make sure that drivers with hazardous materials obey all laws which would result in no safety issues.
181	Alignment	Options	Agrees we need a bypass for the extractive industry, but do not impact the trails.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
181	Socio-Economic	Tourism	Concerned that the bypass, if routed through the trails, will negatively impact the tourism industry and Uintah County's economy.
181	Environmental	Recreational Experience	Concerned that even if a few trails are impacted, the indirect and cumulative effects to the rest of the trails and the whole recreational experience cannot be mitigated.
181	Recreation	Bike Trails	Concerned that a highway will ruin the trail experience even if it only directly impacts a few trails.
182	Agriculture	Grazing Allotments	Concerned that the bypass would cause burden on local ranchers who use grazing area for their livelihood.
182	Airport	Environmental Analysis	Concerned that an argument against using a southern alignment is the proposed airport and if that is the case, the airport should be analyzed as a connected action with the current EA.
182	Alignment	Options	A southern route that keeps the road on the broad bench south of the trailhead and trail complex should be considered.
182	Alignment	Options	Dog Valley 11 should be considered. It received 61% approval in past meetings, avoids recreation complex, reduces impact to wildlife, is near existing transportation corridors, utilizes existing road, keeps traffic closer to Ashley Valley development and appears to be shorter.
182	Alignment	Speed	Concerned that the highway be limited to 45 mph.
182	Alignment	Traffic Diversion	Concerned that the highway should be built as a limited access highway.
182	Socio-Economic	Tourism	Concerned that the bypass would undermine recreational visitation at McCoy Flats and reduce the potential for developing a more diverse and robust tourism economy.
182	Socio-Economic	Vernal Businesses	Concerned about the impact to existing businesses.
182	Environmental	Air Quality	There is a concern that the proposed project will cause air quality and exhaust problems near the trails.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
182	Environmental	Erosion	Concerned that since the current alignment travels through the bottom of a large wash, construction is likely to disturb soils, exacerbate erosion, and reduce the landscape's capacity to deal with runoff.
182	Environmental	Pollution	Concerned that there are secondary impacts from the proposed alignment and that the remaining trails and trailhead will see less use with the sound, sight, and exhaust of such a project.
182	Environmental	Recreational Experience	Concerned that although the proponent has aligned the route to mitigate the number of times the road will cross the trails, the location in the center of the complex will jeopardize the entire trail system.
182	Government	Investment	Concerned that motorists using existing infrastructure at trailhead will undermine the BLM's investment and money to improve and develop the site.
182	Government	Responsibility	Concerned that the Vernal Field Office's Resource Management Plan states that there shall be no surface occupancy on developed recreation sites and that the trail system should be considered in the context of a recreation complex and analyzed as a unit.
182	Government	Zoning	Uintah County's land use plan from 2010 identifies an area along the eastern portion of the bypass for future commercial/industrial zoning which will likely lead to new businesses that will draw business away from existing establishments.
182	Recreation	Bike Trails	Concerned that the direct impact of the highway will be to cut two trails off from the system, reducing the trails system by 11 miles, almost a third of the total trail mileage.
182	Recreation	Bike Trails	Concerned that motorists would turn off at the trailhead to use the restroom and overwhelm the existing infrastructure leading to a reduction in recreational use.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
182	Recreation	Bike Trails	Concerned that if highway goes in as planned that a new recreation complex be built with equivalent or greater mileage of trail and trailhead facilities prior to roadway construction.
182	Recreation	Bike Trails	Concerned that if highway goes in as planned that access should be blocked from the bypass to McCoy Flats Road to prevent overuse and degradation of trailhead facility.
182	Recreation	Impact to a wide range of users	Concerned that the proposed route has the potential to reduce recreational opportunities not associated with the trail system such as hunting, jobbing, camping, target shooting, horseback riding, and OHV riding.
182	Safety	Trails	The highway would reduce the amount of land available for other recreational opportunities not associated with the trail system and crowd other users onto the space increasing the likelihood of negative interactions or incompatible uses (i.e., target shooting near a trail).
182	Special Status Species	Greater Sage Grouse	Concerned that the current alignment will cause significant impacts to sage grouse habitats located near potential breeding sites.
182	Special Status Species	Greater Sage Grouse	Concerned that a proposed airport that is more likely to occur if the roadway is built would lead to even more reduction of sage grouse habitat.
182	Traffic	Movement	Concerned that if a highway were to go in that it be limited to a two lane road to make it less likely for private vehicles to bypass existing business corridor on Highway 40.
182	Wildlife	Herd Reduction	Pronghorn and elk would be impacted if a highway were built as currently proposed because there would be an increase in the frequency of wildlife collisions with large trucks, potentially reducing hunting opportunities.
183	Recreation	Tourists	Concerned that the current route and proposal will negatively impact the McCoy Flats bike trails and discourage visitors from coming to Vernal and patronizing restaurants, stores and local attractions.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
184	Recreation	Tourists	Concerned that the proposed highway through the McCoy Flats trails system would discourage visitors from coming to Vernal and staying in local hotels, shopping and eating locally. Similar small towns benefit from mountain biking as a great source of income for the local economy.
185	Alignment	Impact to Trails	Concerned that the highway will cut through the center of the McCoy Flats trails system.
185	Alignment	Options	Would like to see an alternative route be used for this project
185	Recreation	Tourists	Concerned that the highways path through the McCoy Flats trails system will impact tourism.
186	Alignment	Options	Would like to see an alternative route be used for this project
186	Socio-Economic	Growth	Concerned that the highway passing through the McCoy Trails system will impact its potential growth and an economic driver for Vernal
187	Alignment	Traffic Diversion	Concerned that the highway will pull traffic off of Vernals main street.
187	Recreation	Tourists	Concerned that the bypass will impact the McCoy Flats trails as a tourist destination and discourage out of area visitors to the area.
188	Alignment	Options	Would like the Dog Valley bypass following the southern outskirts of the Ashley Valley to be considered because it would require a much shorter distance and keep traffic closer to town. The Dog Valley route wouldn't impact the McCoy trails and received a 61% approval rating during the 2007-2008 scoping.
188	Socio-Economic	Socioeconomic	Concerned about the socioeconomic impacts of the proposed route.
188	Socio-Economic	Tourism	Concerned that the highway will make it easy for travelers to bypass Vernal which will negatively impact local businesses.
188	Oil & Gas Production	Oil Boom	Concerned about the reliability of the oil and gas production in the area as an economic driver for Vernal as well as its longevity.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
188	Recreation	Bike Trails	Concerned that the highway will negatively impact the McCoy Trails system which is a popular recreation spot for locals in the area.
189	Alignment	Options	Would like an alternative route that does not impact the McCoy Flats trails system to be considered.
189	Environmental	Air Quality	Concerned that an increase in heavy truck traffic from the energy production emission in the form of particulates and gaseous pollutants will increase from construction of the road and over the entire life of the road.
189	Government	Investment	Concerned that the bypass will undermine the significant investment put into the McCoy Flats trails by the BLM and the volunteer efforts that went into creating the trails system.
189	Oil & Gas Production	Demand	Concerned about the longevity of the industry in the area and what impact building a road specifically for the industry may have when that economic driver has decreased.
189	Recreation	Tourists	Concerned that the highway will negatively impact tourism to the Vernal area by people who visit to use the McCoy Flats trails system and purchase fuel, food and shop at local stores.
189	Environmental	Soils Resources	Concerned that that cut and fill brought in during construction may impact the balance of local soil.
189	Special Status Species	Greater Sage Grouse	Concerned that the project will effect the Greater Sage Grouse habitat. The Sage Grouse has been documented to avoid construction activity in their habitat area. Also as a long-term effect the Sage Grouse could suffer population drops because of vehicle collisions.
189	Government	Planning and Zoning	Concerned that the current route will impact the current Resource Management Plan for the area.
190	Recreation	Tourists	Concerned that the highway would destroy the McCoy trails system and deter visitors to the area.
191	Alignment	Options	Would like an alternate route to be considered that doesn't impact the McCoy Flats trails system.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
191	Socio-Economic	Tourism	Concerned that the bypass will drive traffic away from Vernal. Damaging local businesses like gas stations, restaurants and shopping centers that are there currently or are being built.
192	Alignment	Options	Would like to see an alternative route considered that is south of the Retail Sale trail
192	Environmental	Noise	Concerned that the highway will add excessive noise to the area
192	Recreation	Impact to wide range of users	Concerned that the current route could negatively impact the quality of the McCoy Flats trails which is used by a large variety of people
192	Recreation	Youth	Concerned that the current route would greatly impact a trail commonly used by beginners and small children.
193	Alignment	Options	Would like an alternative southern route to be considered to minimize visual and noise impact to the McCoy Flats trails system.
193	Socio-Economic	Vernal Businesses	Concerned that the highways proximity to the McCoy bike trails will greatly impact their local recreation business which hosts tours of the trails system.
193	Government	Investment	Concerned that the current route will undermine the investment that BLM has put into the McCoy Flats trails system.
193	Traffic	Congestion	As a Vernal Main Street business they know the importance of the bypass route for reducing heavy traffic in the area.
194	Alignment	Options	Would like an alternative southern route to be considered to minimize visual and noise impact to the McCoy Flats trails system.
194	Government	Investment	Concerned that the current route will undermine the investment that BLM has put into the McCoy Flats trails system.
194	Environmental	Plants	Concerned that the highway will negatively impact a variety of natural resources in the area such as wildflowers and native species.

BLM Environmental Assessment - AVER**Public Comment Coding and Identified Issues**

Number	Topic	Subtopic	Issue
194	Recreation	Impact to wide range of users	Concerned that the highways proximity to the McCoy bike trails will impact the variety of users of the trails.
195	Alignment	Options	Consider a southern route far away from the trail system.
195	Alignment	Options	Consider no bypass in the McCoy Flats area at all.
195	Community	Health and Well Being	Uintah County is the unhealthiest county in Utah and damaging the best non-motorized use area in Vernal will discourage Uinta Basin residents from exercising outdoors.
195	Socio-Economic	Tourists	Damaging the McCoy Flats trail system will reduce the potential for a diversified, tourist-based economy.
195	Environmental	Air Quality	Concerned that a five-lane highway will impact air and increase pollution at McCoy Flat area.
195	Environmental	Noise	Concerned that a five-lane highway will impact noise at McCoy Flat area.
195	Environmental	Non-motorized Areas	Concerned that the bypass will cross through Vernal's non-motorized areas.
195	Environmental	Recreational Experience	Concerned that unrivaled exercise and outdoor experienced will be irreversibly damaged.