



APPENDIX B

Agency Meeting Materials

Meeting Handouts



Interstate 11 Corridor Tier 1 Environmental Impact Statement, Nogales to Wickenburg

Spring 2017

WELCOME

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) welcome your input on the corridor alternatives developed as part of the environmental study for the proposed Interstate 11 (I-11) between Nogales and Wickenburg.

Please review and comment on the alternative corridor options for I-11 that will be studied in greater detail in the coming months. These corridor options were developed based on input from prior studies, agency and public scoping meetings, and technical analysis conducted to date.

WHAT IS I-11?

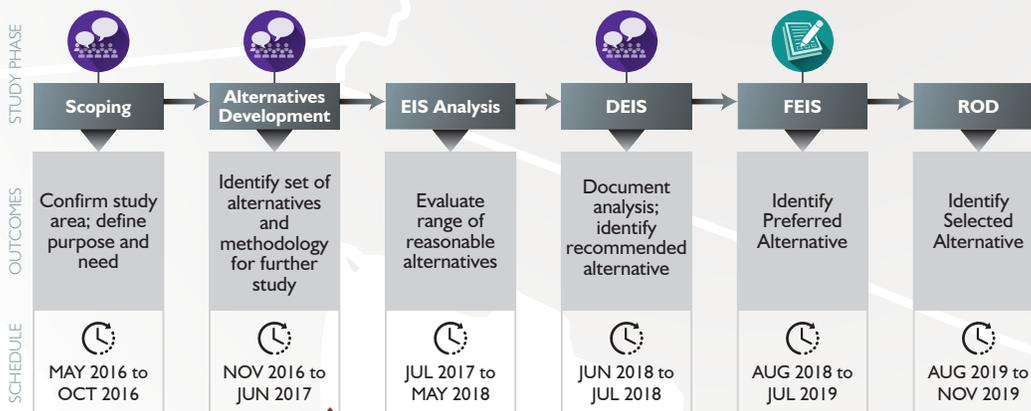
I-11 is envisioned as a continuous high-capacity transportation corridor that has the potential to enhance movement of people and freight, and to facilitate regional connectivity, trade, communications, and technology.

THE STUDY PROCESS

ADOT and FHWA are in the process of preparing the I-11 Tier 1 Environmental Impact Statement (EIS) in compliance with the National Environmental Policy Act (NEPA). Under NEPA, federal lead agencies such as the FHWA are required to consider impacts of a proposed transportation corridor on social, cultural, natural and economic resources.

The environmental review process under NEPA also provides an opportunity for you to be involved in the decision-making. It helps you understand what is being proposed; allows you to offer your thoughts on alternative ways to accomplish what is being proposed; and seeks your comments on the potential environmental effects and possible mitigation required for the various alternatives.

I-11 TIER 1 EIS SCHEDULE



Public Meetings



Public Review Period

EIS - Environmental Impact Statement
DEIS - Draft EIS

FEIS - Final EIS
ROD - Record of Decision

HOW CAN YOU GET INVOLVED?

Attend a public meeting to review study information and provide comments. View public meeting materials and provide comments online at:



I11study.com/Arizona

To inquire about the study, please reach out to the study team:



I-11ADOTStudy@hdrinc.com



1-844-544-8049
(bilingual)



Interstate 11 Tier 1 EIS Study Team
c/o ADOT
Communications
1655 W. Jackson St.
Mail Drop 126F
Phoenix, AZ 85007

Please submit comments by **Friday, June 2, 2017** so that the project team can include your comment in the meeting summary.

DEVELOPMENT OF CORRIDOR ALTERNATIVES

Alternative corridor options were developed through a systematic process based on concepts from prior studies, input received during the public and agency scoping meetings, as well as various topographical, environmental and other technical planning information that identified opportunities and constraints. These numerous alternatives were evaluated to provide a reasonable range of Build Corridor Alternatives, essentially a shortlist of alternatives. The next step is to advance the Build Corridor Alternatives, along with a No-Build Alternative (i.e., a do-nothing option), into a Tier 1 EIS - a detailed environmental analysis to recommend a preferred alternative for the I-11 Corridor. An Alternative Selection Report (ASR) is underway, as an early step, to document this process and will include input received from agency and public comments.



Prior Studies



Agency Scoping



Public Scoping



Technical Analysis



REASONABLE RANGE OF BUILD CORRIDOR ALTERNATIVES FOR TIER 1 EIS ANALYSIS

The Build Corridor Alternatives are broken into shorter options to help identify specific issues along the 280-mile corridor from Nogales to Wickenburg. They are assigned an alphabetical letter to define one corridor option from another. The shorter corridor options will be combined to create end-to-end alternatives that will be compared in the Tier 1 EIS against a No-Build Alternative, which represents a benchmark against which to evaluate potential impacts.



TIER 1 VS TIER 2 LEVEL OF DETAIL

In the upcoming phase of this study, a Tier 1 EIS will be conducted to understand the potential impacts associated with each corridor alternative.

The impacts will be assessed within a 2,000 foot wide corridor, even though the actual I-11 facility will be a much narrower footprint (e.g., approximately 400 feet for a new freeway). While the Tier 1 EIS will determine a preferred alternative for the general corridor, a Tier 2 environmental study would be required to identify the precise alignment and footprint for the future I-11 Corridor.

Tier 1 EIS

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.

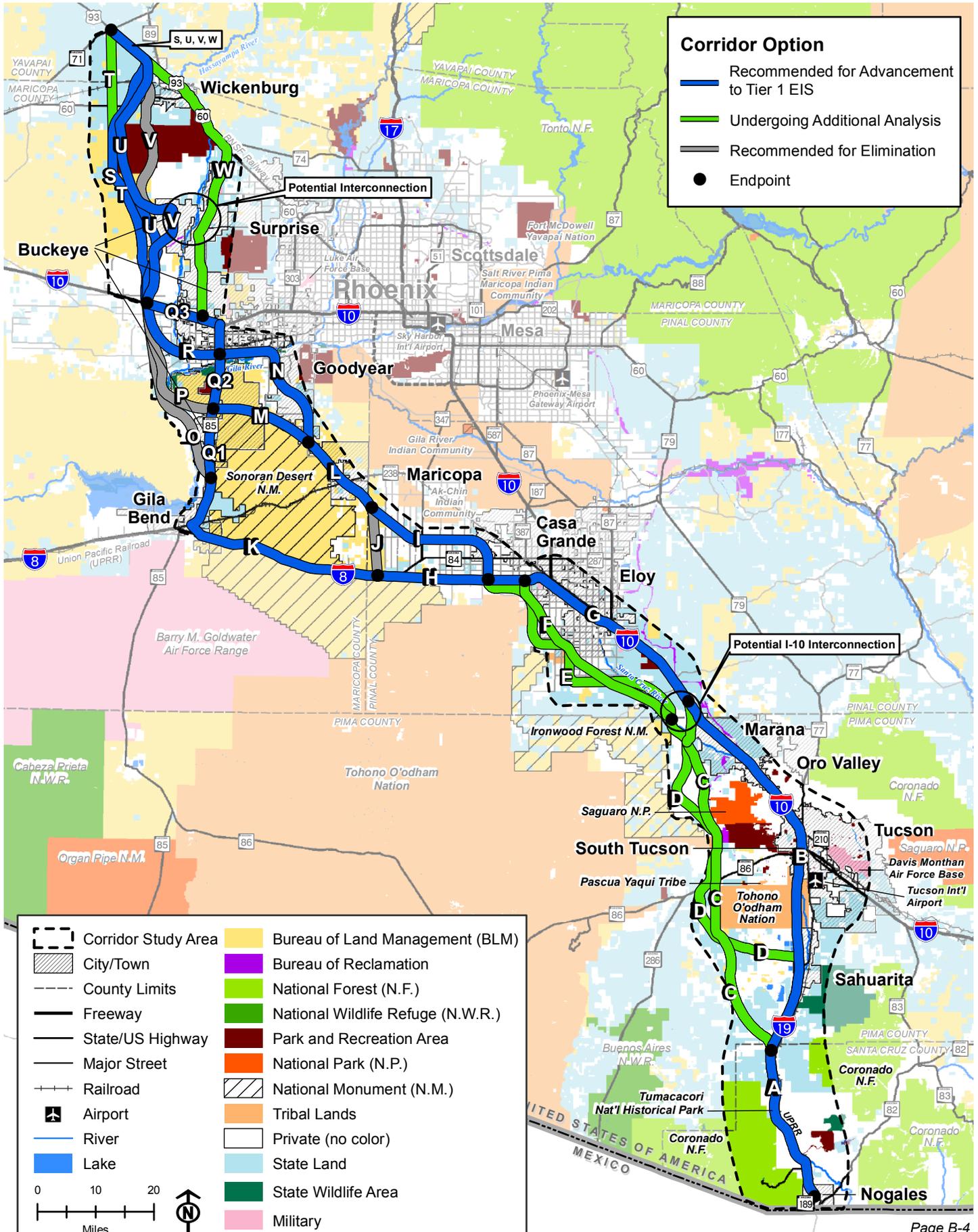
Tier 2 Environmental Study

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.

RESULTS OF ALTERNATIVES SCREENING



WE ASKED, YOU ANSWERED: SCOPING SUMMARY

Public scoping for the project occurred in June 2016. Scoping is an early, important step in the environmental review process. During scoping, the public and agencies have an opportunity to share their ideas and concerns, which help determine the "scope" or range of issues to be addressed in the environmental document. For more information, the Scoping Summary Report is located on the study website (i11study.com/Arizona).

More than 800 community members participated in the public scoping process. Six meetings were held throughout the corridor and comments were provided through various forms:



Comment Form and Online Survey Results (657 responses)

Question 1

The top two most important transportation problems experienced today or anticipated in the future that I-11 could address include:



1. Relieving regional congestion; improving travel time and reliability

2. Improving freight travel and reliability, reducing bottlenecks on existing highways



Question 2

When asked to consider what I-11 should be or accommodate, the highest ranking response was:

Enhancing or expanding existing highways and freeways



Question 3

Top three human environmental factors to consider:

1. Land use



2. Neighborhoods, diverse communities, and residences



3. Public parks and recreation



Question 4

Top three natural environmental factors to consider:

1. Water resources



2. Biological resources



3. Air quality



THE PURPOSE AND NEED FOR I-11

Defining the Purpose and Need for a project is a fundamental part of the NEPA process and provides the basis for identifying, evaluating, and screening corridor alternatives; it is one of the key components in determining and selecting a Preferred Corridor Alternative for I-11.

THE PURPOSE

The overall purpose of the I-11 Corridor is to:

- Provide a high priority, high capacity, access-controlled, transportation corridor;
- Support improved regional mobility for people, goods, and homeland security;
- Connect major metropolitan areas and markets in the Intermountain West with Mexico and Canada; and
- Enhance access to the high capacity transportation network to support economic vitality.



THE NEED

The problems, issues, and opportunities that support the need for a proposed transportation facility are:

Population and employment growth



Congestion and travel time reliability



System linkages and regional interstate mobility



Access to economic activity centers



Homeland security and national defense



The full Purpose and Need Statement is available on the study website (i11study.com/Arizona).



Presentation



I-11 Corridor

Tier 1 Environmental Impact Statement

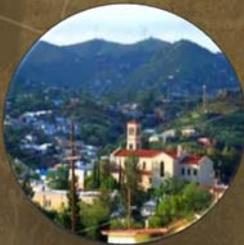


WICKENBURG

PHOENIX



TUCSON



NOGALES

Public Information Meeting
May 2017

ADOT

Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA)

Pursuant to Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, sex or disability. Persons who require a reasonable accommodation based on language or disability should contact ADOT's Civil Rights Office at 602.712.8946 or at civilrightsoffice@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

De acuerdo con el título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) no discrimina por raza, color, nacionalidad, edad, género o discapacidad. Personas que requieren asistencia (dentro de lo razonable) ya sea por el idioma o por discapacidad deben ponerse en contacto con la Oficina de Derechos Civiles al 602.712.8946 o en civilrightsoffice@azdot.gov. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.

ADOT Self-identification Surveys

- Self-identification surveys are available at today's meeting
- ADOT asks that you fill one out and turn it in before you leave
- The information you provide helps ADOT determine who attends public meetings
- The information is anonymous
- The information enables ADOT to fulfill federal reporting requirements from the Federal Highway Administration (FHWA)
- **Completing the survey is voluntary**

Thank you!

Presentation Topics

Project
Background

Alternatives
Development
and
Screening

Scope of
Tier 1 EIS

Opportunities
for Comment



Project Background

The History of the I-11 Corridor

1991

Intermodal Surface Transportation Efficiency Act (ISTEA)

The CANAMEX Trade Corridor, connecting Mexico and Canada through Arizona, was outlined in the "ISTEA" highway bill.

1994

North American Free Trade Agreement (NAFTA)

Establishes trade and manufacturing opportunities between the U.S., Canada, and Mexico, increasing the importance of creating a north-south connection in the Intermountain West.

1995

High Priority Corridors

The CANAMEX corridor was defined by Congress in the 1995 National Highway Systems Designation Act.

Mike O'Callaghan-Pat Tillman Memorial Bridge

Bridge bypassing the Hoover Dam eliminates a major bottleneck on the CANAMEX corridor.

2010

I-11 and Intermountain West Corridor Study

Arizona and Nevada validate the I-11 Corridor on US 93 between Wickenburg and Las Vegas, and define a wide corridor for further study from Wickenburg to Nogales, and from Las Vegas to Reno.

2012

Moving Ahead for Progress in the 21st Century Act (MAP-21)

Future I-11 from Phoenix to Las Vegas is designated in federal transportation legislation.

2014

Fixing America's Surface Transportation (FAST) Act

The future I-11 designation is officially extended south to Nogales and north to Reno in federal transportation legislation.

2015

I-11 Corridor Tier 1 EIS

Formal National Environmental Policy Act environmental review process begins on the I-11 Corridor Study, from Nogales to Wickenburg, Arizona, with the goal of identifying a Preferred Corridor Alternative.

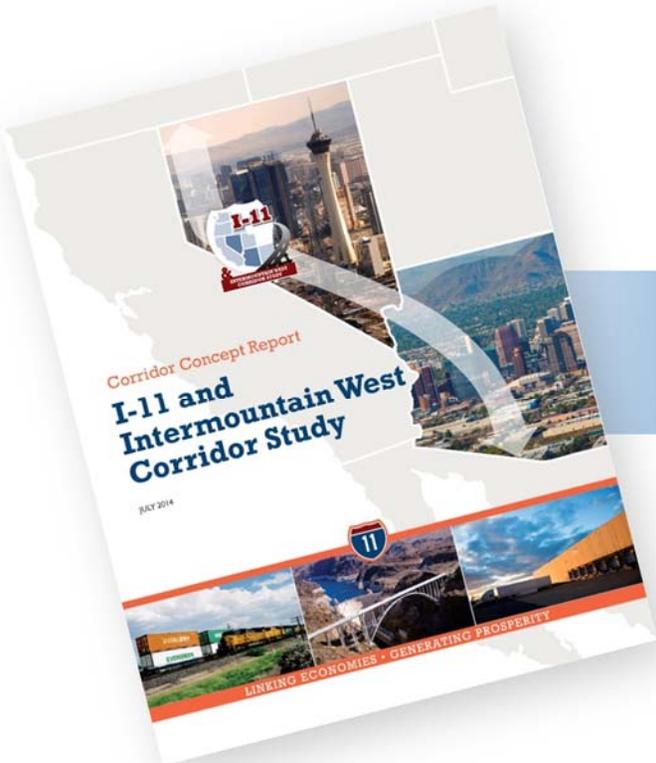
2016



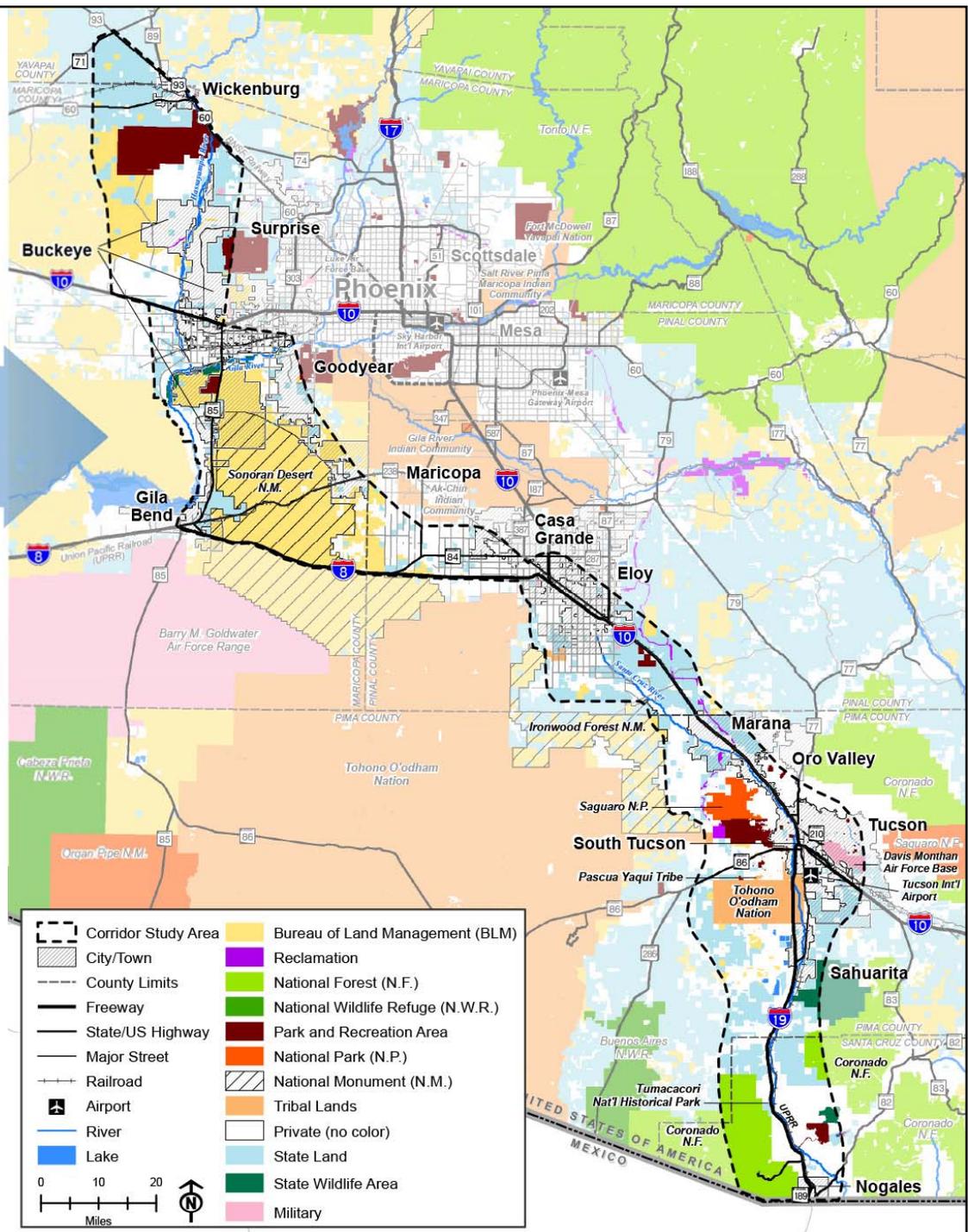
Federal Lead Agency:
Federal Highway Administration (FHWA)



Local Lead Agency:
Arizona Department of Transportation

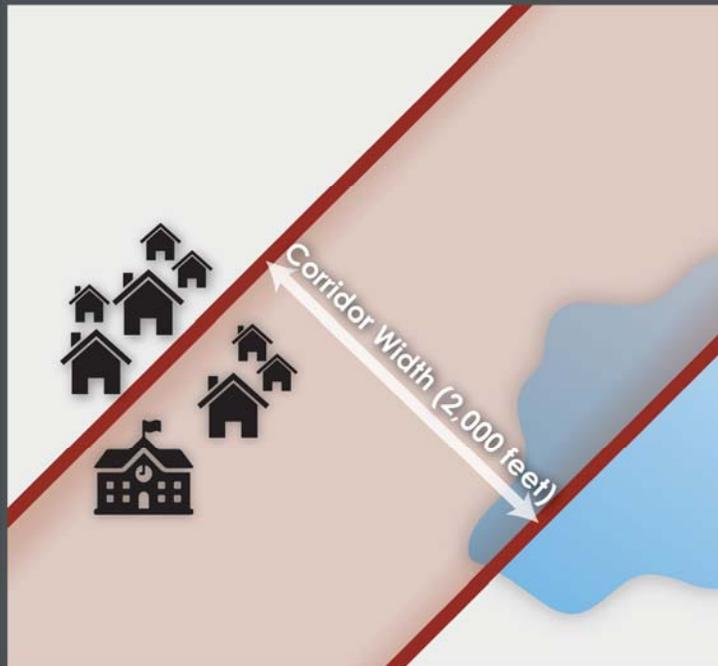


280-mile study area from Nogales to Wickenburg



Tier 1 vs Tier 2 Level of Detail

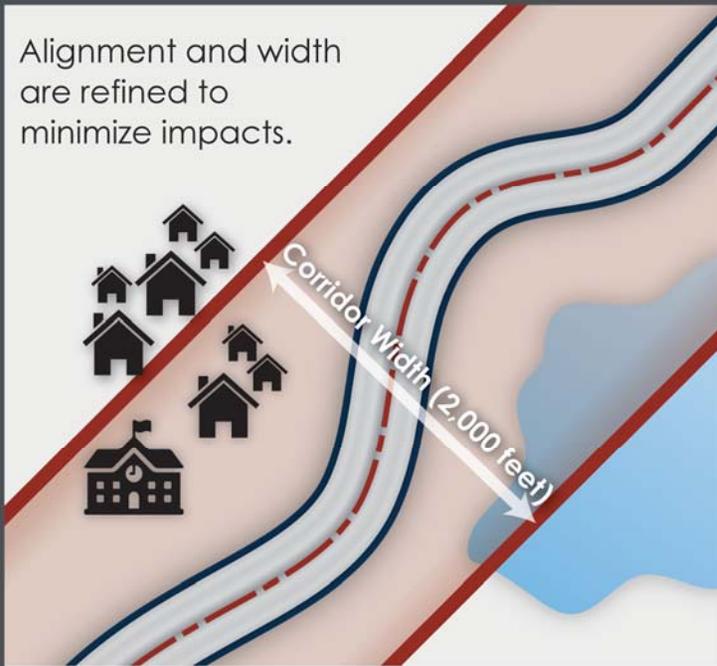
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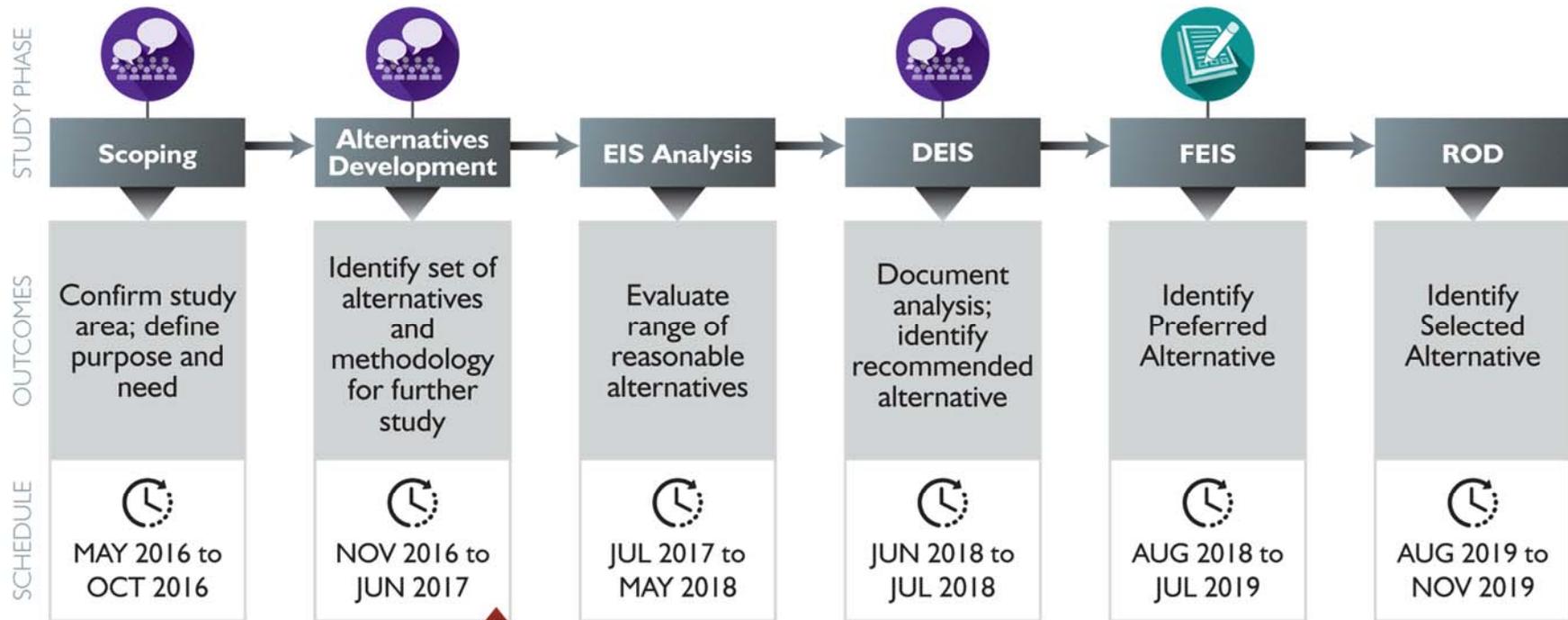
Coordination throughout the NEPA Process

Cooperating Agencies

Arizona Game and Fish Department (AGFD) • Bureau of Land Management (BLM) • Federal Aviation Administration (FAA) • Federal Railroad Administration (FRA) • National Park Service (NPS) • US Bureau of Reclamation (Reclamation) • US Environmental Protection Agency (USEPA) • US Fish and Wildlife Service (USFWS) • US Forest Service (USFS), Coronado National Forest • **Participating Agencies** • **FEDERAL** • Bureau of Indian Affairs (BIA) • Federal Emergency Management Agency (FEMA) • US Army Corps of Engineers (USACE) • US Customs and Border Protection (CBP) • US Department of Agriculture (USDA) • Western Area Power Administration (Western) • **STATE** • Arizona Department of Corrections (ADOC) • Arizona Department of Environmental Quality (ADEQ) • Arizona Department of Public Safety (ADPS) • Arizona State Land Department (ASLD) • Arizona State Parks (ASP) • Arizona State Historic Preservation Office (SHPO) • **REGIONAL** • Central Arizona Governments (CAG) • Central Yavapai Metropolitan Planning Organization (CYMPO) • Maricopa Association of Governments (MAG) • Pima Association of Governments (PAG) • SouthEastern Arizona Governments Organization (SEAGO) • Sun Corridor Metropolitan Planning Organization (SCMPO) • **COUNTY** • Maricopa County • Flood Control District of Maricopa County • Pima County • Pima County Flood Control • Pinal County • Pinal County Flood Control District • Santa Cruz County • Yavapai County • Yavapai County Flood Control • **LOCAL** • City of Buckeye • City of Casa Grande • City of Eloy • City of Goodyear • City of Maricopa • City of Nogales • City of South Tucson • City of Surprise • City of Tucson • Town of Gila Bend • Town of Marana • Town of Oro Valley • Town of Sahuarita • Town of Wickenburg • **UTILITY** • Central Arizona Irrigation and Drainage District • Cortaro-Marana Irrigation District • Greene Reservoir Flood Control District • Maricopa Flood Control District • San Carlos Irrigation and Drainage District (SCIDD) • Salt River Project (SRP) • Trico



Tier 1 EIS Schedule



We are here



Public Meetings



Public Review Period

EIS - Environmental Impact Statement

DEIS - Draft EIS

FEIS - Final EIS

ROD - Record of Decision



What did we hear during Scoping?

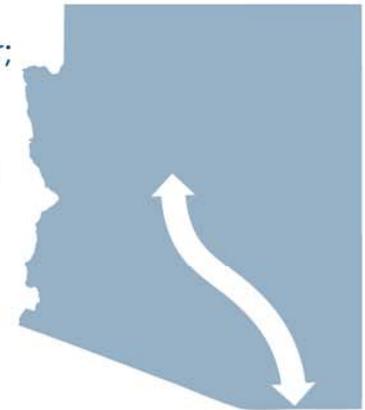
- Support for use of existing corridors to limit impacts
- Support for new corridors to support economic development objectives and provide faster travel times
- Protect environmentally sensitive resources
- *Scoping Summary Report* available on I-11 website (i11study.com/Arizona)

Purpose and Need for I-11

▶▶ THE PURPOSE

The overall purpose of the I-11 Corridor is to:

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Population and employment growth



Access to economic activity centers



Congestion and travel time reliability



Homeland security and national defense





Alternatives Development and Screening

Alternatives Development



Prior Studies



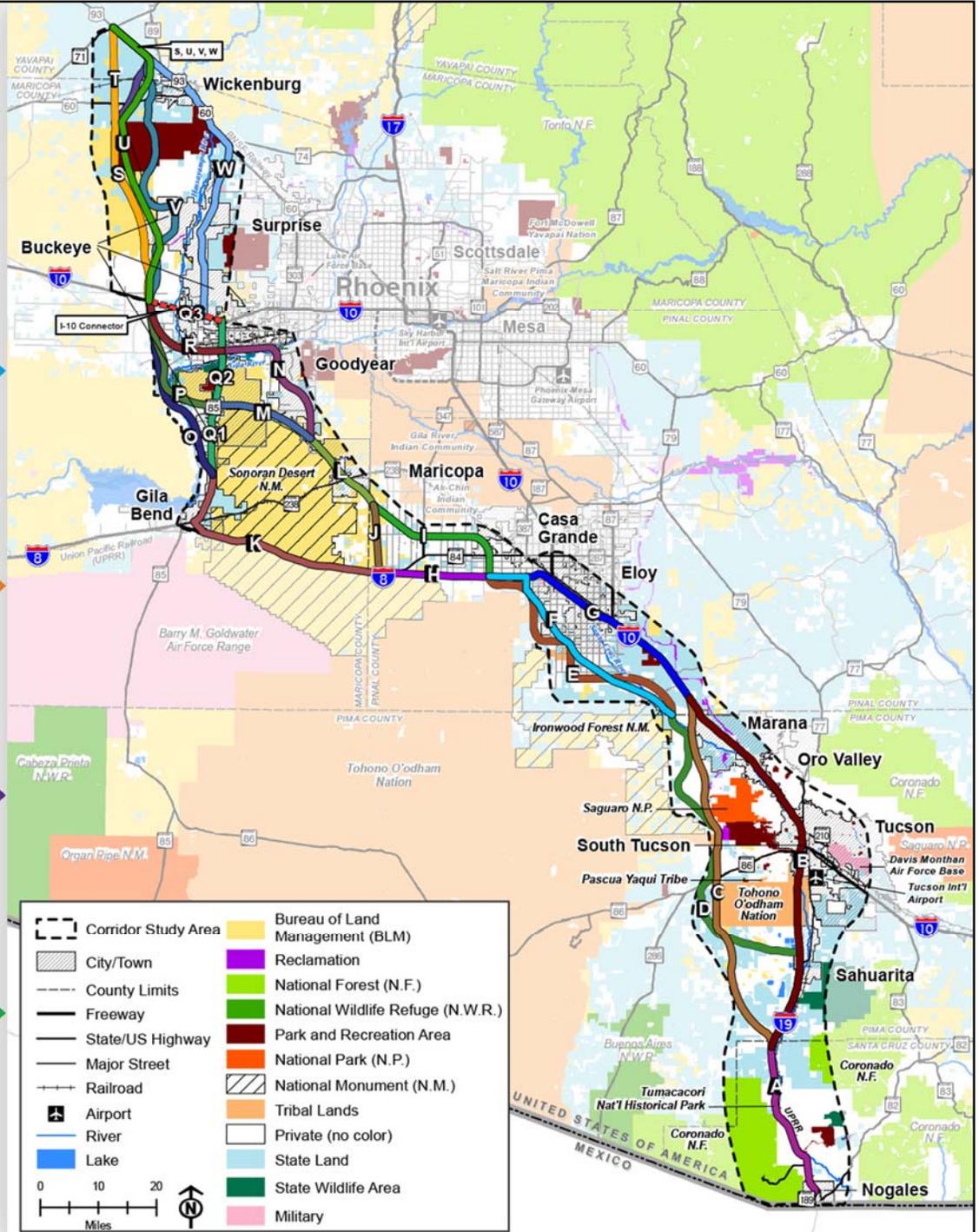
Agency Scoping



Public Scoping



Technical Analysis



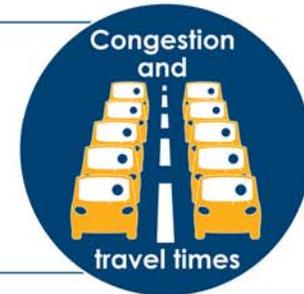
Screening Criteria



Population and employment growth

- Population Growth
- Employment Growth

- Traffic Volumes
- Congestion
- Incident Management
- Travel Diversion Benefits
- Travel Times
- Average Speeds
- Safety



Congestion and

travel times



System linkage and Interstate mobility

- Multimodal Freight Connections
- Freight Truck Flows

- Existing/Emerging Economic Activity Centers
- Additional Population within 45-Minute Drive (Access)



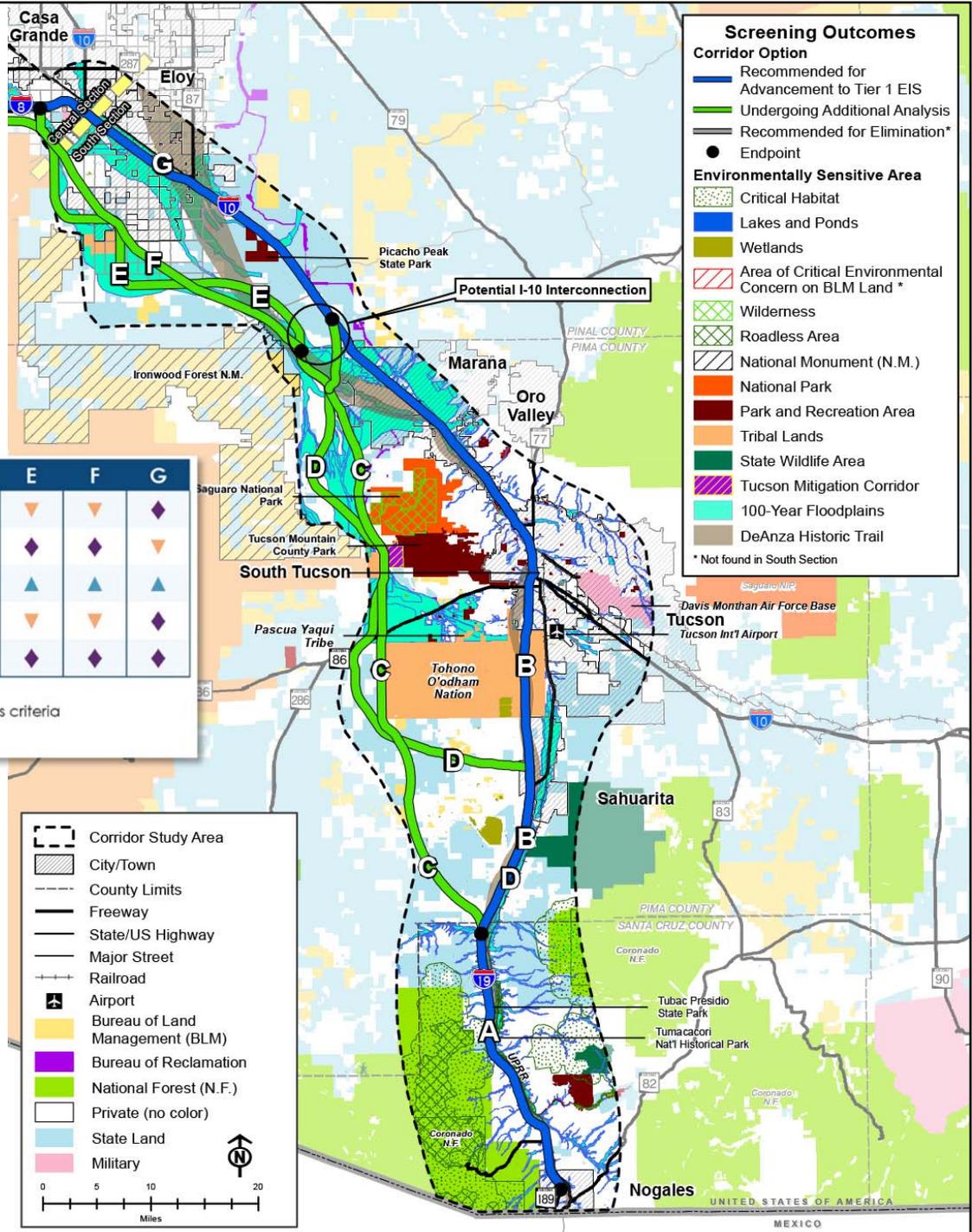
Economic activity centers



Sensitive environmental resources

- Critical Habitat
- Special Designated Lands
- Wetlands and Lakes
- 100-Year Floodplains/Floodways
- Cultural Resources
- Section 4(f) Resources Afforded Special Protection under Federal Law

South Section: Screening Results



Criteria	A	B	C	D	E	F	G
Population and Employment Growth	▲	◆	▼	▼	▼	▼	◆
Congestion and Travel Time with Diversion Benefits	▲	▼	◆	◆	◆	◆	▼
System Linkages and Interstate Mobility	▼	▲	◆	▲	▲	▲	▲
Economic Activity Centers	▼	◆	◆	▼	▼	▼	◆
Sensitive Environmental Resources	◆	◆	▲	▼	◆	◆	◆

◆ Best meets criteria ▲ Reasonably meets criteria ▼ Least meets criteria

Note: Screening results are comparative to each other.

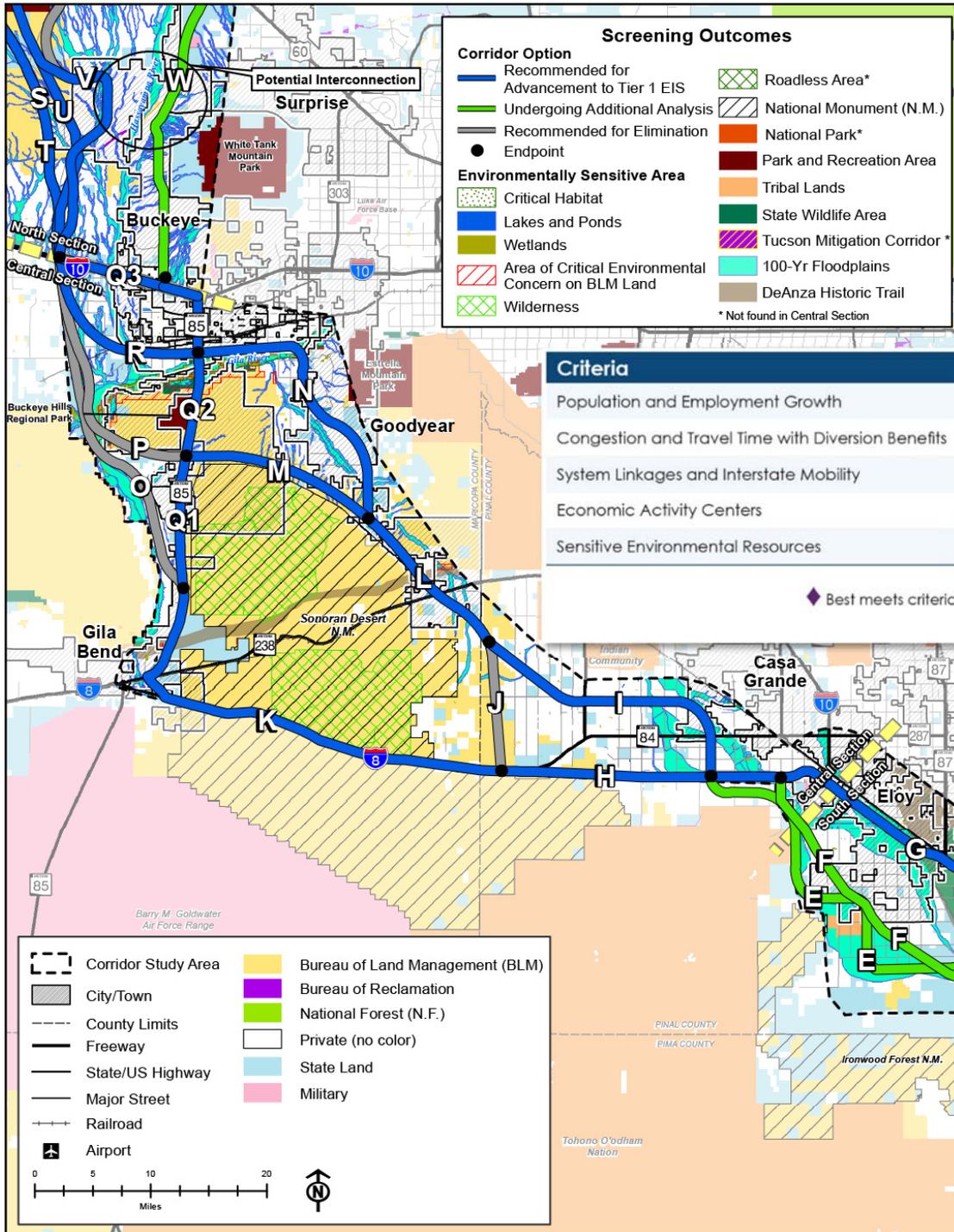
Legend:

- Corridor Study Area
- City/Town
- County Limits
- Freeway
- State/US Highway
- Major Street
- Railroad
- Airport
- Bureau of Land Management (BLM)
- Bureau of Reclamation
- National Forest (N.F.)
- Private (no color)
- State Land
- Military

Scale: 0 to 20 Miles



Central Section: Screening Results



Criteria	H	I	J	K	L	M	N	O	P	Q	R
Population and Employment Growth	▼	▼	▼	▼	▼	▼	◆	▼	▼	▼	▼
Congestion and Travel Time with Diversion Benefits	▼	▲	▲	▼	▲	▲	◆	▲	▲	▼	◆
System Linkages and Interstate Mobility	▼	◆	▼	▼	▲	▲	▲	▼	▲	▲	▲
Economic Activity Centers	▲	▲	▼	▼	▲	▲	◆	▼	▲	▲	◆
Sensitive Environmental Resources	◆	◆	◆	◆	◆	◆	▼	▼	▼	◆	◆

◆ Best meets criteria ▲ Reasonably meets criteria ▼ Least meets criteria

Note: Screening results are comparative to each other.

North Section: Screening Results

Criteria	S	T	U	V	W
Population and Employment Growth	▼	▼	▲	▲	◆
Congestion and Travel Time with Diversion Benefits	◆	◆	◆	▼	▼
System Linkages and Interstate Mobility	◆	◆	◆	◆	◆
Economic Activity Centers	◆	◆	▲	▲	◆
Sensitive Environmental Resources	◆	◆	▲	▲	▼

◆ Best meets criteria ▲ Reasonably meets criteria ▼ Least meets criteria

Note: Screening results are comparative to each other.

Screening Outcomes

Corridor Option

- Recommended for Advancement to Tier 1 EIS
- Undergoing Additional Analysis
- Recommended for Elimination
- Endpoint

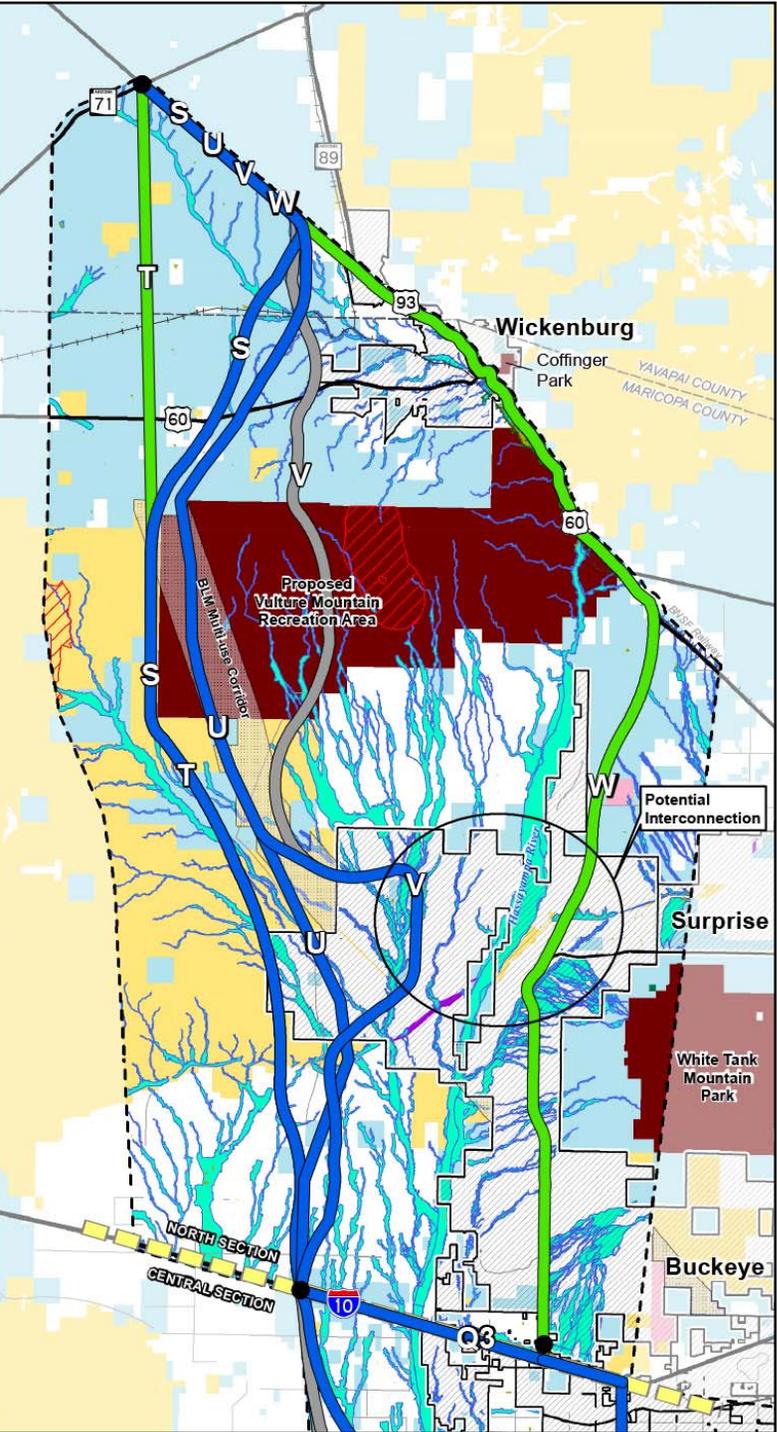
Environmentally Sensitive Area

- Critical Habitat *
- Lakes and Ponds
- Wetlands
- Area of Critical Environmental Concern on BLM Land
- Wilderness *
- Roadless Area *
- National Monument (N.M.) *
- National Park *
- Park and Recreation Area
- Tribal Lands *
- State Wildlife Area
- Tucson Mitigation Corridor *
- 100-Year Floodplains
- DeAnza Historic Trail *

* Not found in North Section

- Corridor Study Area
- City/Town
- County Limits
- Freeway
- State/US Highway
- Major Street
- Railroad
- Airport
- Bureau of Land Management (BLM)
- Bureau of Reclamation
- National Forest (N.F.)
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- Military

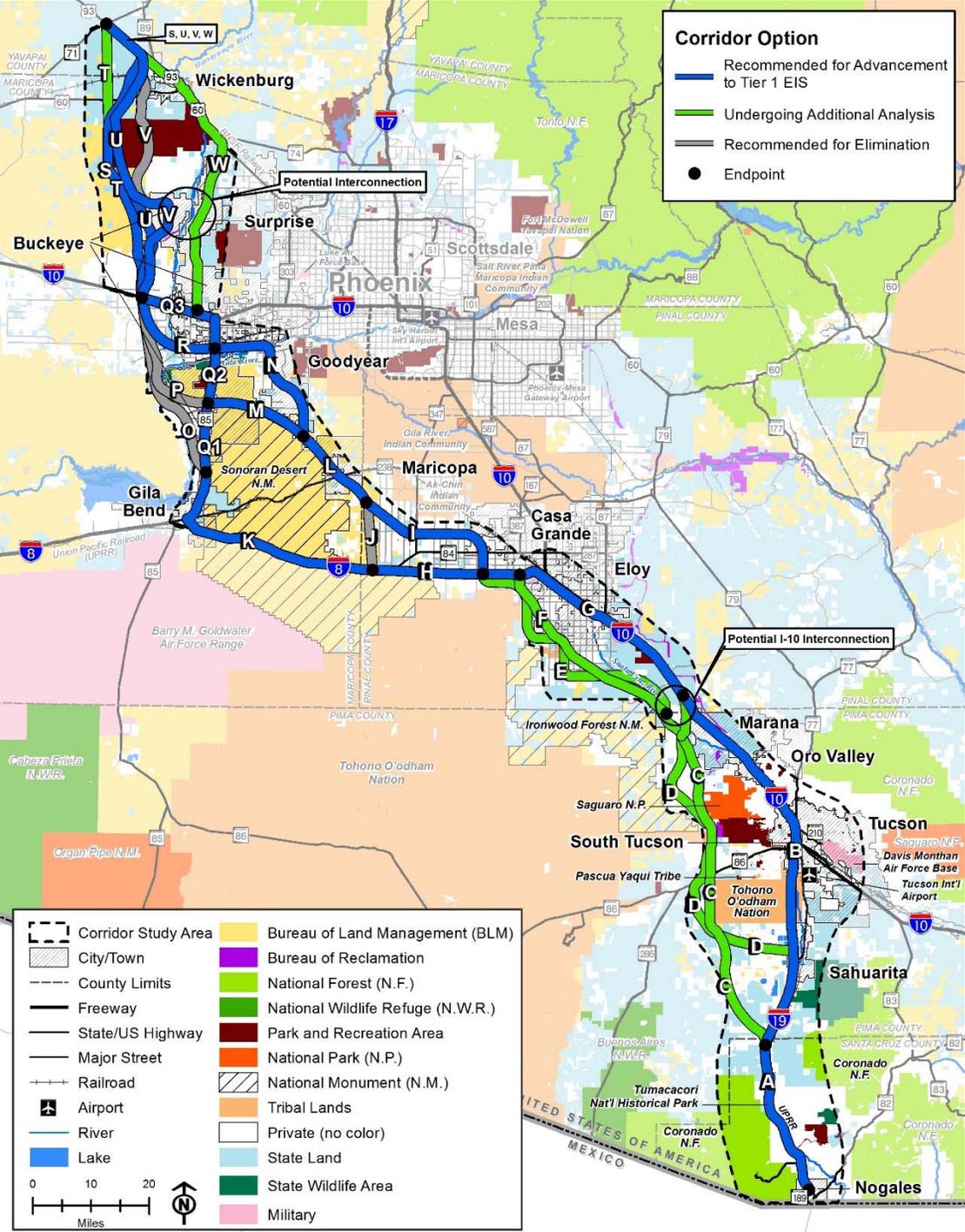
0 2.5 5 10 Miles



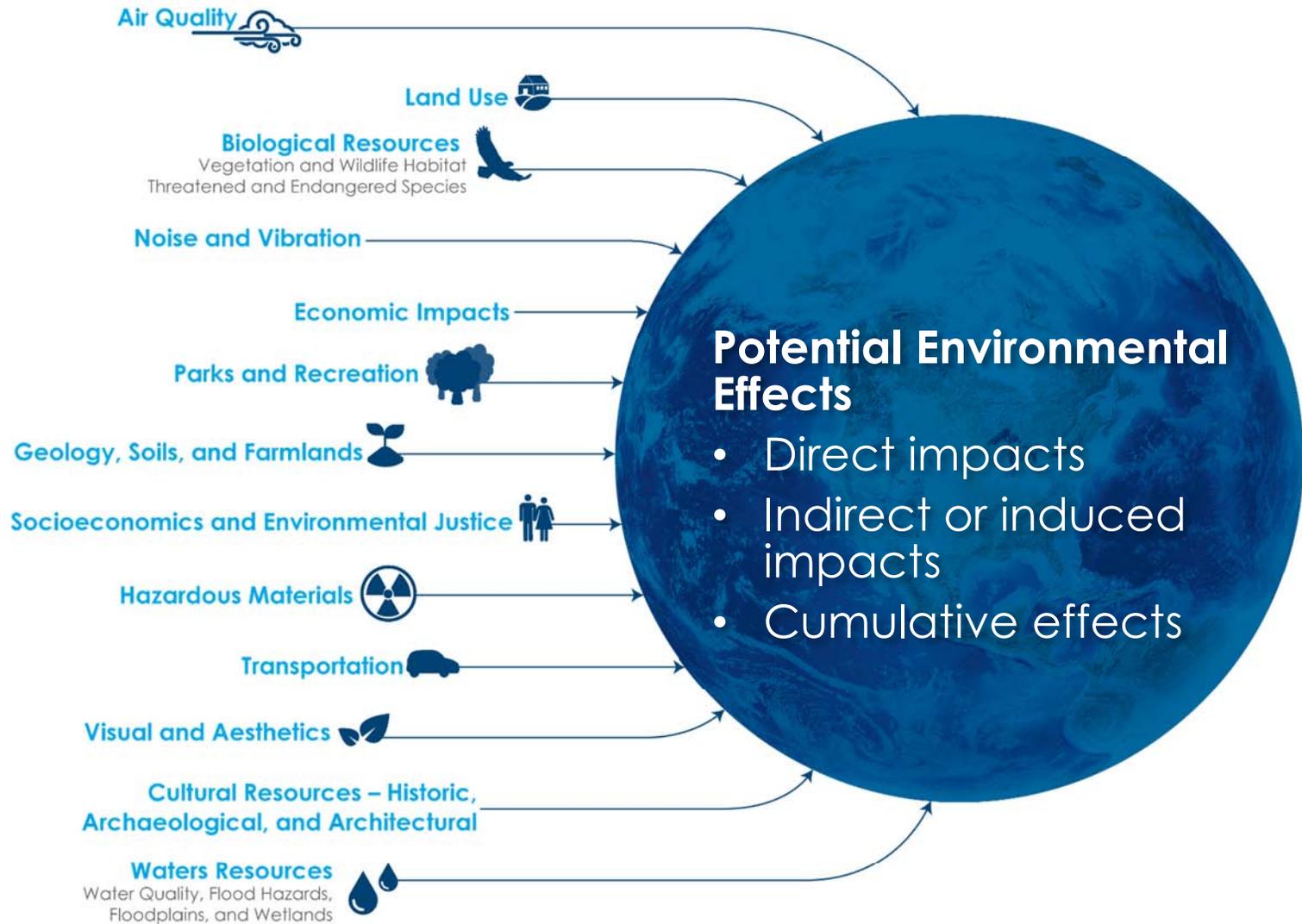


Scope of Tier 1 EIS

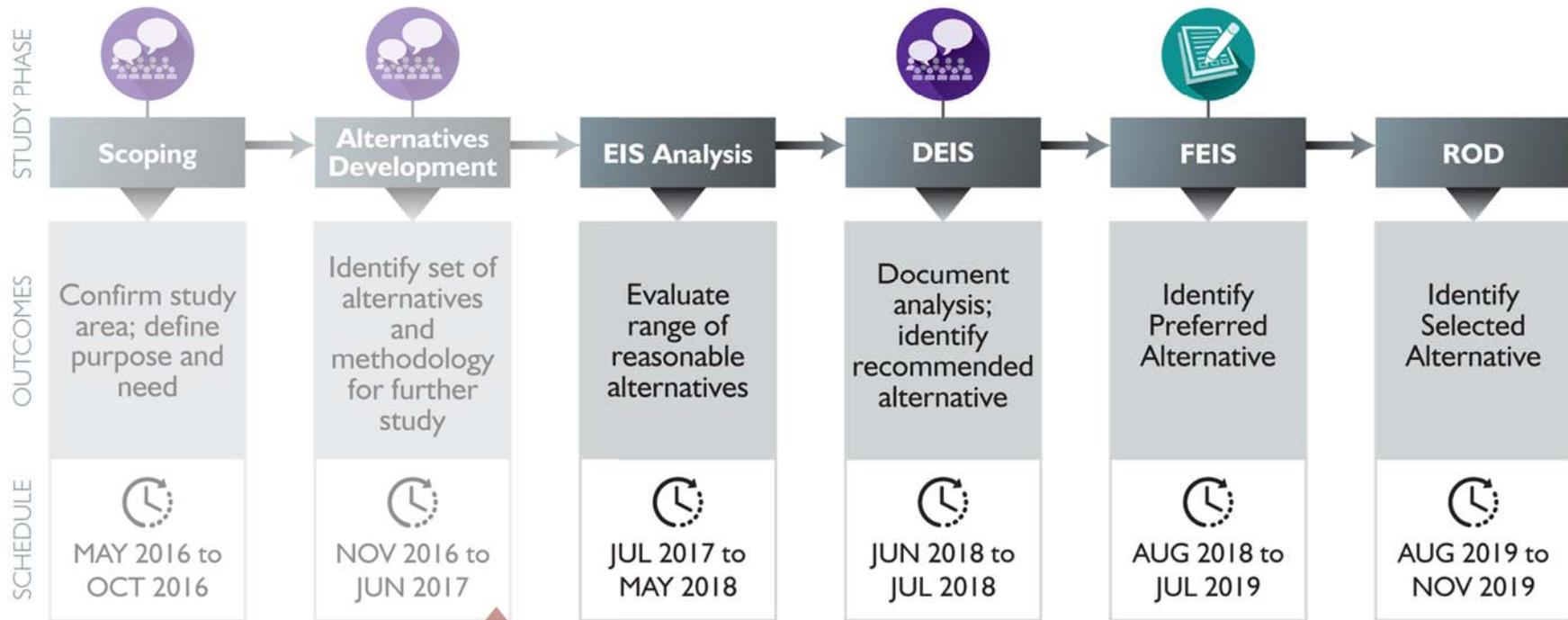
Reasonable Range of Build Corridor Alternatives for Tier 1 EIS Analysis



Tier 1 EIS Resource Areas



Next Steps



We are here



Public Meetings



Public Review Period

EIS - Environmental Impact Statement

DEIS - Draft EIS

FEIS - Final EIS

ROD - Record of Decision

Opportunities for Comment

At Today's Meeting:

Review information on display boards and handouts

Provide written comments on comment forms

Provide feedback on alternatives on large table maps

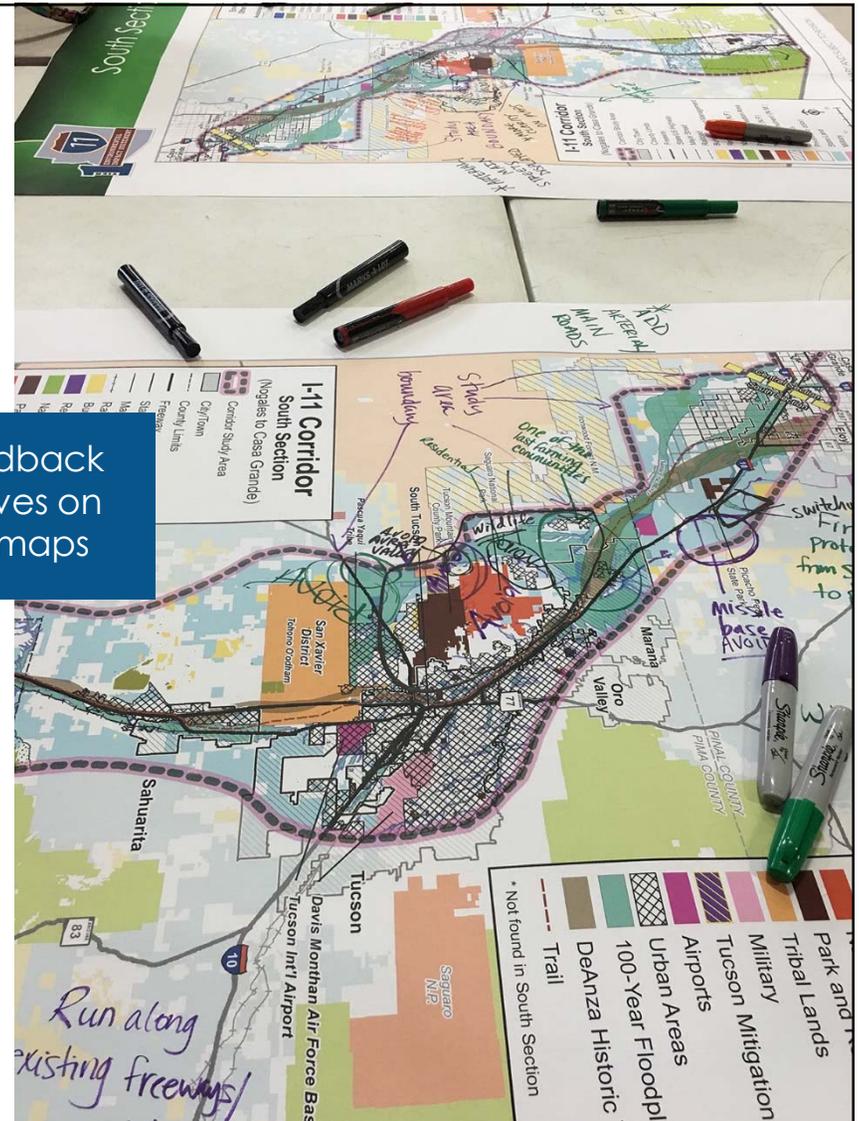
Throughout the study, everyone can **submit comments** through the following methods:

Email  I-11ADOTSStudy@hdrinc.com

Voicemail  1-844-544-8049 (bilingual)

Online survey  i11study.com/Arizona

Letters and comment forms  Interstate 11 Tier 1 EIS Study Team
c/o ADOT Communications
1655 W. Jackson St.,
Mail Drop 126F
Phoenix, AZ 85007



Please submit comments by **Friday, June 2, 2017** so that the project team can include your comment in the meeting summary