1.0 PURPOSE AND NEED

1.1 Project Description

The Nevada Department of Transportation (NDOT), in coordination with the Federal Highway Administration (FHWA), is preparing an environmental impact statement (EIS) to evaluate potential improvements to address aging infrastructure and provide reliable travel along a 4-mile-long segment of Interstate 11 (I-11)/U.S. Highway 95 (US 95)/U.S. Highway 93 (US 93). [1] The project is referred to as the Downtown Access Project. The study area is in the City of Las Vegas and Clark County, Nevada, as shown on Figure 1-1. This segment of freeway between Rancho Drive and Mojave Road has aging infrastructure and worsening congestion for current and projected (2050) travel demand, which contributes to longer travel times. A key roadway deficiency is the condition of the 1.6-mile-long Las Vegas Viaduct that carries the freeway over the Union Pacific Railroad and several local streets and parking lots. A viaduct is a type of bridge with several spans that are built to cross railroads, multiple cross-streets, or both. Figure 1-2 is a photo of the Las Vegas Viaduct.

Figure 1-1. Study Area

[1] Interstate 11 (I-11) was formerly Interstate 515 (I-515).

Figure 1-2. Las Vegas Viaduct

This chapter summarizes detailed technical information regarding bridge conditions, traffic operations, traffic forecasts, and safety. In addition to this section, the chapter contains the following sections:

- Section 1.2, *Study Area*
- Section 1.3, *Why is the Project Needed?*
- Section 1.4, *Public, Local Government, and Agency Input on Need for the Project*
- Section 1.5, *Purpose of the Project*
- Section 1.6, *References*

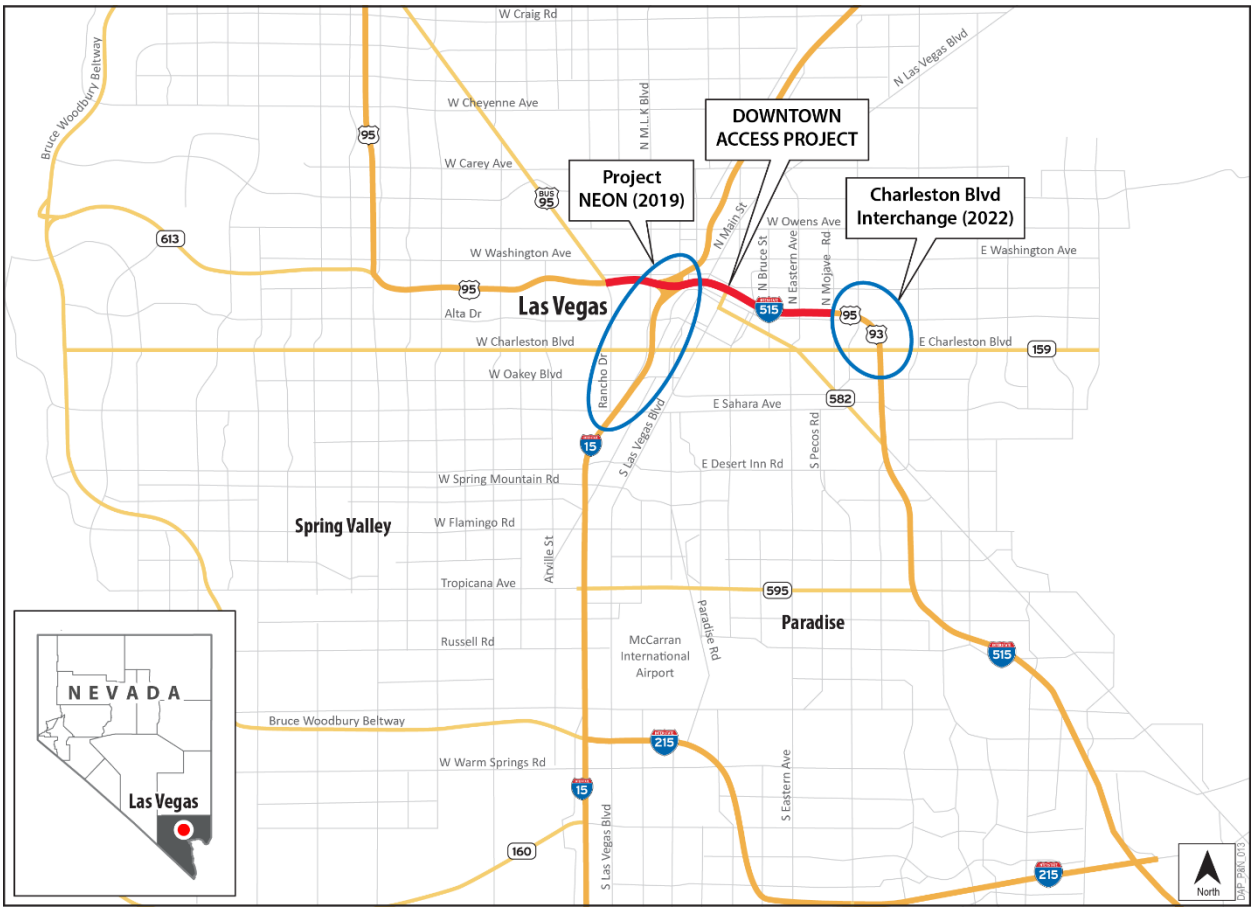
1.2 Study Area

The study area is in the City of Las Vegas and Clark County, Nevada, as shown on Figure 1-1. The Downtown Access Project is between the recently completed Project NEON to the west, which reconstructed I-15 and the Las Vegas Spaghetti Bowl that connects I-15 to I-11/US 95/US 93 [2], and improvements to I-11/US 95/US 93 from Eastern Avenue to Charleston Boulevard to the east, which began in 2022 [3] (Figure 1-3). The Downtown Access Project's west limit is Rancho Drive and the east limit is Mojave Road.

[2] https://www.dot.nv.gov/Home/Components/News/News/4662/395

[3] https://www.dot.nv.gov/projects-programs/transportation-projects/i-515-charleston-boulevard-interchange

Figure 1-3. Study Area and Other Roadway Projects



1.3 Why is the Project Needed?

Improvements are necessary to address the following needs: (1) aging bridges, (2) closely spaced ramps that create short weave and merge distances, and (3) unacceptable congestion caused by increased traffic volumes on a freeway structure that has never been widened in a city that has grown 1,000% since US 95 opened to traffic in 1968 (https://www.macrotrends.net/cities/23043/las-vegas/population).

1.3.1 Aging Infrastructure

The Las Vegas Viaduct is approximately 1.6 miles long, from the Union Pacific Railroad tracks to 21st Street and is made up of two bridges that connect near 4th Street. The functional and structural condition of the Las Vegas Viaduct is the primary factor in NDOT's decision to undertake the Downtown Access Project. The Las Vegas Viaduct is functionally obsolete and its structural integrity is degrading because of its age. The viaduct is also seismically deficient because of its degrading structural integrity, which poses risks to safety and public health.

1.3.1.1 West Viaduct

NDOT built the west viaduct between the Union Pacific Railroad tracks and 4th Street in the late 1960s with a planned service life of 50 years. The west viaduct is at the end of its planned service life and is in poor overall condition.

NDOT surveyed some elements of the 0.4-mile-long west viaduct in 2018, as documented in the *Inspection Report for Bridge G-947* (NDOT 2018a). The survey identified several areas that are experiencing extensive concrete cracking, spalling (for example, breaking, flaking, or pitting), expansion joint failure, and water intrusion. In some places where concrete has fallen away, it has exposed the steel reinforcing bars, which then began to corrode (refer to Figure 1-4).

What are Functionally Obsolete and Structurally Deficient Bridges?

Bridges that cannot reliably support the load of vehicles may be considered structurally deficient. Bridges with not enough room for full shoulders and/or full-width lanes or not enough clearance over the road below the bridge are deemed functionally obsolete. If the road below the bridge is too narrow because of the narrow spacing of the bridge's columns, that could be another factor in identifying the bridge as functionally obsolete.

Additionally, the concrete columns that hold up the viaduct are seismically deficient and were not built to meet current seismic performance requirements. The report also indicates that the vehicle load level that can be carried is below an established FHWA threshold, and the west viaduct's ability to carry oversized loads is reduced.

What is Seismically Deficient?

Seismic deficiencies refer to bridge components that have not been designed, constructed, or retrofitted to withstand earthquakes. The west viaduct is seismically deficient because the reinforcing steel in its columns was not designed to prevent the viaduct from collapsing during a large-scale earthquake. The vertical reinforcing steel in the bridge columns is not adequately anchored into the underground base of the columns, and the horizontal reinforcing steel ties in the columns are too widely spaced to prevent damage during an earthquake.

Although the west viaduct is in poor overall condition, NDOT's Inspection Report did not classify the west viaduct or its interchange ramps as structurally deficient. However, one bridge carrying the US 95 South off-ramp to Casino Center Boulevard is classified as functionally obsolete because the bridge deck is not wide enough to meet NDOT standards for traffic lane and shoulder width. In addition, the west viaduct's seismic risk rating is over twice as high as NDOT's action threshold value. The west viaduct would require costly retrofitting measures to comply with current seismic design standards. NDOT estimated that about 100 west viaduct columns that support the bridge would have to be wrapped with steel casings to meet current seismic standards. Some of the columns that would have to be wrapped extend more than 9 feet below ground.

The need to rehabilitate or replace a bridge is based on its existing structural condition (such as load-carrying capacity) and functional condition (such as width of the bridge and clearance underneath the bridge). NDOT constructed the Las Vegas Viaduct and other bridges in the study area to have a 50-year service life. The 50-year service life can be extended through rehabilitation, but the cost of rehabilitation eventually approaches the cost of completely replacing the bridge.

Figure 1-4. Viaduct Deterioration

NDOT spent approximately $30 million on short-term improvements in 2021 and 2022 (including seismically retrofitting viaduct columns and fixing cracking and spalling) to ensure its safety until the entire viaduct can be replaced. NDOT does not usually schedule such extensive rehabilitation projects when there is a plan to make extensive repairs or replace a bridge in a few years. But in this case, the short-term rehabilitation was needed to preserve the Las Vegas Viaduct until the more extensive repairs or replacement would be made as part of the Downtown Access Project in approximately 2029. Because of the 8-year lag between the short-term rehabilitation and the long-term repair or replacement, there will be little or no "throwaway" cost. NDOT typically plans to achieve 5 years of useful life from a short-term rehabilitation before a long-term solution is implemented. In this case, there will be at least 8 years between the short-term rehabilitation and the long-term solution.

1.3.1.2 East Viaduct

NDOT constructed the 1.2-mile-long east viaduct between 4th Street and 21st Street in 1985. The east viaduct and associated interchange ramps are in a relatively good state of repair based on the results of the 2017 bridge inspections. However, the travel lanes in the 0.5-mile segment of the east viaduct between Maryland Parkway and 21st Street have a series of peaks and valleys, resulting in a poor-quality "roller coaster" ride for users. The latest NDOT bridge inspection report, *Inspection Report for Bridge I-947* (NDOT 2017a), documents minor repairs needed in the short term, with more significant longer-term repairs recommended if funding is available. The east viaduct is not classified as structurally deficient nor is it considered functionally obsolete.

As expected for a 35-year-old bridge, various elements of the east viaduct are reaching the point where major maintenance/minor rehabilitation is needed to repair existing deficiencies and ensure its longevity. In addition, NDOT's assessment of the east viaduct's seismic performance identified the need to retrofit a portion of the columns that hold up the viaduct.

1.3.2 Safety

1.3.2.1 Crashes

The majority of fatal and serious crashes on and around US 95 are associated with congested conditions and a challenging driving environment. Efficient traffic systems reduce crashes by making driving easier and reducing traffic congestion. To measure the effectiveness of Nevada roads, NDOT records data on the number and severity of crashes and strives to identify and implement measures to reduce the frequency and impact of crashes.

NDOT's mission is to continually improve the safety of Nevada's highways and freeways for the users of these systems. Traffic safety engineering goals are to implement safety features and enhancements that decrease the frequency, rate, severity of, and potential for crashes involving motor vehicles, pedestrians, bicycles, and wildlife on state-maintained roadways in Nevada.

The data from the most recently available 5-year period (2015 to 2019) show 2,137 crashes occurring in the 3.5 miles of US 95 from Rancho Drive to Eastern Avenue. There were three fatal crashes, 713 injury crashes (1,036 total injuries), and 1,421 property-damage-only (PDO) crashes.

An important goal of the project is to make the roads safer by minimizing the potential for accidents and crashes. Figure 1-5 shows that most severe crashes (injury or fatality) are "rear-end" crashes (over two-thirds). The high number of rear-end crashes is typical in conditions where there is inconsistent speeding up and slowing down of vehicles. Figure 1-6, which shows crashes by segment, shows that the area east of I-15 experiences a high number of crashes.

A common cause of crashes in the corridor is "non-collision" crashes, which include vehicles driving off the roadway, crashes with fixed objects such as guardrails, or roll-over accidents resulting from reckless driving. Other causes of crashes can be associated with drivers unfamiliar with their surroundings or ineffective roadway design.

The data confirm an increase in crashes from 7:00 AM to 9:00 AM and 3:00 PM to 7:00 PM, coinciding with the morning and evening rush hours when slow and stopped traffic is more prevalent. Figure 1-7 illustrates crashes on US 95 by time and severity.

Figure 1-5. I-11/US 95/US 93 Crash Types (2015-2019)

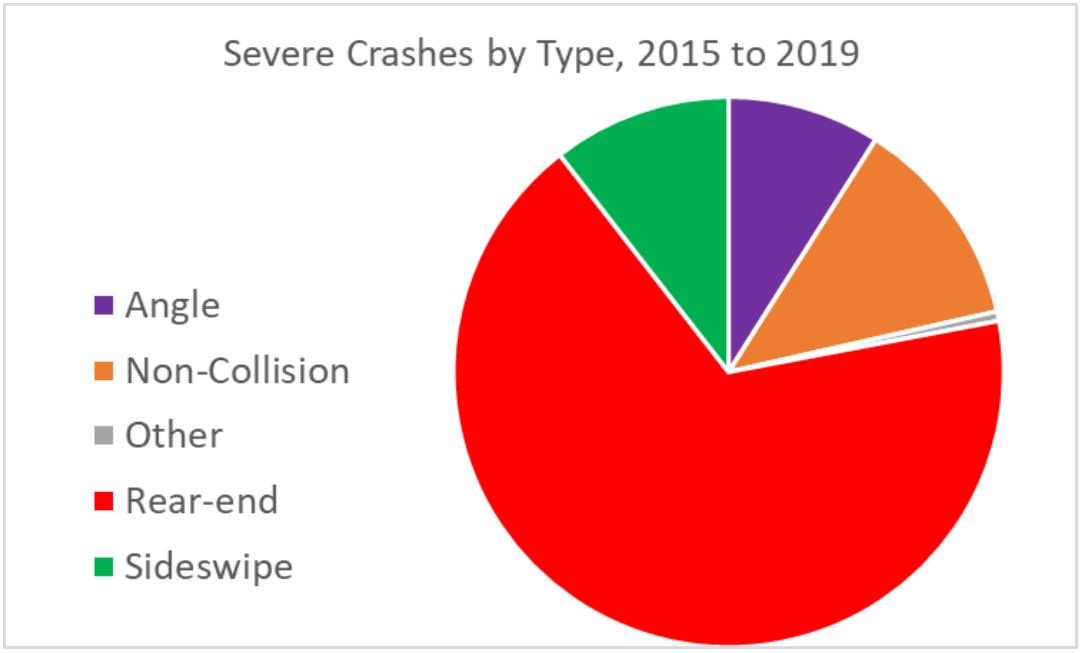
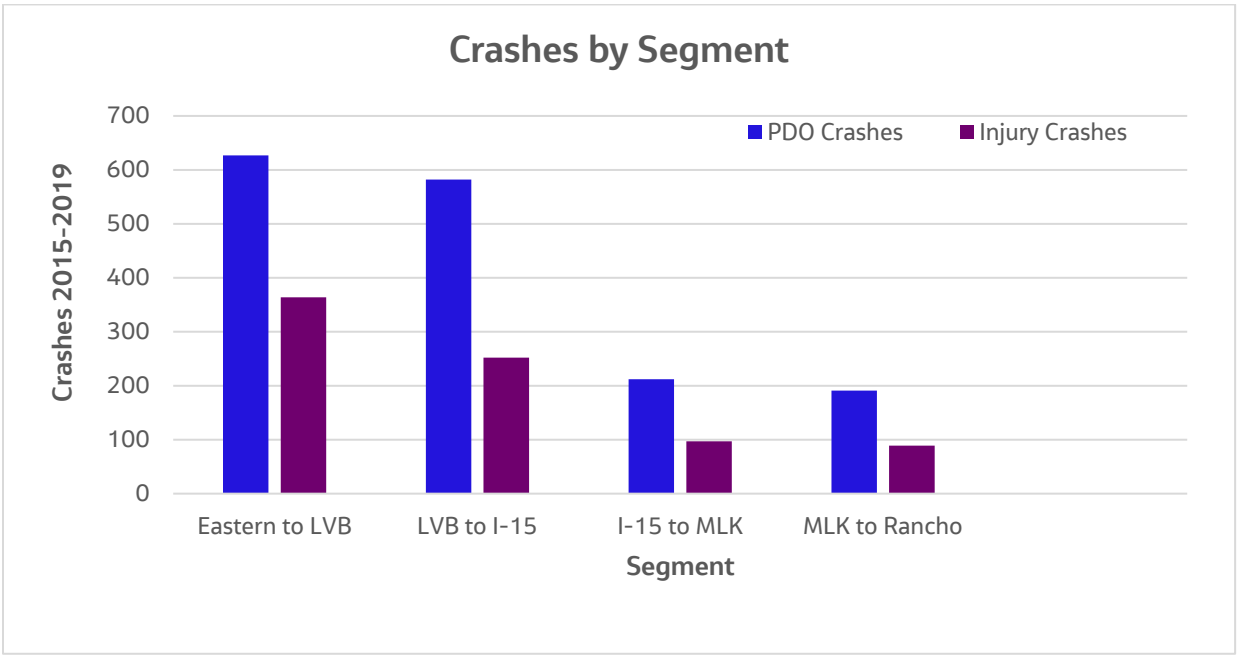
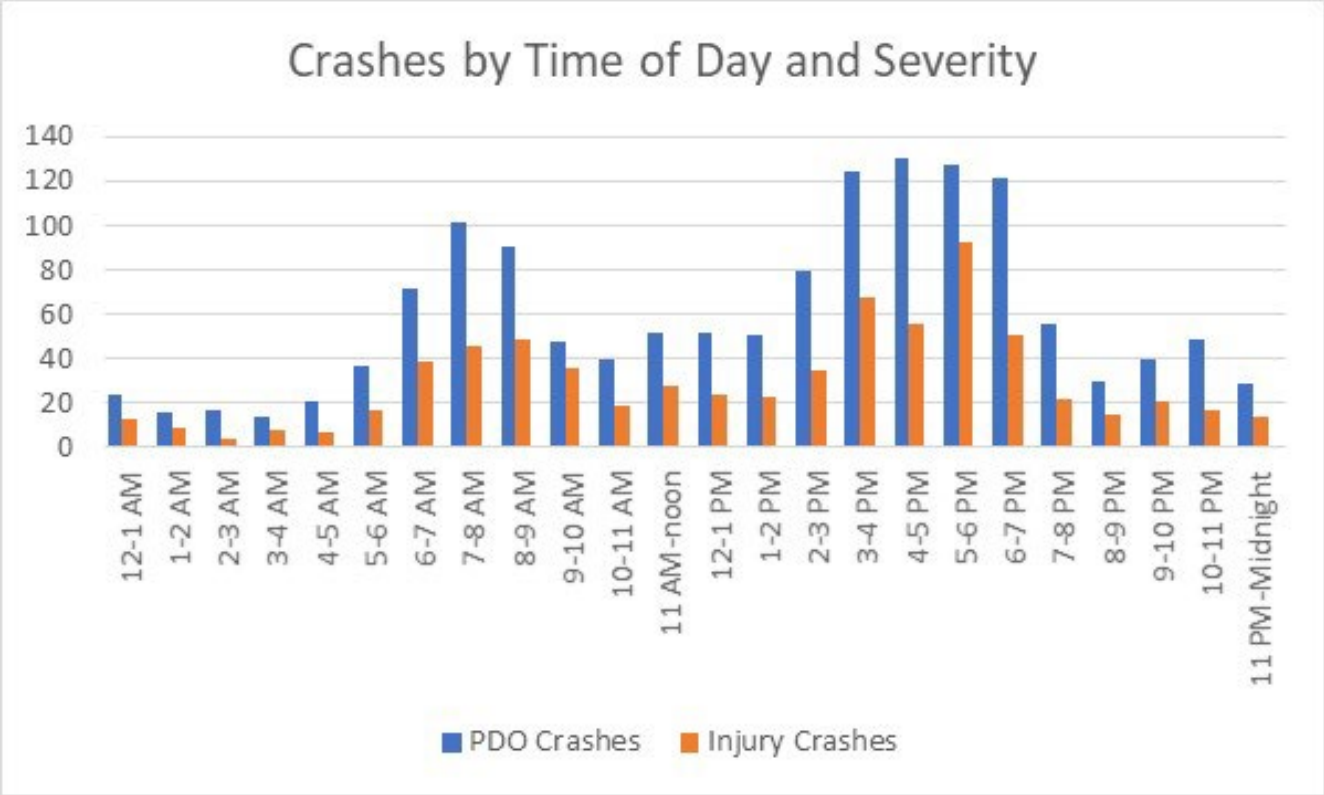


Figure 1-6. I-11/US 95/US 93 Crashes by Segment (2015-2019)



LVB = Las Vegas Boulevard
MLK = Martin Luther King Jr. Boulevard
Eastern = Eastern Avenue
Rancho = Rancho Boulevard

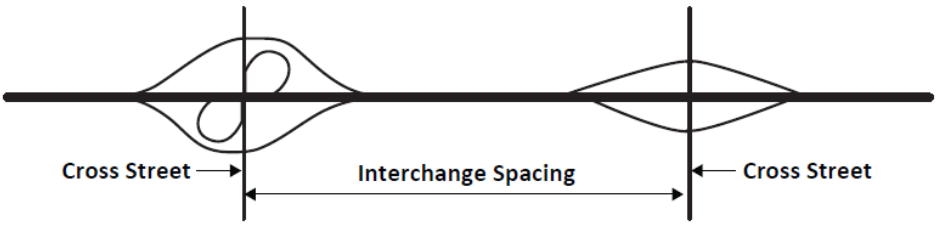
Figure 1-7. I-11/US 95/US 93 Crash Times and Severity (2015-2019)



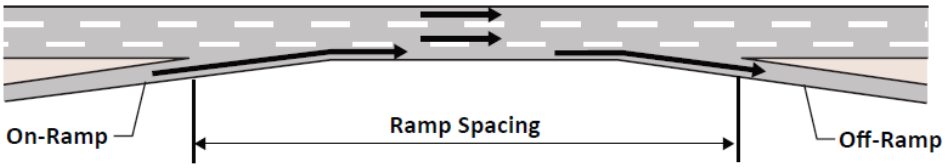
1.3.2.2 Interchange and Ramp Spacing

Interchange spacing and ramp spacing distances are both critical to providing safe and efficient freeways (refer to Figure 1-8 for an explanation of interchange spacing and ramp spacing).

Figure 1-8. Interchange and Ramp Spacing



Interchange Spacing: The distance measured between the freeway cross streets.



Ramp Spacing: The distance between an on-ramp and the next off-ramp.

Source: NCHRP 2011.

According to American Association of State Highway and Transportation Officials (AASHTO) guidelines (2018), minimum interchange spacing is 1 mile in urban areas. Interchanges on I-11/US 95/US 93 were built close together to serve downtown Las Vegas; the interchanges at I-15, Casino Center Boulevard, and Las Vegas Boulevard are spaced less than 1 mile apart from each other.

Where the interchanges are too close, the ramp separation distances are also substandard, or less than recommended by AASHTO. When vehicles enter or exit the freeway at closely spaced ramps, they must cross paths with other vehicles. This is referred to as "weaving." In general, speeds decrease and congestion increases as the weave segment shortens. Figure 1-9 shows an example in the study area and Table 1-1 shows the current ramp spacing distances in the study area compared to AASHTO spacing guidelines.

Table 1-1. Ramp Spacing Distances

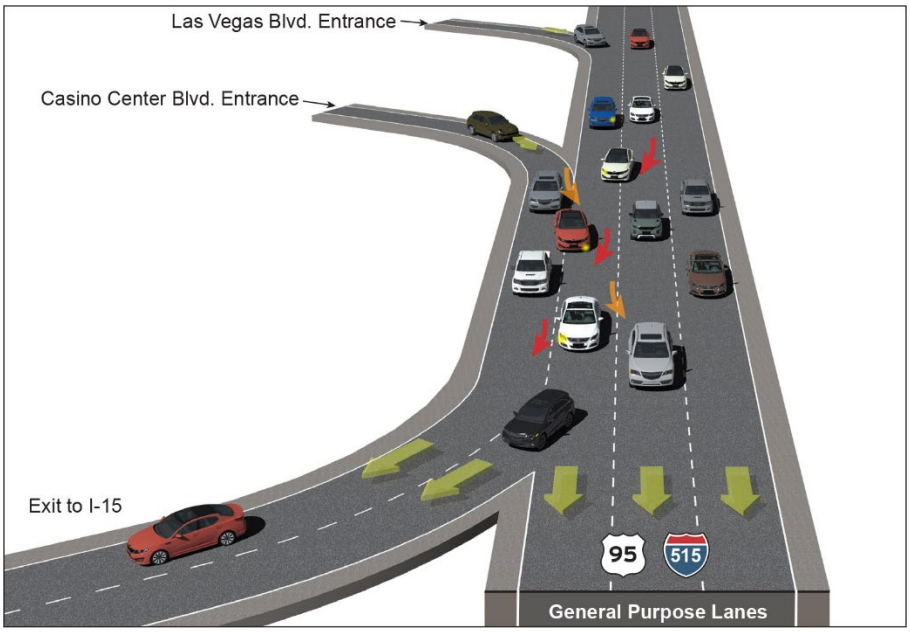
Location	AASHTO Spacing Guidelines[1] (feet)	Current Spacing (feet)	Meets/Doesn't Meet
I-11/US 95/US 93 Southbound Ramp Spacing			
Rancho Drive entrance onto I-11/US 95 to Martin Luther King Jr. Boulevard exit from I-11/US 95	1,000	850	**Doesn't Meet**
Martin Luther King Jr. Boulevard entrance onto I-11/US 95 to I-15 Northbound ramp exit	800	1,000	Meets
Casino Center Boulevard exit from I-11/US 95/US 93 to Las Vegas Boulevard exit from I-11/US 95/US 93	1,000	700	**Doesn't Meet**
Las Vegas Blvd entrance onto I-11/US 95/US 93 to Eastern Ave exit from I-11/US 95/US 93	1,600	4,000	Meets
I-11/US 95/US 93 Northbound Ramp Spacing			
Eastern Ave entrance onto I-11/US 95/US 93 to Las Vegas Blvd exit from I-11/US 95/US 93	1,600	4,160	Meets
Las Vegas Blvd entrance onto I-11/US 95/US 93 to Casino Center Blvd entrance to I-11/US 95/US 93	1,000	1,100	Meets
Casino Center Blvd entrance onto I-11/US 95/US 93 to I-15 Southbound ramp exit	2,000	500	**Doesn't Meet**
I-11/US 95/US 93 to I-15 Southbound ramp exit to US I-11/US 95/US 93 to I-15 Northbound ramp exit	1,000	1,130	Meets
I-15 Northbound exit onto I-11/US 95 to Martin Luther King Jr. Boulevard exit from I-11/US 95	1,000	990	**Doesn't Meet**
Martin Luther King Jr. Boulevard entrance onto I-11/US 95 to Rancho Drive exit from I-11/US 95	800	1,200	Meets

[1] AASHTO 2018

Closely spaced on- and off-ramps also create bottlenecks when merging traffic attempts to enter a freeway and vehicles in the right freeway lane are either unable to move left because of traffic volume or are reluctant to move left because they intend to exit at the next off-ramp. As the freeway and ramp volumes increase, the problem is exacerbated, leading to congestion and an increased risk of crashes.

Closely spaced interchanges and ramps contribute to the congestion and crashes on I-11/US 95/US 93. Congestion is further discussed in Section 1.3.3.

Figure 1-9. I-11/US 95/US 93 Northbound -- Closely Spaced Ramps in Downtown Las Vegas



1.3.2.3 Backups at On- and Off- Ramps

Poor operations on local streets at freeway on- and off-ramps can cause backups on the exit ramps, and poor freeway operations can cause congestion on entrance ramps and local streets. At Casino Center Boulevard and Las Vegas Boulevard, traffic backed up on the I-11/US 95/US 93 on-ramps sometimes spills back onto these streets, causing congestion and increasing the potential for crashes. At Eastern Avenue, the backups on the off-ramp sometimes cause backups onto I-11/US 95/US 93. It is unsafe for one freeway lane to be stopped or at low speeds while traffic in the adjacent lane is moving much faster. Figure 1-10 illustrates the locations of the traffic issues described.

Figure 1-10. Locations of Traffic Issues

1. Major congestion on US 95 South in the morning and evening rush hours between the Spaghetti Bowl and Casino Center Boulevard, caused by traffic entering from I-15 and weaving with US 95 South traffic exiting at Casino Center Boulevard and Las Vegas Boulevard.
2. US 95 North experiences major congestion in the evening rush hour between Las Vegas Boulevard and the Spaghetti Bowl caused by weaving between vehicles entering US 95 from Las Vegas Boulevard and Casino Center Boulevard and those vehicles already on US 95 that want to exit to I-15. Figure 1-6 illustrates this issue.
3. During the evening rush hour, traffic on the on-ramp from Casino Center Boulevard to US 95 North backs up onto Casino Center Boulevard.
4. During the evening rush hour, traffic on the on-ramp from Las Vegas Boulevard to US 95 North backs up onto Las Vegas Boulevard.
5. Traffic on the Eastern Avenue off-ramp sometimes backs up onto US 95 South during the evening rush hour, and occasionally during the morning rush hour.
6. During the morning and evening rush hour, traffic on the on-ramp from Eastern Avenue to US 95 North backs up onto Eastern Avenue.
7. US 95 North is congested in the morning rush hour between Charleston Boulevard and Casino Center Boulevard. US 95 North congestion is generally worse than US 95 South congestion during the evening rush hour.

Source: NDOT 2017b

1.3.3 Congestion

Congestion on I-11/US 95/US 93 in the study area is caused by closely spaced ramps and high traffic volumes, which reduce speeds and increase delays. Since the freeway was constructed in 1968, the Las Vegas Valley's population has grown approximately 1,000 percent and no capacity has been added (Macrotrends 2024). In 2009, the traffic volume on this part of I-11/US 95/US 93 was approximately 155,000 vehicles per day. By 2019, traffic volumes increased 17 percent to approximately 182,000 vehicles per day. In 2050, traffic volume is forecast to be 210,000, a 13 percent increase over 2019 traffic. Congestion is highest on I-11/US 95/US 93 North in both the morning and evening rush hours.

One way of measuring congestion on a highway segment is average speed. Figures 1-11 and 1-12 illustrate existing average speeds on segments of I-11/US 95/US 93. Segments of I-11/US 95/US 93 shown on Figures 1-13 and 1-14 show the average speed is below 35 miles per hour, and as low as 18 miles per hour, while the posted speed limit is 65 miles per hour.

Another way of measuring congestion is to examine increases in travel time. Using the 2019 traffic volumes of approximately 28,000 vehicles in the morning rush hour and approximately 29,000 vehicles in the evening rush hour, it takes an additional 1 minute and 16 seconds to travel on I-11/US 95/US 93 through the study area during the morning rush hour and an additional 2 minutes and 19 seconds to travel I-11/US 95/US 93 through the study area during the evening rush hour, compared to the time it would take without congestion. This translates to 1,700 hours each day.

Recently, NDOT studied traffic congestion on the entire Las Vegas freeway system. The *Southern Nevada Traffic Study* (NDOT 2018b) noted that merging and weaving traffic and the lane drop on I-11/US 95/US 93 near I-15 all contribute to high levels of congestion on I-11/US 95/US 93.

Figure 1-11. Morning Rush-Hour Average Speeds (2017)

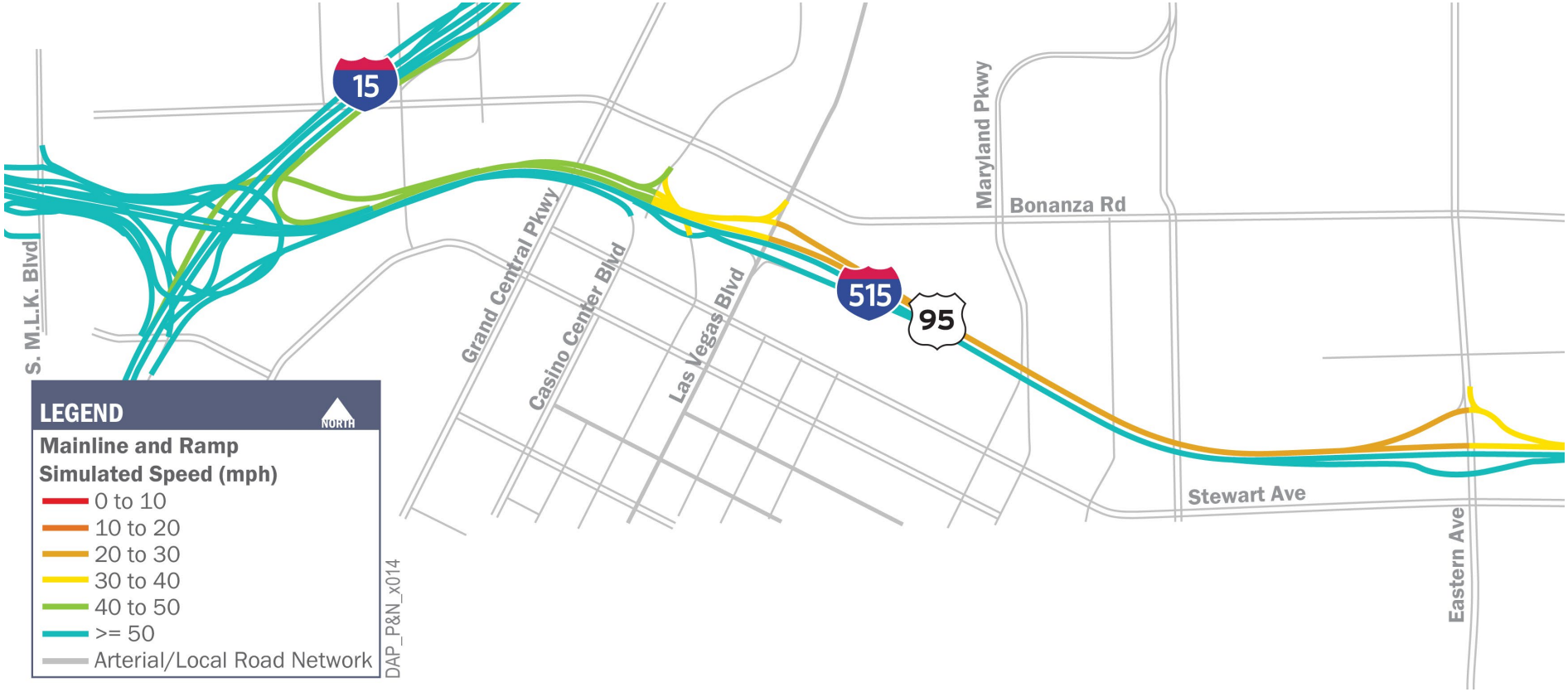


Figure 1-12. Evening Rush-Hour Average Speeds (2017)

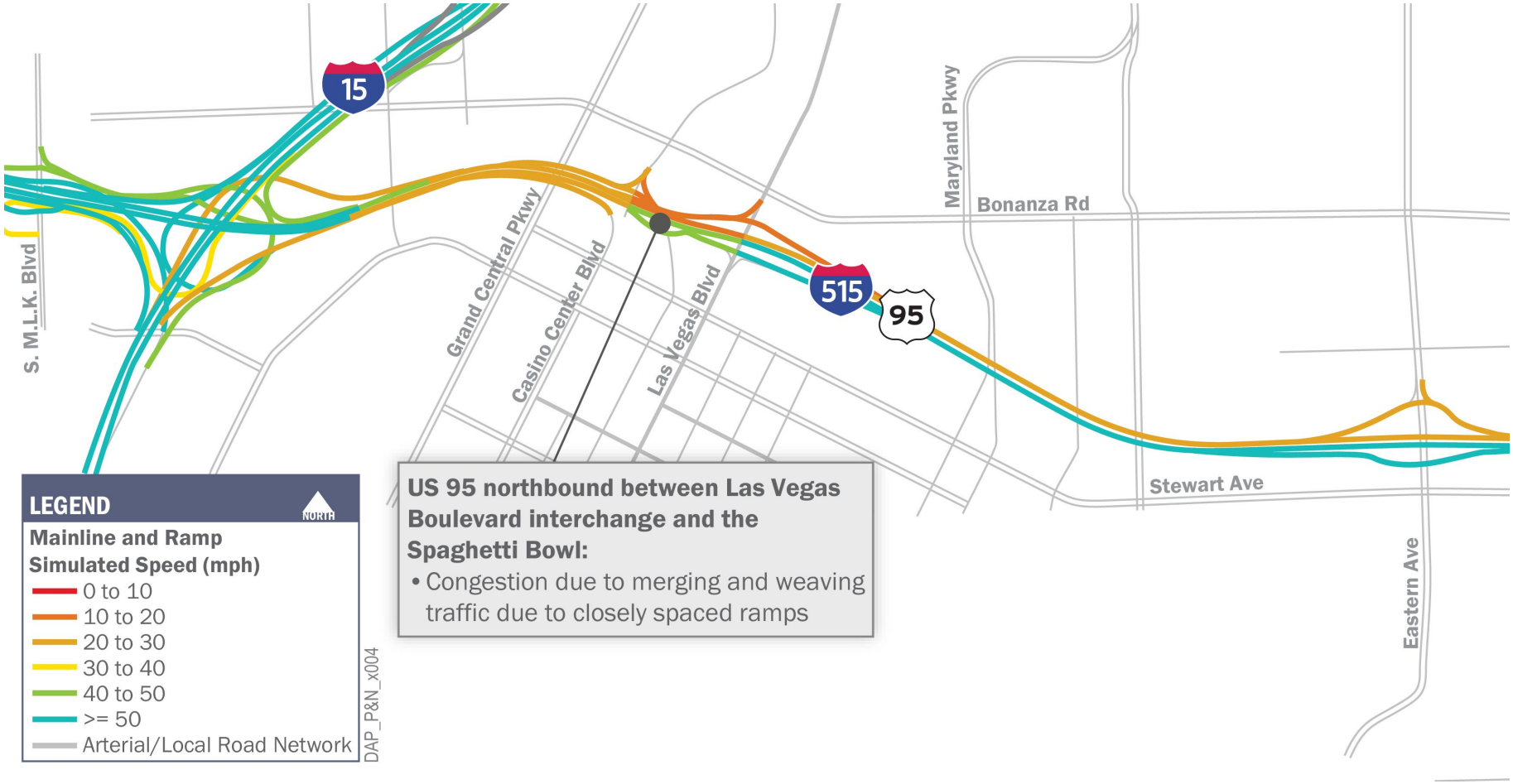
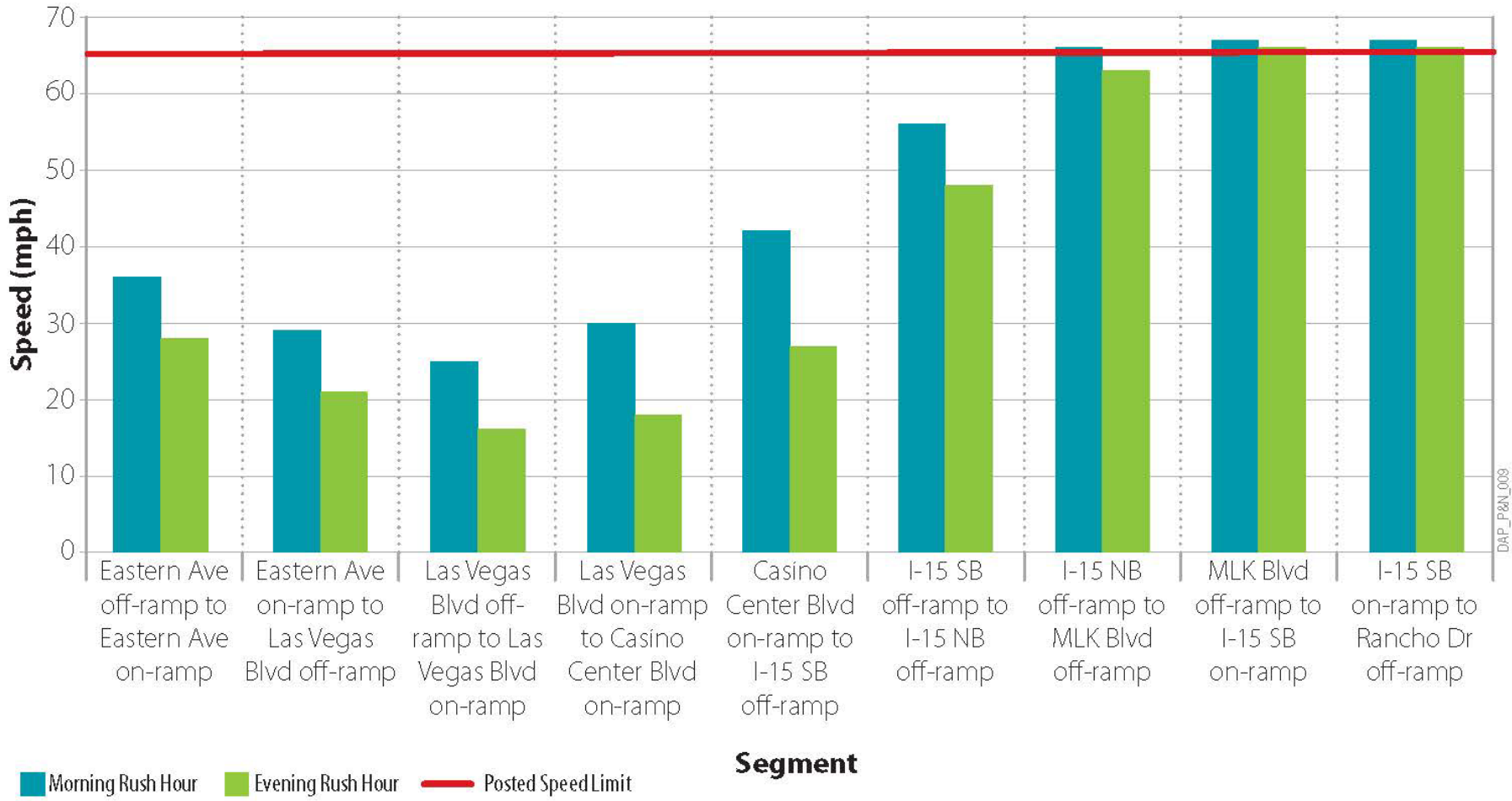
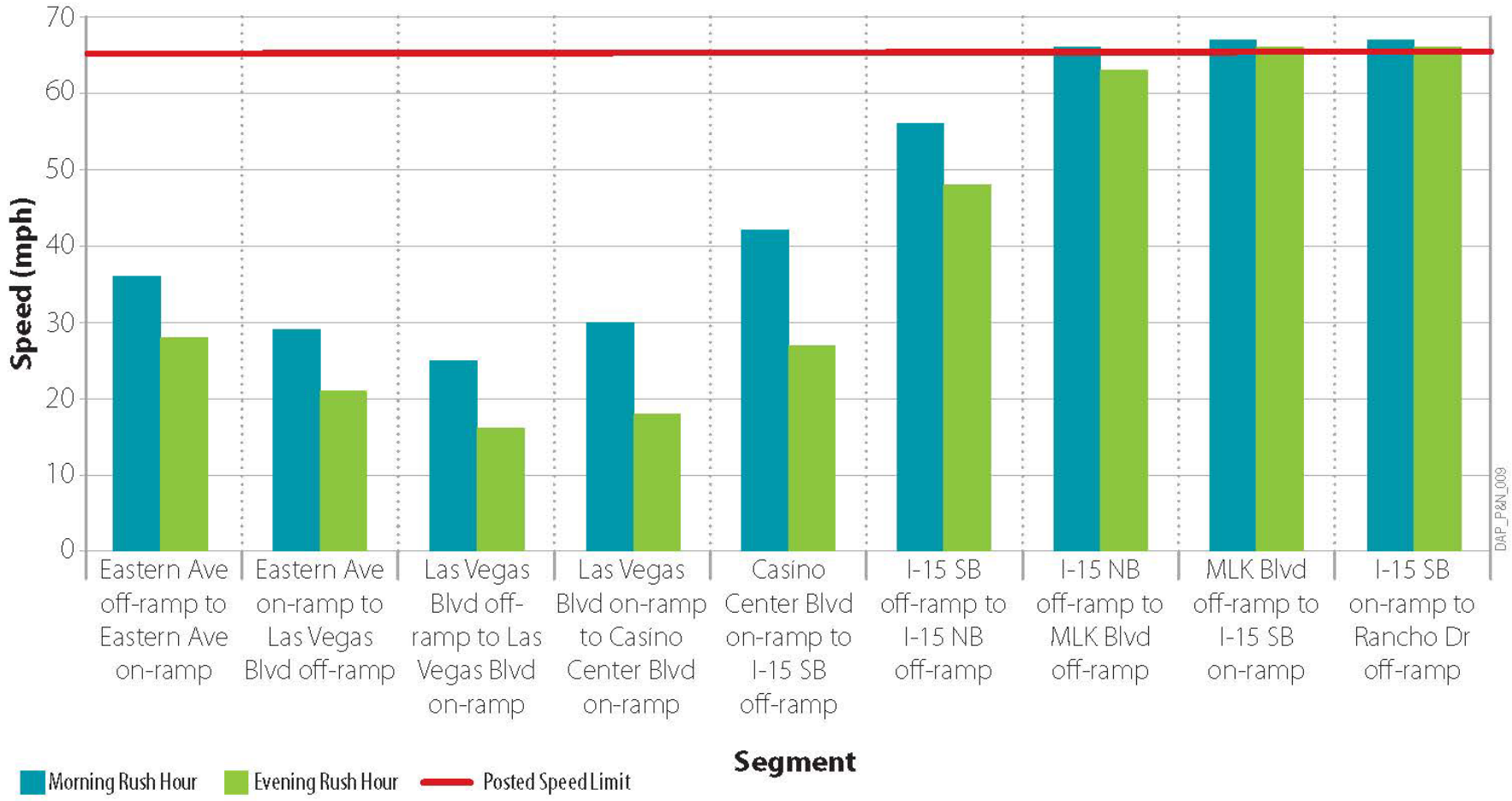


Figure 1-13. Average Speeds -- Southbound I-11/US 95/US 93 (2017)



Source: NDOT 2019

Figure 1-14. Average Speeds -- Northbound I-11/US 95/US 93 (2017)



Source: NDOT 2019

1.3.4 Additional Project Goals

In addition to the needs, NDOT and the community identified several goals to revitalize and reconnect the community. They reflect topics important to the public, stakeholders, and agencies.

Restore Community	Advance Sustainability
• Improve Neighborhood Multimodal Mobility • Reconnect Neighborhoods • Enhance Public Health and Wellness	• Improve Human and Natural Environments • Improve Infrastructure Resiliency • Support Economic Growth

1.3.4.1 Restore Community

Improve Neighborhood Multimodal Mobility

I-11/US 95/US 93 is a physical barrier that reduces connectivity and can deter bicycle and pedestrian crossings (City of Las Vegas 2016). High traffic volumes and poor lighting make biking and walking uncomfortable for some residents in the study area (NDOT 2021). Bicyclist and pedestrian needs for both recreational users and those using bicycles or walking as their means of transportation are identified in the *Access 2050 Regional Transportation Plan for Southern Nevada* (RTC 2021), *City of Las Vegas 2050 Master Plan* (2022), *City of Las Vegas Mobility Master Plan* (2016a), and *Vision 2045 Downtown Las Vegas Masterplan* (2016b). These plans recommend projects to improve multimodal networks in or near the study area. A goal for the project is to improve multimodal access across I-11/US 95/US 93 and support planned future multimodal projects.

Reconnect Neighborhoods

I-11/US 95/US 93 reduces connectivity and alters the social and physical connections between people and groups by physically isolating or dividing neighborhoods, decreasing access to community buildings from adjoining residential areas, and changing the composition of the neighborhoods. NDOT intends for the improved I-11/US 95/US 93 to be a better neighbor by revitalizing and reconnecting the neighborhoods and communities bisected by the freeway, advancing community development and revitalization, and providing more convenient and safer access to services and opportunities.

Enhance Public Health and Wellness

While living near I-11/US 95/US 93 makes it easy for residents to get wherever they need to go, the freeway brings noise, air pollution, and physical barrier concerns that need to be addressed. Societal issues such as homelessness and crime also negatively affect the quality of life of residents living near I-11/US 95/US 93. NDOT will work with local neighborhoods in the study area to improve the quality of life for residents living near the freeway and promote inclusive and viable solutions to the problems they are facing.

1.3.4.2 Advance Sustainability

Improve Human and Natural Environments

Providing a healthier environment for the long-term benefit of the community is a goal of the Downtown Access Project. NDOT will evaluate traffic noise and air quality impacts and implement any

required mitigation measures, as well as other non-required mitigation, to help protect the public health and welfare. NDOT also plans to improve the visual character of I-11/US 95/US 93 by assessing where negative visual impacts occur and mitigating adverse visual effects.

NDOT would improve the health of the community by providing better sidewalks, biking, and walking trails, and providing more shade for pedestrians and recreational users. NDOT will also address additional quality of life topics gathered from the community during community outreach surveys.

Improve Infrastructure Resiliency

Addressing the deteriorating Las Vegas Viaduct will allow NDOT to make this part of I-11/US 95/US 93 more resilient to population growth, earthquakes, extreme heat, and other natural disasters. Changing seasonal weather, drought, and long-term climate change are causing natural and human-made disasters to become more extreme and occur more often (EPA 2017). The unpredictability of these events requires forward planning to help NDOT reduce impacts and provide ways to prepare for immediate economic recovery and long-term resilience after an event occurs. Addressing the structural integrity of the viaduct is the first step in making a more resilient community transportation system.

Support Economic Growth

I-11/US 95/US 93 provides access to jobs, education, public services, and many other essential needs, and supports economic development to improve quality of life. Congestion on this part of I-11/US 95/US 93 results in lost productivity and wages and increased transportation costs, all of which negatively affect the local and regional economies through inefficient movement of goods and people. The project is intended to bring greater economic opportunities to residents and businesses by providing improved access to jobs, education, public services, and other essential needs.

1.4 Public, Local Government, and Agency Input on Need for the Project

NDOT and FHWA have engaged in extensive efforts to inform, involve, and encourage feedback from the public and agencies about the Downtown Access Project, including initial outreach on the project's purpose and need. The Army Corps of Engineers and U.S. Environmental Protection Agency, the Cooperating Agencies for this project, provided written concurrence on the preliminary purpose and need for the Downtown Access Project in June 2020. The purpose and need statement has since been updated to reflect input received from agencies and the public; it will be re-sent to participating and cooperating agencies for their review, comment, and concurrence.

NDOT has also collaborated with the City of Las Vegas as a Participating Agency and has regularly solicited its feedback about the project. The City of Las Vegas indicated in October 2020, it recognizes the need for significant improvements to I-11/US 95/US 93 between Rancho Drive and Mojave Road to address aging infrastructure, the short weave/merge distances, and to improve travel time reliability. The city acknowledges that this section of I-11/US 95/US 93 is vital to residents, tourists, and to the movement of goods across southern Nevada. The City of Las Vegas supports the purpose and need for the Downtown Access Project to address the aging bridges and capacity of I-11/US 95/US 93 within Downtown Las Vegas. The City's support for the project was reiterated in a letter dated September 22,

2023, in which the letter stated: "The City fully supports NDOT's proposed investment in the Downtown freeway and adjacent surface street network to improve safety and capacity."

In August 2020, NDOT held its first public information meeting virtually because of the declared Covid-19 pandemic. The purpose of this meeting was to introduce the project, provide an opportunity to comment on the "scope" or range of issues that the study should consider, and provide an opportunity to ask questions at the outset of the study. NDOT presented and received feedback on the project preliminary purpose and need.

A second public information meeting was held in January and February 2022, which included both an in-person and a virtual component. NDOT presented and received feedback on purpose and need, preliminary alternatives, and preliminary environmental impacts.

Between August 2022 and January 2023, NDOT and FHWA engaged in 15 smaller, in-person, kitchen-table style community conversations to gather additional input on the project from those most likely to be impacted. Participants included residents, businesses, faith-based leaders, and first responders. The conversations included discussion of the project's purpose and need, among other topics, and the community provided feedback that led NDOT and FHWA to revise the purpose and need. The revised purpose and need was then shared with the conversation participants in June 2023, to confirm concurrence. The revised purpose and need was shared with the public at the third public information meeting in August/September 2023.

Chapter 4 and Appendix E provide additional information about public outreach and agency coordination for the project.

1.5 Purpose of the Project

The purpose of the project is to address the aging infrastructure and seismic concerns, safety, and congestion along I-11/US 95/US 93 between Rancho Drive and Mojave Road in Las Vegas to increase the efficiency of the movement of people, goods, and services on the freeway.

The project purpose, needs, and goals set the stage for NDOT and FHWA to develop and evaluate alternatives to address these issues. NDOT and FHWA will evaluate the alternatives based on how well each alternative addresses the project's purpose and need. Additional factors to be considered in the evaluation are input from resource agencies, local governments, tribes, and the public, as well as project costs and impacts to the human and built environments.

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