



SONORAN CORRIDOR STUDY

Draft Tier 1 Environmental Impact Statement

Chapter 4: Coordination and Outreach

October 2020 | P9101 01P
Federal Aid No. 410-A(BFI)



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Federal Highway
Administration

ADOT

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Sonoran Corridor

Pima County, Arizona

Draft Tier 1 Environmental Impact Statement

**Project No. P9101 01P / Federal Aid No. 410-A(BFI)
Submitted pursuant to 42 U.S.C. § 4332(2)(c), 49 U.S.C. § 303, and 33 U.S.C.
§ 1251**

By the

FEDERAL HIGHWAY ADMINISTRATION

and

ARIZONA DEPARTMENT OF TRANSPORTATION

With the following Cooperating Agencies


FEDERAL AVIATION ADMINISTRATION

US ARMY CORPS OF ENGINEERS


US BUREAU OF RECLAMATION

US ENVIRONMENTAL PROTECTION AGENCY

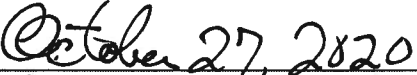
ARIZONA GAME AND FISH DEPARTMENT




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October 27, 2020
Date of Approval



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ABSTRACT

This Draft Tier 1 Environmental Impact Statement (Draft Tier 1 EIS) evaluates alternatives for the Sonoran Corridor located in Pima County, Arizona. The purpose of this study for the Sonoran Corridor is to identify a high-priority, high-capacity, access-controlled transportation corridor south of the Tucson International Airport that will improve access to high growth areas and existing activities; improve future traffic levels of service by reducing congestion levels anticipated by 2045; and provide a system linkage for regional, interstate, and international mobility needed for the study area. The Draft Tier 1 EIS evaluates a Reasonable Range of Corridors, which includes three corridor alternatives and the No-Build Alternative to characterize the potential effects of each on the social, economic, and natural environment. The No-Build Alternative represents the existing transportation system, with committed improvement projects that are programmed for funding.

The objective of this Draft Tier 1 EIS is to provide sufficient information for the public, agencies, and Tribes to comment on the overall analysis used to identify the Preferred Alternative for the Sonoran Corridor. Based on the analysis presented in this Draft Tier 1 EIS, Corridor Alternative 7 has been identified as the Preferred Alternative. After consideration of public and stakeholder input received during the Draft Tier 1 EIS public comment period, the Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) will identify a Selected Alternative in the Final Tier 1 EIS. The Record of Decision (ROD) will describe the basis for the decision, and provide strategies to avoid or minimize environmental impacts.

The FHWA will issue a single document that consists of the Final Tier 1 EIS and ROD pursuant to 49 U.S.C. 304a(b) and 23 U.S.C. 139(n)(2) unless FHWA determines that statutory criteria or practicability considerations preclude issuance of such a combined document. Should a corridor alternative be selected, further project design would take place, allowing more specific analysis of potential environmental impacts to be documented through a Tier 2 NEPA study.

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Draft Tier 1 EIS Public Comment Period

ADOT, in conjunction with the FHWA, have made the Draft Tier 1 EIS available for public review and comment. The Draft Tier 1 EIS was published in the Federal Register on November 6, 2020. Submit your comments on the Sonoran Corridor Draft Tier 1 EIS during the public review and comment period: November 6, 2020 through January 8, 2021. All comments received during the comment period will be documented and responded to in a combined Final Tier 1 EIS/ROD. All comment methods listed below are considered equal. After reading the Draft Tier 1 EIS, please provide specific written or spoken comments on its contents.

Comments can be provided in the following manner:

- During the public hearing or virtual public engagement event
- Online: <https://azdot.gov/planning/transportation-studies/sonoran-corridor-tier-1-environmental-impact-statement/documents>
- Phone: 1.855.712.8530 (bilingual)
- Mail: Sonoran Corridor Tier 1 EIS Study Team
c/o Joanna Bradley
1221 S. Second Avenue, MD T100
Tucson, AZ 85713
- Email: Projects@azdot.gov

The Draft Tier 1 EIS is available at <https://azdot.gov/planning/transportation-studies/sonoran-corridor-tier-1-environmental-impact-statement/documents>, and for review only and at no charge at the following locations:

Repositories for the Public Review of the Draft Tier 1 EIS

- ADOT Southcentral District Office, 1221 S. Second Ave., Tucson, AZ 85713, by appointment only between 8 a.m. and 5 p.m. weekdays. Call 520.235.3494 to make an appointment. Call at least 48 hours in advance to view the document. Only one person at a time will be granted access to the document. Please wear a mask and gloves to your appointment.
- Sahuarita Town Hall, Clerk's Office, 375 W. Sahuarita Way, Sahuarita, AZ, 520.822.8801 between 8 a.m. and 5 p.m. weekdays.
- Joyner-Green Valley Library, 601 N. La Canada Dr., Green Valley, AZ, 85614, 520.594.5295.
- Joel D. Valdez Main Library, 101 N. Stone Ave., Tucson AZ, 85701, 520.594.5564.

Vendor Locations for Purchase of the Draft Tier 1 EIS

- Hard copy versions of the Draft Tier 1 EIS are available for purchase and pick up at The UPS Store, 2004 E. Irvington Road, Tucson, AZ 85714, 520.889.0077. Contact the store for cost and details.
- A hard copy version can be ordered online at www.FedEx.com, with delivery at requestor's expense.

Public Hearing and Virtual Public Engagement events on the Draft Tier 1 EIS

A Public Hearing will be held to provide project information and accept formal comments on the Draft Tier 1 EIS. Date and location of the Public Hearing is provided below. Because of public health concerns and government requirements, attendance will be limited to provide for adequate social distancing. Participants must pre-register to reserve time to attend the Public Hearing in person. Please sign up at <https://tinyurl.com/SonCor> or call (520) 327-6077 (bilingual) to reserve a time slot to attend the Public Hearing event.

- **PUBLIC HEARING**

- **Tuesday, December 1, 2020, 5p.m.–8 p.m.**
DoubleTree Suites – Tucson International Airport
Ballroom Royale
7051 South Tucson Boulevard
Tucson, AZ 85756

In addition, you can participate in the Virtual Public Engagement event either online or by phone. The Virtual Public Engagement event supplements the Public Hearing, and it provides another opportunity for you to give official, recorded comments on the Draft Tier 1 EIS. To participate in the Virtual Public Engagement event, click on the online access link or call the phone access number provided below.

- **VIRTUAL PUBLIC ENGAGEMENT EVENT**

Thursday, December 3, 2020, 5p.m. – 8p.m.

- **Online Access:** bit.ly/SCEIS2020 (or you can use the full webex link: <https://meetings.webex.com/meetings/onstage/g.php?MTID=e755bc109da6c91bac638939e717a2837>)
 - Meeting Number (Access code): 146 242 8979
 - Event Password: SCEIS2020
- **Phone Access:** 1 (408) 418-9388
 - Meeting Number (Access code): 146 242 8979

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4 COORDINATION AND OUTREACH

Interagency coordination and public involvement are essential components of the NEPA transportation decision-making process. The environmental review process for the Sonoran Corridor Draft Tier 1 EIS officially began when FHWA filed a Notice of Intent (NOI) to prepare a Tier 1 EIS in the Federal Register on May 12, 2017. The process complies with NEPA and promotes informed decision-making by considering potential social, economic, and environmental impacts. Throughout the development of this Draft Tier 1 EIS, FHWA and ADOT engaged federal, state, regional, county, local, and Tribal governments with a defined interest in the Sonoran Corridor, as well as the general public, key stakeholders, and other interested parties. This Chapter is a summary of outreach and engagement activities.

4.1 Interagency Coordination

NEPA requires agencies to consider the environmental impacts of their actions, document their analysis, and involve agencies, Tribal governments, and the public throughout the entire decision-making process. NEPA also requires federal agencies to use an interdisciplinary and interagency approach as they plan and make decisions that may affect the environment, working collaboratively with other agencies that have jurisdiction or special expertise regarding the issues that are relevant to the study. This includes distribution of public notice of hearings and public meetings to agencies and making available environmental documents to inform those persons and agencies that may be interested or affected.

4.1.1 Regulatory Requirements

Under Section 6002 of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU), agencies are responsible for identifying any issues of concern regarding potential environmental, social, or economic impacts that could substantially delay or prevent an agency from granting a permit or other approval needed for a project. Section 6002 is intended to ensure that agencies are fully engaged in the scoping of the project and decisions regarding alternatives to be evaluated in detail in the NEPA analysis. An agency's role related to its areas of expertise may include the following:

- Provide meaningful and early input to the methodologies and level of detail required in the alternatives analysis and environmental studies.
- Identify issues that could substantially delay or prevent granting of permits/approvals.
- Identify opportunities for collaboration, including attending coordination meetings and joint field reviews, as appropriate.
- Provide timely review and comment on preliminary environmental documents to reflect the views and concerns of their respective agencies on the adequacy of the documents, alternatives considered, and anticipated impacts and mitigation.

The *Moving Ahead for Progress in the 21st Century Act* (MAP-21), signed into law in July 2012, amended SAFETEA-LU by providing additional guidance on agency participation in the NEPA process. MAP-21 requires Cooperating and Participating Agencies to carry out their obligations under applicable laws concurrently with the Lead Federal Agency’s environmental review process, unless doing so would impair their ability to conduct needed analysis or otherwise carry out those obligations.

Enacted in 2015, the FAST Act builds on the requirements in SAFETEA-LU and MAP-21 in an effort to expedite the environmental review process for surface transportation projects. It strives to institutionalize best practices and expedite complex infrastructure projects without undermining critical environmental laws or opportunities for public engagement. Moreover, the FAST Act clarifies that an agency participating in the environmental review process shall:

- Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency.
- Use the process to address any environmental issues of concern to the agency.

To the maximum extent practicable and consistent with applicable law, each agency having an opportunity for involvement shall limit their comments to subject matter areas within the special expertise or jurisdiction of the agency. The Lead Federal Agency will consider and respond to comments received from agencies on matters within the special expertise or jurisdiction of those agencies.

4.1.2 Agency Designations/Roles and Responsibilities

FHWA and ADOT requested local, regional, state, federal agencies and Tribal governments to participate in the environmental review process by inviting them to be a Cooperating Agency or a Participating Agency under NEPA guidelines. Table 4-1 lists the types of agency roles with regard to the NEPA process.

Table 4-1. Agency Roles and Responsibilities

AGENCY DESIGNATION	ROLES AND RESPONSIBILITIES
Lead Federal Agency (FHWA)	Designated to supervise the preparation of the environmental analysis and responsible for implementing NEPA, including compliance with regulatory requirements, legal sufficiency of the Tier 1 EIS, and ensuring opportunities for public and agency involvement.
Local Sponsor (ADOT)	Serves as study sponsor. Shares in the responsibility to manage the coordination process, prepares the Tier 1 EIS, and provides opportunities for public and participating/cooperating agency involvement.
Cooperating Agency	Participates early and regularly in the NEPA process and provides comments and guidance so that the Tier 1 EIS satisfies each agency's requirements. Participates in developing the Need and Purpose and alternatives and in the scoping process. Develops information and analysis or provides staff support, participates in public involvement activities, and reviews and comments on administrative draft environmental documents.
Participating Agency	Participates early and regularly throughout the study process by providing meaningful input on the Need and Purpose, range of alternatives, and methodologies to evaluate impacts to respective jurisdictional resource(s). Participates in the public outreach process. Identifies issues of concern regarding potential environmental or socioeconomic impacts. Provides timely input on unresolved issues and comments on the Draft and Final Tier 1 EIS during the circulation and availability period.

ADOT = Arizona Department of Transportation, EIS = Environmental Impact Statement, FHWA = Federal Highway Administration, NEPA = National Environmental Policy Act

4.1.2.1 Lead Federal Agency and Local Project Sponsor

As Lead Federal Agency, FHWA is ultimately responsible for decisions made as part of this Tier 1 study, and therefore exercised continuous oversight of the preparation of the Tier 1 EIS in accordance with NEPA. ADOT, as the Local Sponsoring Agency, prepared the Tier 1 EIS and managed the coordination process. These two agencies were responsible for ensuring and providing, respectively, opportunities for public and agency involvement throughout the EIS process.

4.1.2.2 Cooperating and Participating Agencies

Sonoran Corridor Cooperating and Participating Agencies were requested to provide the following during the development of the Draft Tier 1 EIS on areas within the special expertise or jurisdiction of the agency:

- Meaningful and early input on the Sonoran Corridor Need and Purpose, Comprehensive Set of Alternatives, Evaluation Methodology, and the specific steps (e.g., connection points to I-10 and I-19, Refinement and Optimization) and process for selecting the alternatives from the Comprehensive Set of Corridor Alternatives to be advanced for further study in the Tier 1 EIS.
- Attendance of Cooperating Agencies at monthly in-person/teleconference coordination meetings.
- Timely reviews and written comments on the NEPA documents that explain the views and concerns of the agency on the adequacy of the document, anticipated impacts, and mitigation strategies relevant to each agency's area of special expertise.

- Identification of the impacts and important issues to be addressed in the Draft Tier 1 EIS pertaining to the intersection of the alternatives with the agency’s jurisdictional resource(s).

Invited Cooperating Agencies

Table 4-2 lists the eleven federal agencies invited to act as Cooperating Agencies for the Sonoran Corridor Tier 1 EIS process along with their response to the invitation. Of those, four federal agencies accepted the invitation, and seven federal agencies opted to be a Participating Agency instead. One state agency, AGFD, requested and was granted Cooperating Agency status based on its jurisdictional authority and State Trust responsibility for the management of Arizona’s wildlife resources and special expertise regarding wildlife resources within the Sonoran Corridor study area. After the Reasonable Range of Corridor Alternatives was identified, the TON was also invited to be a Cooperating Agency, owing to one of the corridor alternatives crossing tribal land; however, no response was received. The BIA, although originally requesting to be a Participating Agency, was invited a second time to be a Cooperating Agency; however, they wished to remain a Participating Agency. As such, the total number of Cooperating Agencies is five. Agency responses to invitation letters and scoping input are appended to the Agency and Public Scoping Summary, which is included in the study documents on the project website¹.

Table 4-2. Invited Cooperating Agencies

AGENCY	RESPONSE TO INVITATION
Federal	
Bureau of Indian Affairs (BIA)	Accepted as participating agency
Bureau of Land Management (BLM)	Accepted as participating agency
Federal Aviation Administration (FAA)	Accepted
Federal Railroad Administration (FRA)	Accepted as participating agency
National Park Service (NPS)	Accepted as participating agency
U.S. Army Corps of Engineers (Corps)	Accepted
U.S. Bureau of Reclamation (Reclamation)	Accepted
U.S. Environmental Protection Agency (USEPA)	Accepted
U.S. Fish and Wildlife Service (USFWS)	Accepted as participating agency
U.S. Forest Service (USFS), Coronado National Forest	Accepted as participating agency
Western Area Power Administration (Western)	Accepted as participating agency
State	
Arizona Game and Fish Department (AGFD)	Invited as participating agency; accepted as cooperating agency upon request

¹ <https://azdot.gov/planning/transportation-studies/sonoran-corridor-tier-1-environmental-impact-statement/documents>

Invited Participating Agencies

A total of 5 federal agencies, 10 state agencies, and 21 regional, county, municipal, and Tribal agencies and utility providers were invited to act as Participating Agencies (Table 4-3). One federal agency, the Federal Transit Administration, declined to participate. The other four were designated as Participating Agencies when they failed to respond to the invitation. Of the remaining agencies invited to act as Participating Agencies, 12 accepted the invitation and 21 were assigned Participating Agency status when they failed to respond to the invitation.

Table 4-3. Invited Participating Agencies

AGENCY	RESPONSE TO INVITATION
Federal	
Federal Emergency Management Agency (FEMA)	Accepted (non-response)
Federal Transit Administration (FTA)	Declined
U.S. Air Force (USAF), Davis-Monthan Air Force Base	Accepted (non-response)
U.S. Customs and Border Protection (CBP)	Accepted (non-response)
U.S. Department of Agriculture (USDA)	Accepted (non-response)
State	
Arizona Air National Guard (AANG)	Accepted (non-response)
Arizona Corporation Commission (ACC)	Accepted (non-response)
Arizona Department of Corrections (ADOC)	Accepted
Arizona Department of Environmental Quality (ADEQ)	Accepted (non-response)
Arizona Department of Public Safety (ADPS)	Accepted (non-response)
Arizona Department of Water Resources	Accepted (non-response)
Arizona Game and Fish Department (AGFD)	Accepted as cooperating agency
Arizona State Land Department (ASLD)	Accepted
Arizona State Historic Preservation Office (SHPO)	Accepted
Arizona State Parks and Trails	Accepted
Regional	
Pima Association of Governments (PAG)	Accepted
Tucson Airport Authority (TAA)	Accepted
County	
Pima County	Accepted
Pima County Flood Control District	Accepted
Local Municipality	
City of South Tucson	Accepted
City of Tucson	Accepted
Green Valley Council	Accepted
Town of Sahuarita	Accepted

Table 4-3. Invited Participating Agencies (continued)

AGENCY	RESPONSE TO INVITATION
Utility	
Central Arizona Irrigation and Drainage District	Accepted (non-response)
Central Arizona Project (CAP)	Covered under Bureau of Reclamation.
Trico Electric Cooperative	
UNS Energy Corporation/Tucson Electric Power (TEP)	Accepted (non-response)
Tribal	
Ak-Chin Indian Community	Accepted (non-response)
Gila River Indian Community	Accepted (non-response)
Pascua Yaqui Tribe	Accepted (non-response)
Salt River Pima-Maricopa Indian Community	Accepted (non-response)
San Carlos Apache Tribe	Accepted (non-response)
Tohono O'odham Nation	Accepted (non-response)
Tonto Apache Tribe	Accepted (non-response)
White Mountain Apache Tribe	Accepted (non-response)
Yavapai-Apache Nation	Accepted (non-response)

4.1.3 Agency Coordination Opportunities

Throughout the development of materials to support the decision-making process under NEPA, FHWA and ADOT requested, documented, and incorporated input from agencies. Coordination with agencies occurred regularly throughout the study and at key milestones. Major outreach opportunities are further described below.

- **Pre-scoping Activities**—FHWA and ADOT offered pre-scoping opportunities to elicit information, issues, and concerns and discuss the Tier 1 EIS process with the agencies and other key stakeholders to learn more about the study area. Eight pre-scoping meetings were held with federal, state, regional, county, local and Tribal governments, as well as other stakeholders, including the UA Technology Park, the ASARCO Mission Mine, and the Southern Arizona Leadership Council. All agencies and stakeholders were encouraged to participate in the study and submit formal written comments during the subsequent official scoping period. They were informed that information and input shared during pre-scoping meetings or other prior studies did not replace the official scoping period comments submitted by their agencies.
- **Agency Scoping**—Scoping is an initial step in the environmental review process under NEPA. It affords agencies an opportunity to discuss and determine the scope, or range, of issues to be addressed and identify the significant agency issues related to a proposed action. Scoping serves to inform agencies and Tribal communities about the study process and intent. An Agency Scoping Meeting was held on June 7, 2017 at PAG's offices.

- **Coordination Meetings with Cooperating and Participating Agencies**—Cooperating Agencies met in a monthly conference call beginning in June 2017 to discuss study status and provide input and guidance on issues within each agency’s purview. Meetings were conducted with Participating Agencies, both individually and in groups, and sometimes jointly with the Cooperating Agencies, in advance of major study milestones. As needed or requested, meetings with individual agencies or the SXD were held throughout the study process in response to study issues.
- **Project Management Team Meetings**—Key study staff met with the project management team monthly to keep the team apprised of study status and outstanding issues. This team included FHWA, ADOT, and the study consultant team and provided collaborative guidance and direction on key decision points throughout the planning process.
- **Input at Key Milestones**—Public and agency scoping meetings were held on June 7, 2017, in Tucson and June 8, 2017, in Sahuarita. Public information meetings were held on September 26, 2018, and March 7, 2019, in Tucson. Both scoping meetings and public information meetings were held in locations within or adjacent to the study area and provided the opportunity for attendees to discuss questions with the project team and review and comment on key documents prior to the drafting of this report.

4.2 Public Outreach

The public outreach component of the study was designed to engage, inform, and elicit input from the public for consideration throughout the entire environmental review process. The public is defined as those communities, elected representatives, interested stakeholders, businesses, individuals, and civic organizations with an interest in, and who might be affected by, the Sonoran Corridor. ADOT encourages robust public involvement that includes diverse groups of people whose voices and viewpoints provide valuable insight during the decision-making process.

4.2.1 Regulatory Requirements

Public outreach and planning for the study is conducted in compliance with federal requirements stipulated in 40 CFR 1506.6. These federal requirements state that public participation enables all interested parties to provide input and comment during the decision-making process and be made aware of study developments. In addition, ADOT’s *Public Involvement Plan* (PIP) provides guidance, techniques, and examples for interacting with, informing, and involving all members of the public throughout the transportation planning, design, construction, and operation process. It helps ensure that the public involvement process for ADOT projects occurs in accordance with Title VI and other non-discrimination statutes.

Public involvement plays an important role in NEPA. The public was invited to participate in the environmental review process by receiving study information, attending public meetings, and submitting comments to FHWA and ADOT. Public comments provide valuable information on issues to be addressed as part of the environmental analyses. Throughout the entire environmental review process, FHWA and ADOT requested and documented input from the public, which was incorporated into this Draft Tier 1 EIS.

4.2.2 Outreach Communication Tools and Techniques

Since the initiation of the NEPA process for this study with the publication of the NOI, a variety of resources have been made available to afford the public an opportunity to stay informed about the study and provide comments throughout the entire environmental review process. These include:

- Email and newspaper notifications of upcoming meetings and study updates and an online database to submit comments and be added to a contact list to receive ongoing study updates.
- An online map tool to submit corridor alternative or location-specific comments (available during the Alternatives Selection Report outreach period of May–July 2017).
- Dedicated Sonoran Corridor Tier 1 EIS Study website to provide the public project documentation, meeting materials, and opportunities for online surveys and to email questions or comments (including online tool available for translation of the website).
- Public meetings and comment periods in June 2017, September 2018, and March 2019 to solicit input, with Spanish translation services and other reasonable accommodations made available as needed, such as sign language interpreters, and knowledgeable professional staff.
- A dedicated public information officer on the project team.
- News releases.
- GovDelivery email notifications.
- Social media: ADOT’s Twitter and Facebook.
- Media interviews and information for newspaper, radio, TV, and online stories.
- Letters to elected officials.

4.2.3 Title VI and other Nondiscrimination Statutes

Various nondiscrimination statutes, such as Title VI, have been enacted to ensure nondiscrimination on the basis of race, color, and national origin (Limited English Proficiency-LEP). The intent of consideration for individuals with LEP is to ensure they are provided “meaningful access” to information regarding government programs or services. (Section 3.4, Environmental Justice and Title VI, contains more detail on these populations as well as tabular demographic data.)

EO 13166 requires recipients of federal financial assistance to provide language services (oral or written) to ensure meaningful access for any language in the decision-making process. Identification of LEP persons is required for the purpose of devising appropriate strategies for meaningful public involvement and ensuring access pursuant to this EO. The EO also requires federal agencies to assess and address the needs of persons seeking access to federally conducted programs and activities who, due to LEP, cannot fully and meaningfully participate in or benefit from those programs and activities in a manner that is equitable to non-LEP persons. As part of their Title VI Implementation Plan, ADOT has developed and follows their LEP plan, known as their *Language Access Plan*.

In addition to regulations related to LEP, ADOT's PIP require census data and feedback from the public and agencies to be utilized to identify LEP languages that are spoken within the study area and determine translation and/or language interpretation needs for the study (see Section 3.4, Environmental Justice and Title VI, for the census data). The census data indicated that Spanish translation and interpretation services would be necessary throughout the public involvement process.

To ensure compliance, ADOT and FHWA took several measures to meet the intent, guidelines, and requirements of Title VI, LEP, and other nondiscrimination statutes. The following standards were in place for each public meeting to address the needs of the public:

- An ADOT Communications team representative attended the public meetings and made information available about the public's rights under ADOT's Title VI nondiscrimination programs. "Your Rights Under Title VI" brochures (in both English and Spanish) were provided to attendees.
- To meet the federal requirement to collect demographic data of meeting attendees, the opportunity was provided for attendees to complete the voluntary "Title VI Self Identification Survey" card.
- The opportunity to request for accommodations, such as language translation, was included on public meeting advertising.
- Spanish interpretation was available at each meeting with other translation services available upon request. Translation into other languages during this study has not been requested.
- Meetings were open to the general public and held at ADA-accessible buildings

Following an evaluation of the study area's demographic data related to LEP, ADOT and FHWA identified techniques to address and reduce linguistic, cultural, institutional, geographic, and other barriers to meaningful participation. Those techniques included:

- Translating all public involvement materials (including newspaper advertisements) into Spanish, as well as other languages upon request
- Providing Spanish interpretation at all public meetings and hearings, as well as other languages upon request
- Adding an automatic online translator to the study website, allowing translation of website text into approximately 100 languages
- Providing Spanish-language graphics for download on the study website, as well as other languages upon request
- Integrating elected officials, intergovernmental liaisons, and special interest groups into the process
- Coordinating, implementing, and documenting communications protocols with the affected Tribal governments
- Using advertising, graphics, and various social media to reach broader audiences
- Holding public meetings in locations in the study area that are easily accessible and ADA compliant
- Holding public meetings along transit lines for those who are transit dependent
- Providing reasonable accommodations, such as sign-language interpreters upon request.

Exhibits of bilingual meeting notifications and materials are included in the Agency and Public Scoping Summary on the project website².

4.3 Key Outreach and Coordination Milestones

Agency, Tribal, and public comment opportunities continued throughout the NEPA process since the publication of the NOI in May 2017. Two sets of agency and public meetings have occurred at key milestones prior to development of the Draft Tier 1 EIS, including Scoping (June 7–8, 2017) and information meetings related to the analysis of alternatives to carry forward into the Draft Tier 1 EIS (September 26, 2018, and March 7, 2019). Each outreach effort is further described below in Table 4-4 and the following paragraphs.

Table 4-4. Agency and Outreach Coordination Points

COORDINATION POINT	ORIGINATING AGENCY	RECEIVING AGENCY	TASK	TIMEFRAME
Pre-Scoping Meetings	FHWA with ADOT	Agencies and Key Stakeholders	FHWA and ADOT hold pre-scoping meetings to elicit information, conduct early coordination, and learn more about the study area.	Mar/Apr 2017
Notice of Intent (NOI) to Prepare a Tier 1 EIS	FHWA	Federal Register	FHWA develops and publishes NOI in Federal Register.	May 2017
Invitation of Cooperating and Participating Agencies	FHWA	Cooperating and Participating Agencies	FHWA invites agencies; agencies accept or decline in writing within 45 days.	May 2017
Scoping Meetings	FHWA with ADOT	Cooperating and Participating Agencies and Public	FHWA and ADOT hold Scoping meetings to hear comments on need and purpose; range of alternatives; potential impacts; and evaluation methods.	Jun 2017
Follow-up of Outstanding Invitations for Cooperating and Participating Agencies	FHWA with ADOT	Cooperating and Participating Agencies	FHWA and ADOT follow up with agency invitees who did not accept or decline invitations to ensure participation status.	Jul/Aug 2017

² <https://azdot.gov/planning/transportation-studies/sonoran-corridor-tier-1-environmental-impact-statement/documents>

Table 4-4. Agency and Outreach Coordination Points (continued)

COORDINATION POINT	ORIGINATING AGENCY	RECEIVING AGENCY	TASK	TIMEFRAME
Scoping Summary Report	FHWA with ADOT	Cooperating and Participating Agencies	FHWA and ADOT prepare Scoping Summary Report and circulate report to Cooperating/Participating Agencies.	Oct 2017
Need and Purpose	FHWA with ADOT	Cooperating and Participating Agencies	FHWA and ADOT prepare Need and Purpose; obtain input from Cooperating and Participating Agencies.	Dec 2017
Corridor Selection Methodology Report (CSR)	ADOT with FHWA	Cooperating and Participating Agencies	FHWA and ADOT hold key milestone meeting with agencies to seek feedback on corridor selection methodology, process, comprehensive set, and initial screening of alternatives prior to public information meetings.	Mar 2018
Public Information Meetings on Comprehensive Set of Corridors and Initial Screening	FHWA with ADOT	Public	FHWA and ADOT hold public information meetings to obtain input on Corridor Selection Report comprehensive set and initial screening of alternatives (fatal flaw review).	Sep 2018
Tier 1 EIS Annotated Outline and Methodology	FHWA with ADOT	Cooperating Agencies	FHWA and ADOT share with Cooperating Agencies environmental checklist and methodologies to be used in Tier 1 EIS analysis of alternatives.	Jun 2019
Key Milestone Meeting on Reasonable Range of Alternatives	FHWA with ADOT	Cooperating and Participating Agencies	FHWA and ADOT hold key milestone meeting with agencies to seek feedback on the CSR reasonable range of alternatives.	Oct 2018
Public Information Meetings on Reasonable Range of Alternatives	FHWA with ADOT	Public	FHWA/ADOT hold public information meeting to obtain input on reasonable range of alternatives and input to Tier 1 EIS.	Mar 2019

Table 4-4. Agency and Outreach Coordination Points (continued)

COORDINATION POINT	ORIGINATING AGENCY	RECEIVING AGENCY	TASK	TIMEFRAME
Draft Tier 1 EIS	FHWA with ADOT	Cooperating Agencies	FHWA and ADOT develop Draft Tier 1 EIS document; Cooperating Agencies review administrative draft.	Oct 2020
Notice of Availability (NOA) and Draft Tier 1 EIS Circulation	FHWA with ADOT	Cooperating and Participating Agencies and Public	FHWA publishes NOA; FHWA and ADOT circulate Draft Tier 1 EIS; Agencies review subject areas during public circulation period.	Nov 2020
Public Hearing on the Draft Tier 1 EIS	FHWA with ADOT	Public and Stakeholders	FHWA and ADOT hold public hearing(s) during public circulation and comment period.	Dec 2020
Draft Final Tier 1 EIS	FHWA with ADOT	Cooperating Agencies	FHWA and ADOT complete Final Tier 1 EIS and Cooperating Agencies review Draft Final Tier 1 EIS; FHWA and ADOT sign the Final Tier 1 EIS.	Apr 2021
NOA and Combined Final Tier 1 EIS and Record of Decision (ROD) Distribution	FHWA	Cooperating and Participating Agencies and Public	FHWA publishes NOA and distributes combined Final Tier 1 EIS and ROD.	Jun 2021

4.3.1 Scoping

Scoping is an initial step in the environmental review process under NEPA. CEQ's NEPA Regulations (40 CFR 1501.7) state that the Federal Lead Agency should engage in scoping to provide an early and open process to determine the scope, or range, of issues to be addressed and identify the significant issues related to a proposed action.

Scoping serves the following purposes at the beginning of the environmental review process:

- Informs the agencies, public, and Tribal communities about the study process and intent
- Identifies issues included in other planning efforts
- Seeks early input from the agencies, public, and Tribal communities on
 - need and purpose
 - alternatives to be studied
 - environmental resources and impacts to be evaluated
 - evaluation criteria and methodology to be used

- Looks for opportunities to streamline the study process and collaborate with partners
- Establishes a decision-making framework, including agency participation and responsibilities

The 52-day scoping period was held from May 12 to July 15, 2017. Notifications of the study, open house dates, and comment opportunities were advertised via the NOI, ADOT press releases, a newsletter emailed to ADOT's expansive mailing list, and newspaper advertisements in six study area publications, listed below:

- *La Estrella* (Spanish edition of *Arizona Daily Star*) on May 19, 2017
- *The Runner* (Tohono O'odham Nation publication) on May 19, 2017
- *Arizona Daily Star* on May 23 and May 29, 2017
- *Sahuarita Sun* on May 24, 2017
- *Arizona Daily Independent* on May 31, 2017
- *Green Valley News* on June 11, 2017

At the time of the scoping period, a preliminary study area had been identified and was presented at the public meetings. Meeting attendees were provided a presentation on the anticipated study process and the opportunity to interact directly with ADOT, FHWA, and members of the project team to ask questions and discuss concerns. Large maps of the study area were made available for review, and written comments that referred to specific locations were encouraged, as these would be included in the official record of the scoping period. All public meeting materials were available online, and comments could be submitted online or by email, letter, or voicemail. All comments received are documented in their original form in the Agency and Public Scoping Summary on the project website³, which also includes copies of meeting materials and detailed information on notifications of the scoping period.

4.3.1.1 Agency Scoping

An agency scoping meeting was held in Tucson at the PAG offices on June 7, 2017. Forty representatives from 12 agencies attended the meeting in person or by telephone/web meeting. Participants asked questions and provided insights about their concerns and the conduct of the study. Comments received and documented during the agency scoping meeting are summarized below.

- Make rail freight infrastructure part of the project.
- Focus study on movement of commerce.
- Consider a route that will provide access to TUS from the south.
- Reduce travel times by getting regional motorists to I-19 faster.
- Consider a route that connects to I-19 at El Toro Road.
- Consider a route that connects I-19 near Pima Mine Road.
- Area south of I-10 is a major growth corridor. Consider commuter needs for workers in Vail and Tucson.

³ <https://azdot.gov/planning/transportation-studies/sonoran-corridor-tier-1-environmental-impact-statement/documents>

- Be mindful of TON processes and work with leadership and allottees as well as Bureau of Indian Affairs.
- Consider effects of a new highway on air quality in the area.
- Avoid impacts to existing electrical transmission lines.
- Plan for how a new highway would interact with SR 210 (Barraza-Aviation Parkway).
- Keep routes that would potentially accommodate trucks carrying hazardous materials away from existing schools and population centers.
- Mitigate potential negative effects on habitat and wildlife corridors.

The agency scoping meeting materials, sign-in sheets, and specific agency comments are provided in the Scoping Summary on the project website. This report was posted for public information in December 2017 on the project website⁴.

4.3.1.2 Public Scoping

Two Public Scoping Meetings were held in the study area. ADOT issued news releases, advertised in study area newspapers, posted announcement of the meetings on the Sonoran Corridor website, and sent email blasts to stakeholders. The same presentation and materials were presented at each meeting.

- Wednesday, June 7, 2017, from 5:30 to 7 p.m. at the Radisson Hotel Airport, 4550 S. Palo Verde Road, Tucson
- Thursday, June 8, 2017, from 5:30 to 7 p.m. at the Santa Cruz Valley United Methodist Church, 71 E. Sahuarita Road, Sahuarita

The public submitted 92 comments and questions by comment form, email, Social Pinpoint online forum comment, and phone calls during the scoping period of May 12 through July 15, 2017. Participants in the process were asked to rate the relative importance of areas of specific concern during and after the public discussions. A summary of the comments yielded the following aggregate rankings from both public scoping meetings and other forms for public comment, with the ranking of 1 being the highest in importance. These rankings were created by averaging the rankings of all respondents to the comment forms.

1. Traffic congestion and delays
2. Sharing highways with commercial truck traffic
3. Lack of connectivity
4. Impact on neighborhoods, residences, and diverse communities
5. Air quality
6. Visuals and aesthetics
7. Alternative forms of transportation (rail, bicycle routes, etc.)
8. Geology, soils, and farmland
9. Preserving existing land use
10. Protection of cultural sites

⁴ <https://azdot.gov/planning/transportation-studies/sonoran-corridor-tier-1-environmental-impact-statement/documents>

4.3.2 Corridor Selection Process—Refined and Optimized Set of Corridors

4.3.2.1 Agency and Public Information Meetings

Agency and public information meetings were held in September 2018 and March 2019 to provide updates on the progress of the corridor selection process, solicit input on the Refined and Optimized Set of Corridors evaluated in the CSR and carried forward for further study, and continue to collect information on key issues to be evaluated in the Draft Tier 1 EIS. Both public meetings were held at locations in the City of Tucson, within reasonable travel distance for those living in Sahuarita and other portions of the study area.

Both meetings met all regulatory requirements of Title VI, ADA, LEP, and other nondiscrimination statutes as previously described in this chapter.

4.3.2.2 Corridor Selection Process—Preliminary Refined and Optimized Set of Corridors Meeting

The public meeting held Wednesday, September 26, 2018, at the Desert Diamond Casino, 7350 S. Nogales Highway, began at 5:30 p.m. and included a formal presentation at 6:00 p.m. Materials available included a study fact sheet and comment forms as handouts, and display boards and roll plot maps for review and discussion with study team members.

Public notification for the meeting included the following newspaper advertisements, as well as an email blast to subscribers to ADOT information:

- *La Estrella* (Spanish edition of *The Arizona Daily Star*) on September 7, 2018
- *Tohono O'odham Runner* on September 7, 2018
- *The Arizona Daily Star* on September 10, 2018
- *The Sahuarita Sun* on September 12, 2018

At the meeting, ADOT and FHWA presented a preliminary set of alternatives and some recommendations regarding options to be carried forward into the Draft Tier 1 EIS. Also, the outreach during this period was intended to solicit feedback on screening methodologies that were to be used to analyze corridor alternatives and documented in the CSR.

Study comment forms were distributed to attendees, who were encouraged to discuss the study and ask questions of the study team members before and after a formal presentation. Attendees also were informed they could mail comments to ADOT Communications by form, email, phone, or mail.

Public Response

Eleven comment forms were returned to the study team at the public information meeting and, through October 2, 2018, 30 additional comments were received by email to ADOT Communications. A summary is provided in the following statements:

- Strongest preference for Alternative 1, but other options were also noted because of specific elements, such as shortest distance, impacts fewest residences, concerns about noise, etc.
- Do not like the “L” shape of some proposed corridors

- Project would ease congestion/build it soon
- Add connection to Houghton as well as Rita Road for alternatives using Alvernon Way
- Build other roads first (e.g., complete widening from Tucson to Phoenix), fix potholes, etc.
- Benefit to community/will help economic recovery
- Look to alternative modes

Two new additional corridor alternatives, Alternatives 2A and 8A, were developed in response to feedback received after a public meeting on September 26, 2018 presenting the Refined and Optimized Set of Corridor Alternatives.

4.3.2.3 Corridor Selection Process—Reasonable Range of Alternatives Meeting

The public meeting held Thursday, March 7, 2019, at the DoubleTree Suites by Hilton—Tucson Airport, 7051 S. Tucson Boulevard, began at 5:30 p.m. and included a formal presentation at 6:00 p.m. Materials available included a study fact sheet, comment forms as handouts, and display boards and roll plot maps for review and discussion with study team members.

Public notification for the meeting included the following newspaper advertisements:

- *The Arizona Daily Star* on Feb. 12, 2019
- *La Estrella* (Spanish edition of *The Arizona Daily Star*) on Feb. 15, 2019
- *Tohono O'odham Runner* on Feb. 15, 2019
- *The Sahuarita Sun* on Feb. 20, 2019

The purpose of this public information meeting was to present and solicit input on the Reasonable Range of Corridor Alternatives that were to be carried forward for further study in the draft Tier 1 EIS. Study comment forms were distributed to attendees, who were encouraged to discuss the corridor alternatives presented and ask questions of the study team before and after the formal presentation. Attendees also were able to comment by email, phone, or mail forms to ADOT Communications.

Nineteen comment forms were collected at the meeting and an additional 101 comments were submitted by email, through the study website, and by mail.

Public Response

There were some major categories of response among the comments received from the public during the public meeting and the comment period that followed through April 22, summarized as follows:

- Prefer “No-Build” Option because it’s unnecessary, will bring noise/air quality and lower property values, damage neighborhoods, waste of money, fix existing roads, impact wildlife, threatens rural setting
- Prefer Alternative Corridor 1 because would impact fewer properties, most direct, less costly, minimizes impact on quality of life
- Prefer Alternative 7 because it starts as far south on I-19 as possible and avoids Houghton Road

- Oppose Alternative 7 because it would degrade property values, people would lose homes, prefer Alternative 1
- Prefer Alternative 8A because it is the best remaining alternative to relieve I-10 traffic, avoids metro Tucson and allows for future growth, would improve Houghton Road, does not congest Rita Road
- Oppose Alternative 8A because it would ruin our peaceful life, goes through occupied neighborhood
- Hybrid or alternative options were also proposed such as go farther east, use Sahuarita Road, diagonal road from El Toro Road to Houghton

General comments/questions included:

- Did the Town of Sahuarita review the proposal?
- Name the corridor the “Sonorridor”

4.4 Tribal Coordination

ADOT and FHWA are committed to maintaining government-to-government relations with Native American Tribes for projects that may affect Tribal rights and resources. Tribal coordination continues to be an integral part of this study. Tribes were invited to attend agency and stakeholder meetings throughout the process (2017 Scoping; 2018 and 2019 Agency and Public Information Meetings as described above). The Pascua Yaqui Tribe, the Gila River Community, the Ak-Chin Community, the Salt River Pima Maricopa Community, the White Mountain Apache Tribe, the Tonto Apache Tribe, the Yavapai Apache Nation, the San Carlos Apache Tribe, and the TON were extended invitations as Participating Agencies. The TON, the only Tribe with direct potential impact from the corridor, has been actively engaged throughout the planning process. A series of meetings has been held with SXD, the SXD Allottee Association, BIA, and the allottees themselves. Input received during these meetings has led to new data sources, refined corridor locations, and consensus with the direction of the study’s findings to date. Typically, information is exchanged in person at the meetings.

Tribal coordination meetings have generally included elected officials and staff members from transportation, community development, Tribal historic preservation, agriculture and natural resources, planning and zoning, and economic development.

- Pre-Scoping in May 2017—SX D staff
- Scoping in June 2017—staff and district leadership
- June 24, 2017—SX D Community meeting to present project and process
- September 28, 2017—Project update with staff and SX D leadership
- January 20, 2018—Meeting with SX D Allottee Association
- May 16, 2018—Meeting with SX D staff and leadership and SX D Allottee Association
- June 21 and 23, 2018—Meeting with potentially affected allottees
- December 20, 2018—Meeting with Bureau of Indian Affairs
- January 17 and 19, 2019—Meeting with potentially affected allottees
- June 19, 2019—Meeting with allottees regarding planning consent

- July 20, 2019—Meeting with allottees regarding planning consent
- August 21, 2019—Meeting with allottees regarding planning consent
- October 10, 2019—Meeting with allottees, SXD, and TON to present survey results

4.4.1 Allottee Preference Outreach for Alternative 1

The westernmost segment of Alternative 1 crosses tribal allotted (privately owned) lands of the SXD. This has made it necessary to address this segment in the context of allottee ownership and their preferences regarding the project. ADOT and FHWA have been in ongoing and frequent contact with the SXD, TON, the SXD Allottee Association, and the affected allottees who own property in the proposed Corridor Alternative 1. In addition to the frequent communication, the project team has undertaken a survey of the over 400 potentially affected allottees to determine whether they individually do or do not support the continued study of Corridor Alternative 1 on their lands. An example of the survey letter sent to the allottees by FHWA is included in Appendix H. The process used was akin to the BIA ROW process for planning purposes on Tribal allotted lands, and measures support or opposition on the basis of land ownership percentage of each affected parcel. Approximately 10 percent of the allottees surveyed submitted a response. The result of this assessment was considered in this analysis of identifying a Preferred Alternative in this Draft Tier 1 EIS.

4.5 Resolutions and Letters

Various agencies responded to the recommended Reasonable Range of Corridor Alternatives with formal letters of support or opposition:

- ASLD submitted a letter on July 17, 2017, supporting the project and citing the potential benefits to the management of State lands.
- The TON Tribal governor and council submitted a letter of support for the project on February 26, 2018, recognizing its possible enhancement of economic development opportunities for the TON but subject to approval by the affected allottees in a selected corridor.
- The Town of Sahuarita adopted a resolution on May 22, 2017, in support of the Sonoran Corridor for the diversification and development in Pima County and the Town of Sahuarita.
- The TAA adopted a resolution on September 12, 2018, with specific preference for a connection to I-10 at Rita Road and a request to evaluate a Swan Road corridor alignment as a possible option for Alvernon Way.

Overall, public, agency, and Tribal outreach undertaken over the course of the Sonoran Corridor Study to date has helped expand the set of corridor alternatives examined in the Corridor Selection process, gather input on the screening alternative methodology, and elicited feedback on the Reasonable Range of Corridor Alternatives considered in the Draft Tier 1 EIS. Public comments have ranged from support of one corridor alternative over others, to opposing a new transportation facility altogether, while agency response has generally concurred with the stated Need and Purpose and supported a future transportation facility.

4.6 Draft Tier 1 EIS Public Review Period

A review and comment period for the Draft Tier 1 EIS will begin on November 6, 2020 and end on January 8, 2021. The Draft Tier 1 EIS will be posted online on the project website, <https://azdot.gov/planning/transportation-studies/sonoran-corridor-tier-1-environmental-impact-statement/documents>, and a copy will be available for review until December 20, 2020 at the following locations:

- ADOT Southcentral District Office, 1221 S. Second Ave., Tucson, AZ 85713, by appointment only between 8 a.m. and 5 p.m. weekdays. Call 520.235.3494 to make an appointment. Call at least 48 hours in advance to view the document. Only one person at a time will be granted access to the document. Please wear a mask and gloves to your appointment.
- Sahuarita Town Hall, Clerk's Office, 375 W. Sahuarita Way, Sahuarita, AZ, 520.822.8801 between 8 a.m. and 5 p.m. weekdays.
- Joyner-Green Valley Library, 601 N. La Canada Dr., Green Valley, AZ, 85614, 520.594.5295.
- Joel D. Valdez Main Library, 101 N. Stone Ave., Tucson AZ, 85701, 520.594.5564.

Hard copy versions of the Draft Tier 1 EIS are available for purchase and pick up at The UPS Store, 2004 E. Irvington Road, Tucson, AZ 85714, 520.889.0077. Contact the store for cost and details. A hard copy version can also be ordered online at FedEx.com, with delivery at requestor's expense.

Public engagement events will be conducted during the review and comment period to provide opportunity for review of and comment on the Draft Tier 1 EIS.

Public Hearing: An in-person public hearing will be held on Tuesday, December 1, 2020 from 5:00 to 8:00 p.m. in the Ballroom Royale of the DoubleTree Suites—Tucson Airport, 7051 S. Tucson Blvd., Tucson, AZ 85756. Members of the public may register in advance to provide oral comments at the public hearing by using the following link: <https://tinyurl.com/SonCor>

Webex Virtual Public Engagement Event: A virtual public engagement event will be held on Thursday, December 3, 2020 from 5:00 to 8:00 p.m. The event can be accessed online through either of the following links: [bit.ly/SCEIS2020](https://tinyurl.com/SonCor), or the full Webex link: <https://meetdr.webex.com/meetdr/onstage/g.php?MTID=e755bc109da6c91bac638939e717a2837>)

Meeting Number (Access code) 146 242 8979

Event Password: SCEIS2020

The virtual public engagement event can also be accessed via telephone by calling this number: 1.408.418.9388 and at the prompt, entering the Meeting Number (Access code) 146 242 8979

Comment forms and court reporters will be made available through both of these events to document input from members of the public for the study record. Project team members will be available to address questions and concerns, and Spanish language interpreters will be available.

Comments can also be submitted any time during the review and comment period using any of the following methods:

- Mail to: Sonoran Corridor Tier 1 EIS Study Team
c/o Joanna Bradley
1221 S. Second Avenue, MD T100
Tucson, AZ 85713
- Telephone: 855.712.8530 (bilingual)
- Email to: Projects@azdot.gov
- Online via: <https://azdot.gov/planning/transportation-studies/sonoran-corridor-tier-1-environmental-impact-statement>

ADOT will review the comments received during the public comment period and address them in the combined Final Tier 1 EIS/ROD.

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Joanna Bradley at 520.388.4200 or at JBradley@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

El Título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA) De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con Joanna Bradley at 520.388.4200 or at JBradley@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

Additional outreach efforts to solicit comments on the Draft Tier 1 EIS and the Preferred Alternative will include coordination and meetings with agencies, the public, and Tribal entities. All comments received will be reviewed, documented, and included and responded to as part of the preparation of the Final Tier 1 EIS.

Following the close of the public review period on the Draft Tier 1 EIS, FHWA intends to issue a combined Final Tier 1 EIS and ROD pursuant to 49 U.S.C 304a(b) and 23 U.S.C 139(n)(2) unless FHWA determines that statutory criteria or practicability considerations preclude issuance of such combined document.

The subsequent Final Tier 1 EIS/ROD will consider input received and affirm or modify the Preferred Alternative in identifying the Selected Alternative. FHWA will present the Selected Alternative, describe the basis for the decision, and propose strategies to avoid and minimize environmental impacts in the Final Tier 1 EIS/ROD.