

# ENVIRONMENTAL ELEMENTS

The following environmental elements will be studied in the Environmental Impact Statement:

- Air Quality
- Archaeological, Historic and Cultural Resources
- Biological Resources
- Hazardous Materials
- Impact on conservation lands and waterways
- Impact on public land, e.g. parks, recreation areas, historic sites
- Land Ownership, Jurisdiction, and Land Use
- Noise
- Social and Economic Considerations
- Utilities
- Visual Resources
- Water Resources
- Wildlife refuge





# NEED AND PURPOSE STATEMENT

The Need and Purpose Statement is a fundamental part of the National Environmental Policy Act (NEPA) process and the foundation of the Tier 1 EIS. The Need and Purpose provides the basis for identifying, evaluating, and screening corridor alternatives and will be a key component in selecting a Preferred Alternative for the Sonoran Corridor. The Need and Purpose is based on key transportation-related problems and issues identified in the designation of the Sonoran Corridor as a potential future transportation facility, and through agency and public input received during the scoping process.

## THE NEED FOR THIS PROJECT:

- Projected substantial population and employment growth in the corridor
- Increased congestion by 2045
- Insufficient system linkages for regional, interstate and international mobility to major study area destinations

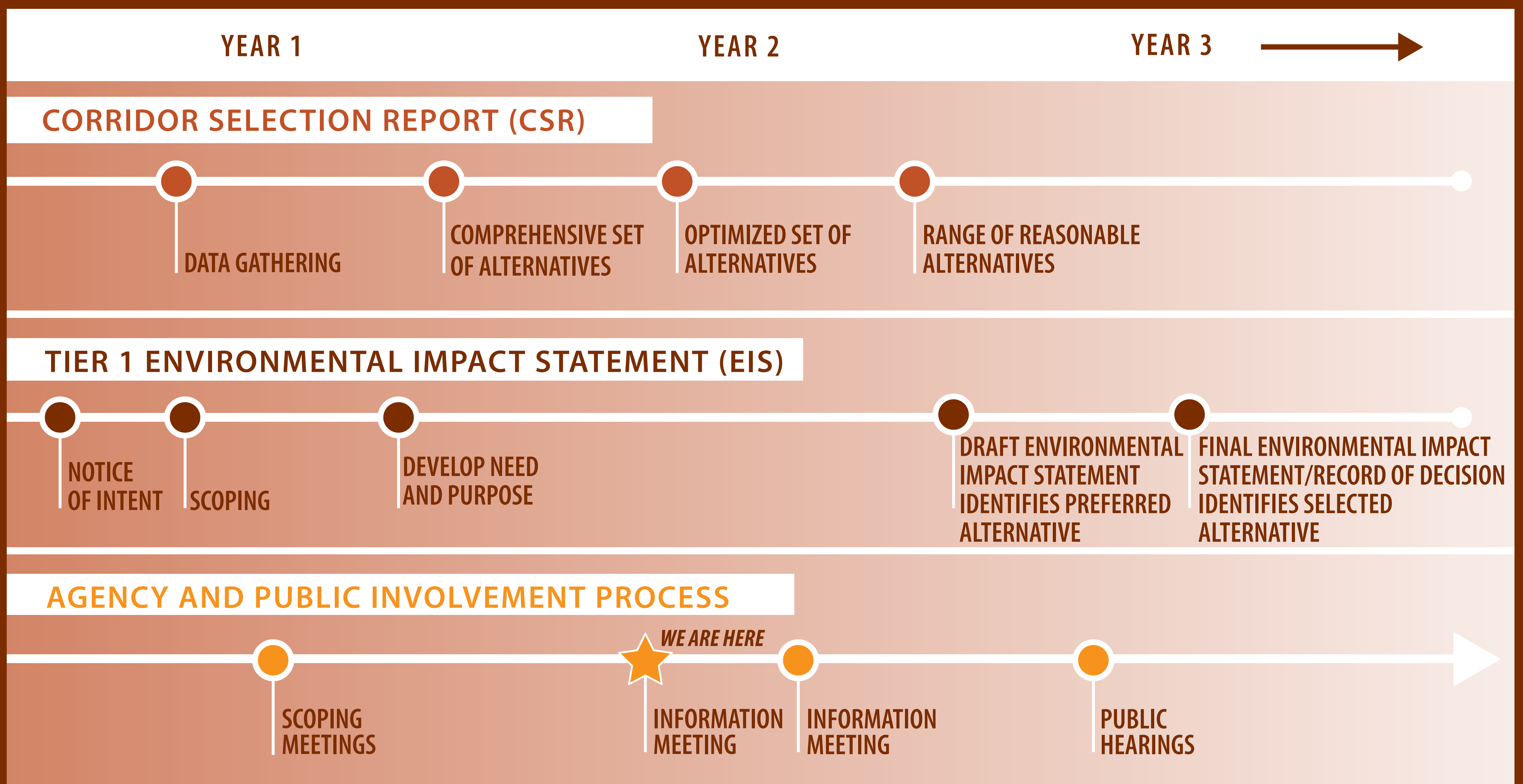
## THE PURPOSE OF THE PROJECT IS TO:

- Accommodate future travel demand
- Improve 2045 Level of Service (travel efficiency) within the study area
- Provide alternate direct connection between I-10 and I-19 south of Tucson International Airport to reduce commercial and commuter travel times and cost

# WHAT IS A TIER 1 ENVIRONMENTAL IMPACT STATEMENT?

A Tier 1 Environmental Impact Statement (EIS) is a decision-making document that enables federal agencies to identify constraints and opportunities on proposed projects through technical analysis and outreach to agencies and the public.

In a tiered environmental process, a Tier 1 EIS considers broad corridors and issues that set the stage for future Tier 2 Environmental studies that evaluate specific transportation alignments.

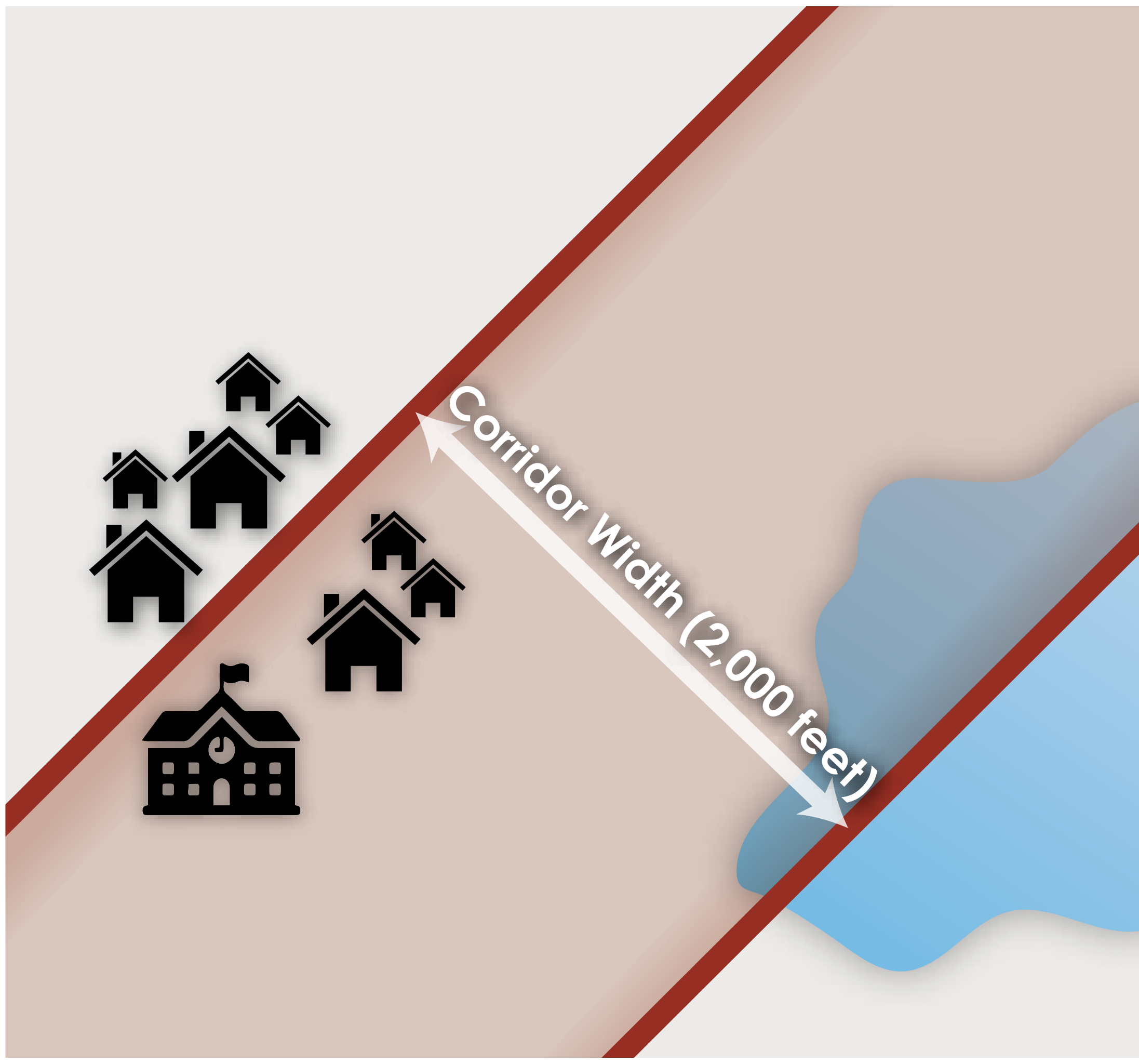


With agency and public input, a corridor selection study progressively narrows the potential corridors from an original “Comprehensive Set” of possibilities to a range of reasonable build alternatives that moves into the Tier 1 EIS along with a “no-build” alternative. In the final Tier 1 EIS the Federal Highway Administration, as the lead federal agency, makes a decision on the selected alternative. If a build alternative is selected, it allows local jurisdictions to incorporate the selected corridor into local plans and the project is eligible for federal funding opportunities. The process sets the stage for future Tier 2 environmental studies that look at project-level analysis with a specific alignment and mitigation plan for identified impacts.



# TIER 1 VS. TIER 2 ENVIRONMENTAL STUDIES

## Tier 1 Environmental Study - Current

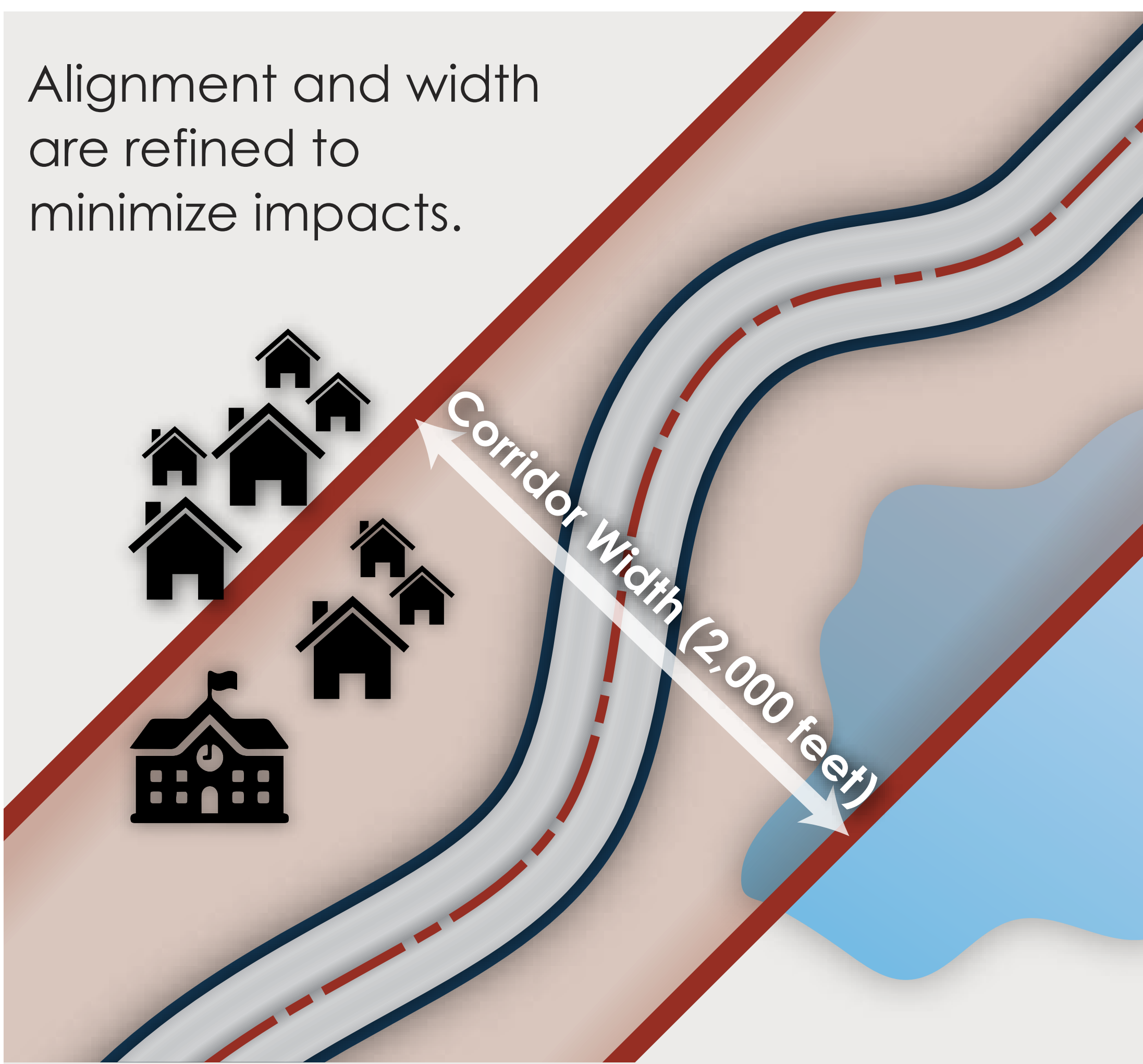


**Evaluates wide corridors in multiple locations, at a program level, within which a new transportation facility could be located.**

**Outcome: Select a single corridor within which an alignment would be identified during Tier 2.**

## Tier 2 Environmental Study - Future

Alignment and width are refined to minimize impacts.



**Evaluates design concepts for specific alignments within the corridor, such as 400 feet for a typical freeway alignment.**

**Outcome: Select an alignment and enable permitting for that alignment.**