SEVEN COUNTY INFRASTRUCTURE COALITION
AND UINTAH TRANSPORTATION SPECIAL SERVICE DISTRICT
Federal Application and Supporting Analysis for the
Connection to I-70 Transportation Corridor
July 13, 2017
July 13, 2017

Mike McKee  
Coalition Designee  
mmckee@7county.utah.gov

Subject: Proposal for Federal Application and Supporting Analysis for the Connection to I-70 Transportation Corridor

SCIC and UTSSD Selection Committee:

Our Sunrise/AECOM/Ron Clegg Team (Team) has been very excited to watch the progress of the Connection to I-70 from the Seep Ridge Road project over the past years. We recognize that a team which possesses a pioneering spirit and the tenacity to see the project through will be needed to keep the momentum going and build a solid foundation so that this project can be permitted, designed and constructed as quickly as possible.

You will note that the Sunrise Team shown in this proposal was created specifically for this project and possesses the following attributes to successfully assist in the NEPA process and set up a successful project:

- **Local leadership with a working relationship with BLM and a vested interesting in seeing this project a success.**
- **Team management with a proven track record of large projects coordinated with the BLM and UDOT.**
- **Expert staff to address any issues that may arise during creation of the Purpose and Need Statement, Plan of Development, and NEPA document preparation.**
- **Experience to avoid pitfalls due to oversights in the beginning of the project.**

Our Team at every level has Environmental Document Experience, BLM, and UDOT Coordination experience. Each of us has been through this process from concept to completion, and the NEPA/BLM process is something we have been through on the ground level multiple times. Having that on the ground experience in our entire team, including management, means we can speak the language of the BLM and NEPA which will streamline this process and cut down tasks and coordination time.

We also fully understand the nexus with local elected leaders and State officials. We plan to work closely with Senator Van Tassell, officials in Uintah and Grand Counties and UDOT officials to keep the end goals of the project in mind and keep things on track.

This project will take a pioneering spirit; we would be excited to be part of it and appreciate your consideration of the Sunrise Team.

Regards,

\[Signature\]

Aaron Averett, P.E.  
Sunrise Engineering, Inc.
Sunrise Engineering collaborates with its clients to develop solutions that work well within their project requirements. The result is an optimum balance of cost and operational performance. The majority of our work continues to be performed for repeat clients. These continuing relationships are a reflection of our clients’ trust and satisfaction. We have established a reputation for budgetary responsibility and engineering excellence, as evidenced by our receipt of the PSMJ National Client Satisfaction Award for seven consecutive years.

For the past 39 years, Sunrise has been led by an Executive Management Team who shares responsibility for the vision and operation of the firm. Their ability to work together and lead by example has brought continued success. Our current staff includes 250 people, 45 of which are licensed engineers with a broad range of experience and diversity of interests. They are licensed to practice in 17 states. We have twelve Sunrise offices throughout Utah, Wyoming, Arizona and Nevada.

CURRENT UDOT POOLS

2 — Construction Engineering Management
3A — Construction / Constructability Review Services
4 — Environmental Document Preparation
8 — Hydraulic Design
13 — Planning
14 — Preconstruction Engineering
15 — Project Management
18 — Right of Way Engineering
22B — Surveying Services – Surveying and Mapping
24 — Traffic Signal and Roadway Lighting Design

AECOM and our predecessor companies have delivered successful transportation projects to UDOT and local governments in Utah for more than 60 years. We have worked on projects in every corner of the state. Our ability to provide quality, full-service transportation consulting in Utah comes from our history of successful collaboration with UDOT and local governments, backed by our strength as a leader in transportation services throughout the United States.

Our planning services in Salt Lake City focus on environmental documents for proposed transportation projects for UDOT/FHWA, UTA/FTA, county, and local governments. We have prepared nearly a dozen environmental documents for UDOT/FHWA over the past few years, including the SR-262 Environmental Impact Statement (EIS), 11400 South EIS, Telegraph Street Environmental Assessment (EA), and the 700 East, 12300 South to 9400 South EA. Furthermore, our team of environmental specialists also provides environmental services for other federal and state agencies such as FTA, USFS, BLM, NPS, USACE, USFWS, FEMA, UDEQ, UDWQ, UDWR, and UDOGM. This broad experience provides our team with exceptional multi-agency coordination abilities, an aptitude to understand multi-agency regulatory guidance and other documents, and proficiency in authoring and preparing environmental documents. This experience has fostered relationships and facilitated coordination of roadway projects with many state and federal agencies.
KEY INDIVIDUAL QUALIFICATIONS
The projects listed under Project Experience identify the qualifications and experience of our team of experts (Sunrise, AECOM, and Ron Clegg) by only listing projects associated with key individuals committed to making your project successful. Our project experience reflects significant knowledge navigating the NEPA Process with both BLM and UDOT, including similar corridor projects involving BLM.

ENVIRONMENTAL IMPACT STATEMENT WORK
Each of the key individuals of our project team currently have other assignments developing environmental documents for other projects. However, once we obtain a notice to proceed from you to begin this project, each of our team member’s top priority will be to complete Phase I of this project in an efficient and timely manner. Sunrise, AECOM, and Ron Clegg are committed to the schedule and successful completion of your extremely important project.

FIRM STRENGTHS
- Local Team members with experience navigating the NEPA Process for similar projects
- Experts (Sunrise, AECOM, Ron Clegg) with experience preparing environmental documents for similar corridor projects on BLM land
- Experience successfully navigating the NEPA Process with both BLM and UDOT
- Understanding of Local Environmental Issues and a track record completing successful environmental projects in the area with BLM

WHY OUR TEAM
Our team (Sunrise, AECOM, Ron Clegg) is committed to the success of your project and includes local team members that are invested in the success of project development in the area. The breadth of experience of the key individuals committed to your project will allow us to hit the ground running and avoid “on-the-job training”. With a clear project understanding, our team will see the end from the beginning and avoid costly mistakes and oversights. Finally, the extensive experience of our team working with BLM in the area, as well as UDOT, will be a great asset throughout the duration of the project (both Phases I and II). We have worked many years to develop relationships within these key agencies which will benefit project coordination and development of a sound NEPA document that can withstand scrutiny.
Project Experience
Santa Clara City proposed to construct a water storage tank and a substation on public land administered by the U.S. Bureau of Land Management (BLM), and install approximately 1 mile of 20- to 24-inch diameter water conveyance pipe and approximately 1 mile of 75-foot high power transmission line across private land and public land administered by BLM. The pipeline and power line also crossed the Santa Clara River. Because the project involved public land and required approval from BLM, an environmental assessment (EA) was prepared in general accordance with National Environmental Policy Act (NEPA) prepared by BLM. The EA evaluated three different project options and a “no-action” alternative. Appropriate environmental mitigation measures and commitments were provided to mitigate any potential significant effects to a less-than-significant level. A finding of no significant impact (FONSI) was issued. Environmental assessment analyzed: soil, water resources; biological resources; wildlife and Special Status Species; land use; livestock grazing; Visual Resource Management; utilities, social and economic conditions; recreation and Cumulative Impacts.

The environmental assessment was prepared to analyze the potential impacts of Meadow Bay Gold Corporation’s proposed exploratory drilling operations at Atlanta Mine, located on public lands managed by the U.S. Department of the Interior, Bureau of Land Management in southeast Nevada. Meadow Bay proposed an exploratory drilling program to further define the extent and nature of the quality and quantity of minerals within the claim boundaries at Atlanta Mine. The exploration activities included construction of and drilling at 62 drill pads. The environmental assessment analyzed and addressed issues related to soils, cultural resources, paleontological resources, socioeconomics, wildlife, special status species, vegetation, visual resources, recreation resources, land use, water quality, and land with wilderness characteristics. The operations plan included details related to site access, drill pad preparation, drilling and drilling fluids, demolition of existing on-site structures, site reclamation, and equipment to be utilized. The plan addressed in detail the reclamation plan, bonding, as well as additional environmental concerns associated with the site. The operations plan was provided to BLM as part of the process of obtaining approval for exploratory drilling efforts.
Sunrise completed an Environmental Assessment to analyze the potential impacts of the Neola Water and Sewer District’s culinary water improvements project in Neola, Utah. The project consists of installation of pipeline, water meters, and fire hydrants, including improvements on Tribal Lands in the area. Tribal lands in the area are held in trust by the federal government and managed by the Bureau of Indian Affairs (BIA) Uintah and Ouray Agency. Therefore, the project was an externally initiated proposal and considered a federal action subject to the analysis under the National Environmental Policy Act (NEPA). BIA was considered the lead agency for the proposed action. The environmental assessment included the review of cultural, biological, soil, water, and vegetation resources, as well as socioeconomics, public health and safety, and wetlands and waters of the United States. In addition to this project, Sunrise has completed environmental assessments and analyses for many water improvements projects, including culinary water, wastewater, irrigation, and industrial projects.

Bicknell Culinary Water Improvements and EA
Bicknell Town, Utah

Bicknell Town submitted a request for a special use permit amendment to the U.S. Forest Service (USFS) for authorization to develop a new spring and redevelop five existing springs in the Fishlake National Forest. They also submitted an application for a Right-of-Way amendment to the U.S. Department of the Interior Bureau of Land Management (BLM) for authorization to construct a 250,000-gallon water storage tank and a chlorination building adjacent to an existing 350,000-gallon water storage tank on BLM-administered public lands. Included in the project is an underground power line to provide power to the new chlorination building and improvements to the Town’s water system. The environmental assessment analyzed the potential effects of the proposed project. The USFS was the lead agency and the BLM was a participating agency. The environmental assessment assisted the USFS, the BLM and funding agencies in project planning and ensuring compliance with the National Environmental Policy Act (NEPA).
Zion View Environmental Clearance, Roads and Utilities
Duck Creek, Utah

The project included approximately 5 miles of road and utility easements across Federal Lands (Dixie National Forest) that required an Environmental Assessment be completed. The final road, phone, power and water line easements including a tank site on Federal Lands required Goshawk and Mexican Spotted Owl Surveys as well as other Threatened and Endangered Species Surveys. A local active Goshawk nest was found and mitigation measures were determined and followed during construction of the project. Other mitigation measures addressing air quality and noise were also required in the NEPA document. The project was constructed in the summer of 2014 and ultimately included over 20 miles of roadway improvements, power, phone and waterline improvements.

SWCA HDS Crescent Point Rock Art
Vernal, Utah

Engagement in rock art by diverse groups demonstrates that interpreting the past provides an opportunity for open dialogue and facilitates mentoring on the importance of preserving historic places. Rock art sites are a common archaeological site type in the Uintah Basin. In 2014, Sunrise teamed up with SWCA Environmental Consultants to complete a detailed analysis, monitoring, and dust mitigation of a rock art site in Uintah County, Utah. Sunrise performed Laser 3D scanning and mapping, which included mitigation activities and subsequent monitoring of road construction near the site, is a great model for public outreach. The project allowed for the positive collaboration between energy industry professionals, archaeologists, construction personnel, Native American tribal members, and local peoples, and engagement with the rock art on a personal level.
For this third-party Environmental Impact Statement, AECOM provided technical support for development of the baseline and impact analysis for resources including cultural resources, groundwater and surface water, visual resources, vegetation, socioeconomics, rare plant resources, and air quality. The proposed natural gas drilling project includes up to 2,000 new wells and associated access roads and other facilities near Vernal, Utah.

AECOM supported the BLM Vernal Field Office in preparing an EIS for infill drilling of oil and gas resources in the Greater Natural Buttes area of northeastern Utah. The proponent, Kerr-McGee LP, a wholly owned subsidiary of Anadarko Petroleum Corporation, and other operators propose to drill up to 3,675 wells over a period of 10 years. The project area includes approximately 162,911 acres of federal, state, tribal, and private land in an existing gas producing region. A major issue for the project is the potential for air quality impacts, particularly ozone, for which AECOM performed extensive air quality modeling to estimate the project impacts. Other major issues include wildlife (impacts to sage grouse, threatened and endangered fish species, and a threatened and endangered cactus), range (impacts to grazing allotments), and socioeconomic impacts on an area that has experienced past boom and bust cycles. Through a proactive, collaborative management approach, AECOM was successful at maintaining progress on this project even when other projects managed by this BLM field office had to be placed on hold. The technical studies and NEPA-related analyses are subject to substantial agency and public scrutiny. AECOM developed an extensive air quality modeling analysis and technical support document (TSD). The Record of Decision was signed by the Secretary of the Interior in May 2012.
TransWest Express proposes to construct and operate an extra-high voltage 600-kV DC transmission line originating near Rawlins, Wyoming, and terminating near Boulder City, Nevada. Under the direction of the Bureau of Land Management and Western Area Power Administration, AECOM is preparing the third-party environmental impact statement for approximately 730 miles of proposed corridor and 1,400 miles of alternative corridors. The currently proposed alignments traverse Wyoming, Colorado, Utah, and Nevada. Each substation/converter station is expected to require a 200-acre site. The Draft EIS received the Environmental Protection Agency’s highest rating for the adequacy of an EIS (EC-1). Key technical and public issues included the relative visual resource effects of the various alternatives; the acceptability of the project in states that will not directly benefit from the power that is generated or transmitted (Utah, Colorado); the use of private lands for utility uses; and cumulative impacts with other proposed high-voltage transmission projects located in the same utility corridors. The Final EIS was released in May 2015; the BLM Record of Decision (ROD) was issued December 2016; the WAPA ROD was issued January 2017; and the USFS ROD was issued May 2017.

TransWest Express Transmission Project EIS
Wyoming, Colorado, Utah and Nevada

Ron Clegg Project Experience

I-15 CORE Environmental Impact Statement
Salt Lake County and Utah County, Utah

The project’s critical habitat crossed two threatened and endangered species, the June sucker, and Ute Ladies’-Tresses. The project produced a Biological Assessment for the USFWS, and included careful coordination and planning to avoid adverse effects. The project directly affected 13 cities, which required coordination with 25 jurisdictions and two metropolitan planning organizations. An extensive public involvement program was developed to address concerns, such as transit station locations and redesigned interchanges and maintenance of traffic. The project was one of many major environmental studies being conducted in the same counties at the same time, triggering considerable inter-project coordination on topics such as traffic modeling and impacts analysis. This project was the recipient of the American Council of Engineering Companies 2009 Grand Award in Utah, and was a national finalist. Services performed: Project Management; preparation of EIS and ROD documents; preliminary design engineering; traffic modeling; public involvement and NEPA outreach efforts; agency and municipal coordination and financial analysis.
Aaron Averett, P.E.

Mr. Averett is experienced in the planning, design and construction management of a wide variety of projects throughout Utah and Nevada including culinary and irrigation water projects, transportation, site planning and parks and recreation projects. Many of the projects Mr. Averett has participated in include planning, funding coordination and acquisition, environmental clearance, technical design and coordination with regulatory agencies, construction management and GIS. Working closely with clients allows Mr. Averett to adapt services provided to match the need of each project individually. Communication has been a vital part of each project Mr. Averett has been involved with.

**South Hills Utility Corridor and EA**
Santa Clara, Utah
Mr. Averett coordinated with the BLM (Bureau of Land Management) to fulfill NEPA (National Environmental Policy Act) requirements for Santa Clara City in obtaining 2 mile power easements through an area spotted with critical habitats and threatened species.

**Culinary Supply Line, Tank and Distribution System**
Kane County, Utah
Under the direction of the Kane County Water Conservancy District Mr. Averett worked with the Dixie National Forest to obtain the environmental clearance and permits necessary to install a supply line and tank on Forest Service lands to provide culinary water to a subdivision with a defunct water system. Mr. Averett also worked closely with funding agencies to obtain funds and meet funding requirements for the overall project which included over 20 miles of culinary supply and distribution waterlines and a new culinary water tank. Mr. Averett also oversaw the construction management of the water improvements project and the roads improvements associated with the project. Coordination with local utilities, county agencies, state and federal agencies created challenges that were worked through as part of this project.

**Long Valley Estates Water System Design**
Kane County, Utah
Mr. Averett coordinated the meeting of funding requirements including environmental, archaeological and design criteria requirements. He also oversaw the design of 35,000 feet of culinary water pipe and a 350,000 gallon water tank to serve 220 connections in a subdivision with a previously inadequate system. Mr. Averett also coordinated with surrounding property owners and collected right-of-way documents.
Kris Blanchard, P.E.

Mr. Blanchard is experienced in the analysis and design of roads, transportation systems, pipelines, site plans, structures, water and wastewater, traffic studies, evaporation facilities, hydraulic modeling and design and hydrologic studies. He has provided many pre-construction surveys, along with construction and slope staking with GPS, Total Station, and optical level survey equipment. Mr. Blanchard's has created automated methods for earthwork processing, volume calculations, design analysis, and data management for road designs. He is well versed in document, plans, and specification preparation for projects falling under both state and federal jurisdiction including UDOT, CDOT, WyDOT, NDDOT, FHWA, BLM, USFS, and BIA, along with a wide assortment of local counties, cities, and municipalities and multiple American Indian Tribes. He has also led many coordination efforts between clients, contractors, government officials, consultants, and the public in the planning, design, and construction management for a wide variety of culinary water, transportation, site planning, and oil and gas development projects throughout Utah, Colorado, Wyoming, Texas, New Mexico, Oklahoma, Montana, and North Dakota.

Mr. Blanchard has great breadth of experience both in civil engineering design and heavy civil/oil and gas construction working as a project manager. Providing both project estimating and complete project management of a broad range of over 150 construction supervisors and field service personnel, he oversaw entire project cycles, from RFQ, estimating and bidding, and project award through project closure. Throughout each project he provided vital communication between the owner, engineer, inspectors, and within the construction company for which he worked, along with providing materials sourcing, expense tracking, job costing, AP and AR management, project payment applications, and forecasting for multiple jobs. Responsible for ensuring safety requirements were met.

Mr. Blanchard brings UDOT Construction Crew experience were as a Field Engineer where he oversaw work progress and reporting, non-compliance issues, inspection staffing, and change orders for multiple construction projects. He also provided constructability and feasibility review for plans for upcoming projects, along with supervising inspection staff, performed inspections and testing as needed, and assisted with administrative duties.

RELEVANT EXPERIENCE
Duchesne County Utah
Transportation Plans and Erosion Control Plans, Berry Petroleum/Linn Energy, Over 45 miles of Roads and more than 80 Well Pads on the Ashley N.F.

Montana and North Dakota
Transportation Plans, multiples oil and gas operators in MT and ND, Over 20 miles of Roads and more 10 Well Pads on the Dakota Prairie N.G.

EDUCATION
B.S. – Civil Engineering
Utah State University, 2008

YEARS IN PROFESSION
9, 1 with Sunrise

REGISTRATIONS
Registered Professional Engineer
Utah No. 8364320, Colorado No. 4788, Wyoming No. 14409, Texas No. 116613, Oklahoma No. 27177, New Mexico No. 22303

UDOT CERTIFICATIONS
CEMT, ECST, PART I and II, IQP, CCET, ADA-RAMP, Traffic Control Maintainer, WAQTC No. 162917: HRST, SDRTT and CTT

OTHER CERTIFICATIONS
Utah On-site Wastewater Level I and II No. 02326-OSP-1 and 02326-OSP-2, Utah Water Operator Specialist D4 and T4 No. 12918, PEC and SafeLand, H2S

MEMBERSHIPS
American Society of Civil Engineers
Chairman, TLWID Board, 2012-2015
Derek Anderson, P.E.

Derek currently leads the Environmental Team at Sunrise Engineering, managing the preparation of environmental documents for projects ranging from transportation, mining, groundwater management and development, hydroelectric energy and utility scale solar development, landfill management, and municipal water engineering. Within the last two years (2015-2016), Mr. Anderson has managed the completion of over twenty environmental documents, which includes thirteen environmental assessments and four environmental documents for UDOT projects. He is responsible for the quality assurance and control of work completed within the Environmental Division and for the management of client relationships. Derek’s expertise extends to hydrology, hydraulics, geotechnical engineering, hydroelectric evaluation and design, and geothermal resource investigation and assessment. He has experience working on drainage studies, sediment transport analysis, flood control structures, dam break studies, pipeline design, hydraulic structure designs including intake structures, low level outlet works, culverts, inverted siphons, detention basins, and energy dissipation structures, and preparing CLOMR and LOMR requests to the Federal Emergency Management Agency. Mt. Dell Dam Hydroelectric Project Environmental Assessment – Salt Lake City, Utah

RELEVANT EXPERIENCE

- Hildale Flood Control Dams E.A. – Hildale, Utah
- Eagle Mountain 2 MG Water Tank E.A. – Eagle Mountain, Utah
- Town of Big Water – Water Improvements E.A. – Big Water, Utah
- Town of Springdale Water Treatment Plant E.A. – Springdale, Utah
- GWSSA Water Improvements E.A. – Grand County, Utah
- Wales Culinary Well Replacement Project Categorical Exclusion – Wales, Utah
- Fairview City Culinary Water Improvements E.A. – Fairview, Utah
- Mt. Pleasant City Well Study and Environmental Report – Mt. Pleasant, Utah
- Eureka City Water and Wastewater E.A. – Eureka, Utah
- Nephi City Water Improvements E.A. – Nephi, Utah
- 300 MW Solar Site Environmental Report and Wildlife Mgmt Plan
- UDOT Region 4 RR Crossings Categorical Exclusion – UDOT Region 4
- UDOT Region 3 RR Crossings Categorical Exclusion – UDOT Region 3
- E.A. for Washington Fields Road – Washington, Utah UDOT Region 4
- Fillmore City Water System Improvements E.A. – Fillmore, Utah
- Manila Water and Sewer Improvements E.A. – Manila, Utah
- Neola Water Improvements E.A. – Neola, Utah
- UDOT SR-72 State Environmental Study – UDOT Region 4
- Parowan Center Creek Hydroelectric Power Plant E.A. – Parowan, Utah
- Herriman City 5 MG Water Tank E.A. – Herriman, Utah
- Gunnison City Culinary Water Improvements E.A. – Gunnison, Utah
- Meadow Bay Gold Atlanta Mine Exploration BLM Plan of Operations and E.A.
- Pioche, Nevada
- Bicknell Town Water Improvements E.A. – Bicknell, Utah
- Trinity PUD Lewiston Powerplant Replacement E.A. – Lewiston, California
- Meadow Valley Wash FEMA Floodplain Study - Caliente, Nevada
- Trout Canyon Land and Water Users Pipeline Replacement Environmental Study - Trout Canyon, Nevada
- Spring Creek Utilities Arsenic Treatment E.A. – Elko, Nevada

EDUCATION
M.S. - Civil and Environmental Engineering, Utah State University, 2006

YEARS IN PROFESSION
11, 10 with Sunrise

REGISTRATIONS
Registered Professional Engineer: Utah No. 7549969, Nevada No. 022919
Idaho No. 15253, Wyoming No.15849

COMMENDATION
“The project team led by Derek Anderson was exceptional. Sunrise Engineering was able to develop solutions to technical problems unique to the project in a professional and efficient manner. Derek always went the extra mile to clearly explain these challenges and solutions to District staff. Project deliverable received from Sunrise Engineering were first rate.”

– Ivo Bergsohn
South Tahoe Public Utility Department
Dao Yang, P.E.

Dao has been involved in a variety of different disciplines over his 34 years of professional experience: including environmental investigations and assessments, geothermal resource investigations and assessment, hydraulics, hydrology, geotechnical engineering, hydrogeology, and groundwater flow and contaminant modeling. Within the last 5 years, he has completed more than 40 environmental assessment and/or permitting projects for transportation projects, water development projects, water treatment projects, wastewater treatment projects, power plants, natural gas projects, civil engineering projects, communication tower projects and airport expansion projects.

RELEVANT EXPERIENCE

- South Hills Utility Corridor and Environmental Assessment — Santa Clara, Utah
- Hildale Flood Control Dams E.A. — Hildale, Utah
- Eagle Mountain 2 MG Water Tank E.A. — Eagle Mountain, Utah
- Town of Big Water — Water Improvements E.A. — Big Water, Utah
- Town of Springdale Water Treatment Plant E.A. — Springdale, Utah
- GWSSA Water Improvements E.A. — Grand County, Utah
- Wales Culinary Well Replacement Project Categorical Exclusion — Wales, Utah
- Fairview City Culinary Water Improvements E.A. — Fairview, Utah
- Mt. Pleasant City Well Study and Environmental Report — Mt. Pleasant, Utah
- Eureka City Water and Wastewater E.A. — Eureka, Utah
- Nephi City Water Improvements E.A. — Nephi, Utah
- 300 MW Solar Site Environmental Report and Wildlife Mgmt Plan
- UDOT Region 4 RR Crossings Categorical Exclusion — UDOT Region 4
- UDOT Region 3 RR Crossings Categorical Exclusion — UDOT Region 3
- E.A. for Washington Fields Road — Washington, Utah UDOT Region 4
- Fillmore City Water System Improvements E.A. — Fillmore, Utah
- Manila Water and Sewer Improvements E.A. — Manila, Utah
- Neola Water Improvements E.A. — Neola, Utah
- UDOT SR-72 State Environmental Study — UDOT Region 4
- Parowan Center Creek Hydroelectric Power Plant E.A. — Parowan, Utah
- Herriman City 5 MG Water Tank E.A. — Herriman, Utah
- Gunnison City Culinary Water Improvements E.A. — Gunnison, Utah
- Meadow Bay Gold Atlanta Mine Exploration BLM Plan of Operations and E.A.
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- Trinity PUD Lewiston Powerplant Replacement E.A. — Lewiston, California
- Meadow Valley Wash FEMA Floodplain Study - Caliente, Nevada
- Trout Canyon Land and Water Users Pipeline Replacement Environmental Study - Trout Canyon, Nevada
- Spring Creek Utilities Arsenic Treatment E.A. - Elko, Nevada

EDUCATION

M.S. - Civil and Environmental Engineering, Utah State University, 1993
B.S. - Civil Engineering, Wuhan University of Hydraulic/ Electrical Engineering, 1982

YEARS IN PROFESSION
35, 19 with Sunrise

REGISTRATIONS
Utah No. 2601202; California No. C 77573
Nevada Certified Environmental Manager No. 2386

AREAS OF EXPERTISE
Environmental Investigations and Assessments; Geothermal Resources Exploration; Soil and Groundwater Sampling; Environmental Site Assessment; Permitting
Andy Powell, P.E.

Andy currently serves as the Manager overseeing the Transportation Group in the Salt Lake City Office. His project responsibilities are as Senior Project Manager, Principal-in-Charge and Project Engineer. Andy was raised in the Uintah Basin and is a graduate of Union High School in Roosevelt. He has over 22 years of experience working on various transportation projects primarily throughout the state of Utah with additional experience in Idaho, Arizona, Montana and Colorado. This experience includes managing roadway widening and bridge replacement projects, as well as managing environmental studies for transportation projects. His traffic engineering experience includes involvement in several traffic impact studies for communities in Utah and Idaho, and has been involved in developing Transportation Master Plans for St. George, Washington City, Draper, Sandy, and Farmington. Andy is experienced in traffic signal design, performing level-of-service (LOS) analysis, traffic projections, alternative analysis feasibility studies, and lighting design. In addition, he has won UDOT’s Design Excellence Award in 1998 and 1999 for traffic-related projects.

RELEVANT EXPERIENCE

Provo-Orem Transportation Improvement Project, Utah Transit Authority
Utah County, Utah
Andy was the roadway design manager for this 10.5 mile Bus Rapid Transit project through the cities of Provo and Orem. He was instrumental in coordinating the design with multiple stakeholders including, UTA, UDOT, Provo, Orem, Utah County, BYU, UVU, and multiple business owners and residents. Andy directed the design efforts for the three individual segments and ensured the over 1600 design sheets were consistent through these segments. His coordinated with the CMGC team provided the most cost effective design while minimizing impacts.

Southern Parkway – Segments 4 and 5, Utah Department of Transportation
Washington County, Utah
Andy managed this project to finalize the alignment of 11 miles of the 27-mile corridor that runs from I-15 and SR-9. Segment 4 runs from Washington Dam Road in Washington City to 3000 South in Hurricane City. A construction package was developed for a portion of Segment 4 (Washington Dam Road to 4300 West). This section entailed the climbing of a large ridgeline requiring innovative design to minimize impacts and project costs.

SR-212, Telegraph Street (500 West to 300 East) Environmental Assessment
Washington City, Utah
Andy was the Project Manager for this Environmental Assessment set within historic downtown Washington City, Utah. He managed the development of a purpose and need for the project, alternatives that support the purpose and need, and the selection of an alternative that best meet the purpose and need. The NEPA process was directed through a public involvement process to develop consensus with the stakeholders involved.
Dr. Tucker has 42 years of experience in cultural resources management. He has conducted and managed hundreds of cultural investigations involving surveying, testing, excavation, and monitoring for a variety of project types. He has worked on several projects in northeastern Utah and the Uintah Basin, including survey and data recovery for a CO2/PO4 pipeline, survey for oil and gas development, and survey of a proposed railroad alignment. More recently, he completed intensive cultural resources inventories for several oil/gas production wells in the Lake Canyon area of Duchesne County and for proposed gas well locations and access roads in the Ashley National Forest. Dr. Tucker has worked closely and effectively with personnel in the various federal and state regulatory agencies, including the staff with the BLM Vernal Field Office and the office of the Utah State Historic Preservation Officer (SHPO). The relationships that he has developed with the staff in these agencies will help expedite the regulatory review process.

**RELEVANT EXPERIENCE**

- **U.S. Army Corps of Engineers, Military Munitions Response Projects, Western Utah**: Principal Investigator for survey and testing private land and public lands administered by the BLM, Hill Air Force Base, and State of Utah

- **U.S. Air Force, CERCLA LF058 (Landfill K), Elko County, Nevada**: Principal Investigator for cultural resources investigations

- **Kenscott Utah Copper, Tailings Expansion Project, Salt Lake County, Utah**: Principal Investigator for cultural resources investigations of proposed tailing pond expansion project

- **BLM Salt Lake Field Office and Air Force Material Command, OD508 Munitions Response Area, Tooele County, Utah**: Principal Investigator for cultural resources survey and monitoring of military site

- **Air Force Material Command, AL501c and AL501d, Utah Test and Training Range, Tooele County, Utah**: Principal Investigator for cultural resources surface reconnaissance and monitoring of military site

- **National Park Service, Irrigation System Upgrade for Zion National Park, County, Washington, Iron, and Kane counties, Utah**: Prepared Assessment of Effect (AEF) for cultural resources component of irrigation system upgrade project

- **Berry Petroleum Company, Ashley National Forest Exploration and Development Wells EA, Duchesne County, Utah**: Senior Archaeologist for intensive survey of oilfield development project

- **Grand County Department of Road and Bridge, Grand County Landfill Expansion, Grand County, Colorado**: Senior Archaeologist for survey of proposed landfill expansion
R. Spencer Martin

Spencer Martin is a Senior Ecologist and Project Manager with a broad technical background in environmental regulatory compliance and permitting related to the National Environmental Policy Act (NEPA), Endangered Species Act (ESA), Clean Water Act (CWA), Migratory Bird Treaty Act (MBTA), Bald and Golden Eagle Protection Act (BGEPA) and a variety of state and local permit processes. Mr. Martin has 27 years of experience in natural resources research and consulting, including extensive fieldwork (vegetation, fisheries, wildlife, and/or wetland surveys) in the Intermountain West, Northeast, Southeast, Alaska, and California.

He has completed vegetation and wildlife surveys, wildlife/biodiversity technical reports, biological evaluations, biological assessments, management indicator species reports, and NEPA, ESA, CWA, BGEPA and MBTA documentation for transportation, energy, and utility line projects in Utah, Nevada, and Wyoming; airport projects in Alaska; proposed ski area expansions in Utah, Colorado, and Vermont; and environmental planning projects in Utah and Idaho. Mr. Martin has conducted numerous big game surveys, identified mule deer and elk seasonal movement corridors, developed habitat mitigation plans, and written guidelines for minimizing impacts to wildlife associated with development at the wildland-urban interface. Over the years, Spencer has been involved in a variety of resource assessments, impact analyses, and permitting projects in and around the Uintah Basin and Book Cliffs.

RELEVANT EXPERIENCE

**Biological Task Lead for the TransWest Express EIS**
Wyoming, Colorado, Utah, Nevada

**Principal Ecologist for the Woodside Dome Drilling Project EA**
Emery County, Utah
A helium recovery project located just west of the Book Cliffs in Emery County, Utah.

**Mexican Spotted Owl (MSO) Habitat Assessment**
Vernal, Utah
Vernal BLM Field Office. Through the numerous hours of aerial and ground-based field surveys required for that project, Mr. Martin became very familiar with portions of the Basin and Book Cliffs containing potential MSO habitat.

EDUCATION
BA Biology, University of California, San Diego, 1988

YEARS IN PROFESSION
27; 4 with AECOM

TECHNICAL SPECIALTIES
Environmental Assessments and Impact Statements
Endangered Species Act section 7 Consultations
Biological Surveys, Data Analysis and Reporting
Impact Mitigation Planning
Major Capital Projects Permitting
Program Management for Project Permitting
Project Feasibility, Siting & Planning
Project Quality Assurance/Quality Control
Wetland Delineation, Mitigation, and Permitting

PROFESSIONAL AFFILIATIONS
Ecological Society of America
Society for Conservation Biology
Ron Clegg, P.E.

Ron is well known within the transportation industry in Utah. He spent several years managing the Parsons Brinckerhoff Salt Lake City. In 2015, Ron started Clegg Consult so he could focus his efforts on project work.

Ron has managed numerous transportation projects throughout his career and his focus has been on planning and NEPA projects. Ron has prepared numerous NEPA documents ranging from State Environmental Studies to complicated Environmental Impact Studies.

Ron is familiar with the Seven County Infrastructure Coalition as well as the Uintah Transportation Special Service District. He knows several of the people involved with these two organizations and what their goals and objectives are.

RELEVANT EXPERIENCE

**I-15 CORE Environmental Impact Statement**  
Utah and Salt Lake Counties  
Ron was the project manager for this project, which included over 44 miles of I-15 improvements and 44 miles of commuter rail in Utah and Salt Lake Counties. The total cost of these infrastructure improvements is roughly $4 billion. The EIS was completed in four years, which was record time, and saved the State of Utah significant dollars because the construction was able to occur when construction prices low. This project involved numerous agencies, local governments, and the public.

**Provo 1860 South Connector**  
Provo, Utah  
Ron managed this project, which was a new road on new alignment. He managed the project from the planning stages, through the environmental phase, and through design and construction. This project included two large bridges over the railroad track, significant stakeholder coordination, and moving part of the Provo City landfill. Today this road is heavily used and is an asset to the community.

**Cross Hollow Road Environmental Impact Statement**  
Cedar City, Utah  
Ron managed this project which included a new roadway in Cedar City. There were some significant environmental issues with this project, which included the Utah Prairie Dog (an endangered species). Due to the federal regulations and costs associated with dealing with the Utah Prairie Dog, Cedar City decided not to pursue this project using federal funds. They were able to build this road using local funds which resulted in significant savings to the city.
Project Understanding and Approach
Project Understanding and Approach

The success and timely completion of this project is dependent upon using a developed, proven, pragmatic approach to the project. Having a project team that is “all in” is also crucial to completing phase I and phase II in an effective manner. Our motivation for completing this federal application is to create a robust NEPA document that will allow final design and construction to proceed in a timely and efficient manner.

Our project approach and timeline is aggressive and includes a formal kickoff meeting where project roles, timelines, expectations and a detailed work plan will be discussed and customized for the Seven Counties Infrastructure Coalition (SCIC) and the Uintah Transportation Special Service District (UTSSD) Leadership. The keys to our project approach consist of three proven factors:

1. The EA/EIS process will be driven by a local team that will coordinate with SCIC and UTSSD to quickly and efficiently address each step in the lead up to and actual EA/EIS process.

2. Starting the project with a clear end goal, and creating a foundation to that end will help avoid costly mistakes and oversights that typically occur without essential coordination and effort.

3. Keeping the project rolling forward through close coordination with BLM and UDOT from the beginning through the end will ensure that the timeline for final document delivery and project completion is as efficient as possible and that the needs of SCIC and UTSSD are met.

The following describes how each of the three proven factors to our team’s approach will streamline the EA/EIS process.

The BLM and UDOT processes associated with an EA/EIS can drag out for years if not managed properly with the incorporation of constant communication. Having a project manager that is well versed in the NEPA process located in Vernal, will facilitate meetings with BLM Field Offices in Vernal, Price, or Moab to be coordinated quickly, and as often as necessary. Having an “on-the-ground” approach allows steps in the process to be addressed very quickly, rather than when meetings can be scheduled around travel and distance. This push from the local members of the team facilitates a “driver’s seat” approach for SCIC and UTSSD, rather than being reactionary to meet the lead agency’s requests. Additional members of the team (e.g. Derek Anderson, P.E. and Ron Clegg, P.E.) are located near the UDOT offices on the Wasatch Front, facilitating timely and efficient coordination that will be required with UDOT. The project team (Local and in Salt Lake City) stands ready to work with Senator Van Tassell and State Leaders throughout the project to make the process run smoothly and lay a foundation for the following phases of the project.

Another advantage of our locally lead team is that Sunrise Project Manager Aaron Averett, P.E., personally leads the environmental process for projects in the area associated with BLM and other entities. This has been the case for the Uintah County Trails Master Plan, the Neola Water Project, and his other projects in the area. Before moving to the Basin, Aaron was the environmental (NEPA) project lead on the South Hills Utility Corridor project, the Zion View Road and Utility
Improvements, and the Long Valley Roads and Water Improvements projects, all of which required the preparation of comprehensive NEPA documents. Having a project manager who is experienced in leading a project through the NEPA process, not just pushing it to a subcontractor, keeps the project driven by the priorities of UTSSD and SCIC rather than being ruled by the process. Knowing the process and managing it from the project manager facilitates the preparation of a complete NEPA document, which addresses all the necessary requirements with increased efficiency and decreased costs.

The local portion of our team is backed by the Sunrise Engineering Environmental Group led by Derek Anderson, P.E. who specializes in Environmental Engineering and Documentation. Derek and Aaron have worked together for the past 11 years on projects listed and have developed a strong working relationship on environmental documentation and project development. We bring this successful team and support to this project. AECOM can deliver all environmental services that could come up in any project. With AECOM and Ron Clegg supporting Sunrise, there is no issue that could arise with UDOT, BLM, or any other federal agency that could not be handled by our project team.

Aaron Averett and Sunrise team members, as well as Ron Clegg and AECOM have been following SCIC since its creation. In Sunrise Engineering’s proposal for General Engineering Services in 2014 we stated that we are committed to creating projects that work for SCIC. This statement holds true today. We have been searching for ways to help SCIC be successful and feel that based on the team of experts we have assembled, this is a project we can complete for UTSSD and SCIC in a way that will ensure the success of its design and construction.

Clearly, the end goal of this project is to create an approved NEPA document that is sound and can withstand challenges that may come from multiple sources. Creating a sound document will allow for design and construction of the Transportation Corridor to take place as quickly as possible. To that end, a proven approach used by our team on many other projects will be utilized as follows:

- Review existing documentation
- Briefly revisit project alternatives
- Establish a solid purpose and need
- Develop a strong Plan of Development
- Create strong concept level planning documentation
- Complete scope and address all areas of environmental concern
- Coordinate with lead agency on a regular timeline

**Building On Existing Documentation**

Similar to the approach used in our projects outlined in this proposal, our team of experts will begin with the existing documentation already completed as part of the UDOT – Grand County to Uintah County Connection Feasibility Study, and the Book Cliffs Transportation Corridor Study. Using these documents as background along with coordination with BLM and UDOT starting day 1, we will compile relevant background data from existing sources, and create a project schedule and scope in coordination with BLM and UDOT to clearly define expectations, timelines, and methods to be used through phase I. This will build a strong foundation for the work to be completed in phase II.

A successful NEPA document that is “bulletproof” addresses project development alternatives and outlines why they may be eliminated from consideration. We are prepared to address these issues in the report by documenting and outlining the
concerns with Sego Canyon Archaeological Sites and Flume Canyon WSA adjacent to the Hay Canyon Alignment. This can be done without expending additional time and funds to document the elimination of those alternatives.

**GIS as Part of the Document Foundation**
Sunrise Engineering has an in-house GIS staff that is well respected throughout the West. Every project we complete with an Environmental component incorporates some aspect of GIS. Taking inventory of existing data will help to avoid potential pitfalls and allows for development of alternatives and in some cases small adjustments can avoid large mitigation measures. Our team plans to fully utilize the GIS database created by SCIC to the extent we are permitted and to use any GIS data available from previous feasibility studies. GIS data collected and created through this process will also streamline the coordination process with BLM and UDOT as project coordination can include this data throughout the NEPA document preparation and coordination process. Using GIS data and methods as we propose will lead to increased project efficiency translating to a shorter timeline.

**Micro Alternatives** – We can provide suggested adjustments to the East Canyon Alignment to provide alternatives for analysis. These could address topography issues or provide a cheaper alternative path, such as an alternative that avoids archaeological sites or T&E species, or other issues could be addressed that would come up in the information gathering and survey portions of the project. We will ground truth these alternatives as well, using our drone and Lidar capabilities to well to avoid surprises or pitfalls later in the process or further down the road during project development.

**Solid Purpose and Need Statement**
Without a proven foundation for NEPA Document preparation, it is possible that issues could arise later in the process that would potentially delay the process and make the project more costly. Using the experience of our team, we are prepared to address issues up front in the purpose and need statement. Our team is well versed in creating strong purpose and need such as the one Ron Clegg created for the I-15 corridor EIS. Having strength in supporting documents will alleviate problems later in the process that could be costly and time consuming.

**Legal Review Early and During**
Another suggestion we have is to coordinate with UDOT attorneys regarding the development of the purpose and need statement and the plan of development during the scoping and project development phase. Having attorney review and input in the early stages will lead to a streamlined process later on and ultimately a stronger final environmental document.

**Stakeholder and Public Coordination**
Close coordination with the BLM and UDOT leads to a better understanding of expectations, quickly addressing needs and issues, and ultimately lead to completion of the project in a more timely manner. Coordination would also include both SCIC and UTSSD leadership as needed. With the assistance of the project team, SCIC and UTSSD leadership can coordinate with State and Federal officials where necessary. This step in the process is often overlooked or taken for granted, but is vitally important to streamlining the process and gaining political support for the project now and in the future. Our team will manage this portion of the project in a way that will keep project momentum high, and ultimately assist with the success of the overall project.
Our Team realizes that the ultimate success of this project depends on good coordination and participation from Grand County. We are committed to coordinate with Grand County as directed by UTSSD and SCIC through the Roads Department, the County Council, and other channels as directed by UTSSD and SCIC. We are poised to address environmental concerns with the proposed plan of development, but also the economic impacts that currently concern some stakeholders. Through effective communication we can dispel misconceptions and provide accurate and positive information. Our team has completed multiple projects in Grand County that have included coordination with the Grand County Roads Department, Grand Valley Water and Sewer District and the Thompson Special Service District. Sunrise Engineering is also currently involved in UDOT projects in Grand County.

Public coordination will be important throughout the process, not only to meet NEPA requirements, but also to gain public support for the project. There are many in Uintah County (and in Grand County) that are in support of the project. Holding public meetings to build on this support and distribute positive information will create a stronger NEPA document and help gain momentum for the overall project. Uintah, Duchesne, Daggett and Grand Counties stand to benefit from increased tourism opportunities that would come from this project and the public supports it. We will document this support in the NEPA document. Projects our team has worked on such as the Uintah County Trails Master Plan overlap in some instances with user groups and members of the public that have valuable input into the advantages and support for the proposed project. This information will lead to a stronger purpose and need, plan of development and NEPA document.

Essential to the process will be coordination with BLM to collect and understand all available resource data (Threatened and Endangered Species, Vegetation Communities, Cultural Resources, Visual Resources, Soil Data, etc.). Quickly determining data gaps will facilitate the timely collection and compilation of further necessary data. A complete understanding of the pertinent environmental factors from the beginning of the process will facilitate the efficient development, evaluation and analysis of project alternatives for the NEPA document and ultimately thoroughly addressing project impacts.

**Surveys** – We will build the scope of on the ground resource surveys based on a clear understanding of available data and data gaps in order to control costs. The scope of the resource surveys will include suggestions for accurately assessing the alternatives. This can help avoid the costly mistake of having to develop alternatives later if something is discovered at the time of the resource surveys and then time delays are encountered due to season sensitive surveys.

**Economic Benefits** – Our team can build the studies that have been completed to provide a robust Economic Analysis Section of the NEPA document. This can be an area of weakness, but our team of experts is experienced in making this section strong and able to withstand scrutiny. Building on the already completed Feasibility Study, we will incorporate the socio-economic benefits that will come from tourism and increased mobility this corridor will create for Grand, Uintah, Duchesne and Daggett Counties.

**Timeline** – As project manager for the I-15 EIS, Ron Clegg helped lead the team that completed that NEPA process in 48 months rather than the anticipated 7-8 years. Ron’s expertise will be utilized on this project with the same goal and intent in mind.