APPENDIX D
Agency Scoping Comments

Agency Scoping Meeting Summaries

Cooperating Agency Comments Received

Participating Agency Comments Received

Participating Agency Follow-up Outreach

Study Area Boundary Change Correspondence

Agency Scoping Meeting Summaries

Phoenix Agency Scoping Meeting
Casa Grande Agency Scoping Meeting
Tucson Agency Scoping Meeting

MEETING PURPOSE:	**Agency Scoping Meeting #1 – Phoenix**
DATE & TIME:	Tuesday, June 7, 2016, 1:30 PM
LOCATION:	Leadership and Employee Engagement Conference Room 2739 E. Washington Street; Phoenix, Arizona
ATTENDEES:	List of attendees provided in the attached sign-in sheets

MEETING NOTES

Purpose:	
The purpose of the Agency Scoping meetings was to meet with federal, state, regional, local, and tribal agencies/organizations that were invited to participate in the environmental review process for the I-11 Corridor Tier 1 EIS. The attendees were provided an overview of the projects and invited to submit comments or questions on the study.	
Key Discussion Points / Comments:	**Commenter**
1. The City of Goodyear is conducting an Environmental Impact Statement (EIS) on the Sonoran Parkway corridor from Riggs/Patterson Roads to SR 238. A Record of Decision (ROD) is anticipated at the end of the summer. This document has useful environmental resource information that may be relevant to this study.	Joe Schmitz, City of Goodyear
2. State Trust land is located extensively throughout the corridor and the Arizona State Land Department (ASLD) is looking forward to cooperating further.	Mark Edelman, ASLD
3. Pinal County is updating its Regionally Significant Routes for Safety and Mobility (RSRSM) study. The update of the Long-Range Transportation Plan is due out in November. This includes several high-capacity transportation routes that the I-11 team should be aware of, including their preferred routing for the I-11 corridor.	Andy Smith, Pinal County
4. The Bureau of Reclamation (BOR) primary concerns are related to wildlife movement and preservation, particularly near the Avra Valley (Tucson area) and White Tank/Vulture/Belmont Mountains (west Phoenix area).	Tab Bommarito, BOR
5. The State Historic Preservation Office (SHPO) recommends staying on established corridors and talking to the tribes early.	David Jacobs, SHPO
6. The Bureau of Land Management (BLM) requested clarification of what type of transportation facility we are looking at [response: the team will investigate the full need for transportation facilities, including highway, rail, and/or utility]. The BLM noted that two wilderness areas are located within Sonoran Desert National Monument and three resource management plans exist. Overlaying I-11 on existing corridors should not be an issue for the BLM unless additional right-of-way is required.	Lane Couger, BLM

Purpose:	
The purpose of the Agency Scoping meetings was to meet with federal, state, regional, local, and tribal agencies/organizations that were invited to participate in the environmental review process for the I-11 Corridor Tier 1 EIS. The attendees were provided an overview of the projects and invited to submit comments or questions on the study.	
Key Discussion Points / Comments:	**Commenter**
7. The Flood Control District of Maricopa County (FCDMC) stated that the I-11 corridor has the potential to impact existing flood control structures (e.g., dams, levies, canals). Several regional drainage studies are underway and will be noted in the written comments provided.	Bill Leon, FCDMC
8. The Arizona Department of Environmental Quality (ADEQ) noted that the I-11 corridor passes through nine non-attainment areas and one Class 1 area included in the Arizona Regional Haze Federal Implementation Plan. The addition of idling vehicular traffic (i.e., diesel fumes) could impact the mitigation measures underway.	Ryan Templeton, ADEQ

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Attachments: Meeting Sign-in Sheets

Meeting Purpose: Phoenix Agency Scoping Meeting

Location: Leadership and Employee Engagement Conference Room, 2739 E. Washington St., Phoenix, AZ

Date: Tuesday, June 7, 2016 **Time: 1:30 - 3:30 p.m.**

Name	Organization	E-mail	Address
Joe Schmitz	CITY OF GOODYEAR	Joe.schmitz@goodyearaz.gov	190 N. LITCHFIELD ROAD GOODYEAR, AZ 85338
Luke Albert	CITY OF GOODYEAR Engineering	LUKE.Albert@goodyearaz.gov	" " " "
MITCH WAGNER	MCDOT	MITCHWAGNER@MAIL.MARICOPA.GOV	2901 W. DURANGO ST. PHOENIX AZ 85009
Joe Pinto	MCDOT	joepinto@mail.maricopa.gov	8901 W. Durango St. Phoenix AZ 85009
Tab Bommarito	Reclamation	tbommarito@usbr.gov	6150 W Thunderbird Rd Glendale AZ 85306
David Jacobs	SHPO	djacobs@azstateparks.gov	1100 West Washington Street Phoenix, AZ 85007
Tremaine Wilson	FHWA	tremaine.wilson@dot.gov	4000 N Central Ave Suite 1500 Phoenix AZ
Lauren Clementino	ADOT - EP	lclementino@azdot.gov	1801 S. Milton Rd, Flagstaff, AZ
Rebecca Yedlin	FHWA	rebecca.yedlin@dot.gov	
Alexis Bragg	FHWA	bragglexis@gmail.com	
Kieran Jordan	FHWA	kieranjordan7@gmail.com	
Catherine Lueleff	ADEQ	CL7@azdeq.gov.	1110 w Washington St. Phx

Name	Organization	E-mail	Address
ED KENDER	BLM	ekender@blm.gov	
JOANN GOODLOW	BLM	JGoodlow@blm.gov	
P.J. McElvey	ADOT	pmcelvey@azdot.gov	
Ryan Templeton	ADEQ	rct@azdeq.gov	
MARK EDELMAN	ASLD	medelman@azland.gov	
Michelle Green	ASLD	mgreen@azland.gov	
Micah Hoffman	ASLD	mhoffman@azland.gov	
Bill Leal	FCDMC	wjleal@mail.maricopa.gov	
Andy Smith	Pinal Cty	andrew.smith@pinalcountyaz.gov	
Joanie Cady	ADOT	jcady@azdot.gov	

MEETING PURPOSE: **Agency Scoping Meeting #2 – Casa Grande**

DATE & TIME: Wednesday, June 8, 2016, 1:30 PM

LOCATION: Dorothy Powell Senior Adult Center – Dining Room
405 E. 6th Street; Casa Grande, Arizona

ATTENDEES: List of attendees provided in the attached sign-in sheets

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MEETING NOTES

Purpose:	
The purpose of the Agency Scoping meetings was to meet with federal, state, regional, local, and tribal agencies/organizations that were invited to participate in the environmental review process for the I-11 Corridor Tier 1 EIS. The attendees were provided an overview of the process and invited to submit comments or questions on the study.	
Key Discussion Points / Comments:	**Commenter**
1. The study team should think ahead to plan for (and not preclude) emerging technologies that may utilize the I-11 corridor in the future. For example, high-speed buses (150+ mph). Most engineering standards do not design for speeds this high. Additionally, the City of Casa Grande hopes not to see I-11 co-located with I-10, which is an east-west corridor, not north-south.	Duane Eitel, City of Casa Grande
2. Tohono O'odham lands are dispersed throughout the corridor (e.g., Garcia Strip, Lucy Farms, etc.). Tribal leadership is supportive of an I-11 traversing the Nation, but unsure of the specific area.	Alex Cruz, Tohono O'odham Tribe
3. Maricopa is supportive of the I-11 concept. This area of Pinal County is both urbanizing and rural at the same time. Pinal County I-11 Coalition members are coming together to decide where all the local communities would prefer to locate the I-11 corridor. They've learned that the trucking community does not currently use the I-8/SR 85 "Phoenix Bypass" and would prefer a shorter and more direct route.	Christian Price, City of Maricopa
4. The economic development and commerce connectivity needs for the corridor should be emphasized. I-11 is a key factor to the business community, by establishing a commerce connection to Mexico. Additionally, discussions of I-11 should touch on public health and safety. By removing freight traffic from the metropolitan core of Phoenix, safety incidents may be reduced and less truck idling during congested periods will improve air quality issues. Also, the freight community does not see the I-8/SR 85 connection as a viable alternate route. Additional questions include: Why is US 93 from Wickenburg to Nevada not part of this study? Does a current EIS exist and could the corridor be	Scott Higginson, I-11 Coalition

Purpose:	
The purpose of the Agency Scoping meetings was to meet with federal, state, regional, local, and tribal agencies/organizations that were invited to participate in the environmental review process for the I-11 Corridor Tier 1 EIS. The attendees were provided an overview of the process and invited to submit comments or questions on the study.	
Key Discussion Points / Comments:	**Commenter**
built today? [Response: The prior I-11 and Intermountain West Corridor Study established one preferred route – US 93. ADOT continues to improve US 93 as a four-lane divided highway. ADOT completed an Access Management Plan for US 93, laying out an approach to improve the corridor to an access-controlled facility. When improvements warrant upgrading the facility to an interstate, additional environmental documentation will be required, but not necessarily an EIS.] It was noted that the mapping chose a very bold color for the Vulture Mountain Cooperative Recreation Management Area. This area does not yet exist, and therefore the mapping could be misleading as noting a constraint that does not necessarily exist. [Response: As a part of the 4(f) evaluation, the team is required to look at future and planned parks as well as existing.]	
5. A question was asked when the agencies will understand the evaluation methodology, specifically related to coordination with small communities. [Response: The Tier 1 EIS methodology report will be available near the end of the year.]	Ken Martin, City of Eloy

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Attachments: Meeting Sign-in Sheets

Meeting Purpose: Casa Grande Agency Scoping Meeting

Location: Dorothy Powell Senior Adult Center–Dining Room, 405 E 6th Street, Casa Grande, AZ

Date: Wednesday, June 8, 2016 **Time: 1:30 - 3:00 p.m.**

Name	Organization	E-mail	Address
KEVIN LOUIS	CITY CASA GRANDE	KLOUIS@casagrandeaz.gov	510 E. FLORENCE BLVD CG 85122
LANCE DONAGAN	CITY OF ELOY	ldonagan@eloy.az	9137 W. HOUSER Rd, ELOY 85131
Dennis Eifel	Casa Grande	deifel@casagrandeaz.gov	510 E. Florence Blvd. CG
Rebecca Yedlin	FHWA	rebecca.yedlin@dot.gov	
Joanie Cady	ADOT	jcady@azdot.gov	1611 W. Jackson, MD EM01 Phx.
Scott Higginson	I-11 Coalition	higginson22@gmail	2104 E. Mallory Mesa AZ 85213
Alex Cruz	S.F. Vidak Dist	acruz-sod@tova.net	PO Box 12038 Casa Grande, AZ 85130
Ken Martin	City of Eloy	kmartin@eloyaz.gov	1137 W. Houser Eloy 85131
Adam McGuire	ADOT	amcguire@azdot.gov	1611 W Jackson St PHX AZ 85007 MD EM01
P.J. McElvey	ADOT	pmckelvey@azdot.gov	206 S 17th Ave
ARYAN LIRANZO	FHWA	ARYAN.LIRANZO@DOT.GOV	4000 N CENTRAL AVE 1900 PHX AZ 85012
Christian Price	City of Maricopa	christian.price@maricopa-az.gov	39700 W. Civic Center Dr. Maricopa AZ 85138

Name	Organization	E-mail	Address
Steven Wilcox	AECOM	steve.wilcox@aecom.com	7720 North 16th Street, Suite 100 Phoenix, AZ 85020
C.T. Revere	ADOT	CRevere@azdot.gov	1221 S. Second Ave. Tucson, AZ 85713
Carlos Lopez	ADOT	clopez@azdot.gov	206 S. 17 Ave Phx, AZ 85007
Abel Cruz	S.F. Oidak District	acruz.sod@toua.net	PO Box 12038 Casa Grande, AZ 85130
Marjorie Juan	S.F. Oidak District	mjuan.sod@toua.net	PO Box 12038 Casa Grande, AZ 85130
MICHAEL KIRS	ADOT	MKIRS@AZDOT.GOV	206 S. 17th Ave MD 310B Phx AZ 85007
Ian Higgs	SCMPO	ihiggs@scmpo.org	211 N. Florence St. Ste 103 Casa Grande
LISA IVES	AECOM	LISA.IVES@AECOM.com	7720 N 16TH STREET PHOENIX, AZ 85020
Anita Richardson Frijia	AECOM	anita.richardson@aecom.com	7720 N. 16th Street Phoenix, AZ 85020
Jackie Kuechenmeister	CH2M	jaclyn.kuechenmeister@ch2m.com	
Dan Andersen	CH2M	dan.andersen@ch2m.com	

MEETING PURPOSE:	**Agency Scoping Meeting #3 – Tucson**
DATE & TIME:	Wednesday, June 22, 2016, 10:00 AM
LOCATION:	Pima Association of Governments – Large Conference Room 1 E. Broadway Boulevard, Suite 401; Tucson, Arizona
ATTENDEES:	List of attendees provided in the attached sign-in sheets Phone participants included: Lauren Clementino, ADOT; Mary Ellen Walsh, Arizona State Historic Preservation Office; Leigh Johnson, Arizona State Parks; and Rebecca Yedlin, FHWA

MEETING NOTES

Purpose:	
The purpose of the Agency Scoping meetings was to meet with federal, state, regional, local, and tribal agencies/organizations that were invited to participate in the environmental review process for the I-11 Corridor Tier 1 EIS. The attendees were provided an overview of the process and invited to submit comments or questions on the study.	
Key Discussion Points / Comments:	**Commenter**
1. Requested clarification on the difference between Cooperating and Participating Agencies. [Response: Cooperating Agencies are those that have specific actions to take during the EIS process. Participating Agencies have a vested interest and are engaged throughout.] Inquired on the role of the Metropolitan Planning Organizations (MPOs) in this process. [Response: The MPOs are on the Project Management Team (PMT) which meets monthly and advises on the process.] Asked for clarification on the process for determining an agreed upon set of assumptions for future traffic projections. [Response: The study team is developing a methodology report to document the process for assessing all impact areas covered in the Tier 1 EIS. The team is meeting with ADOT, MAG, and PAG to understand refinements to the Statewide Travel Demand Model and develop a mutually-agreed upon 2040 traffic model.]	James MacAdam, City of Tucson
2. Requested clarification on what point in the process the two to three preferred corridors are narrowed down to one selected alternative. [Response: The Alternative Selection Report (ASR) will narrow down to a reasonable range of alternatives. The Tier 1 EIS will select one 2,000-foot corridor, documented in the Record of Decision (ROD).]	Darla Sidles, National Park Service (NPS) Saguaro National Park
3. Many 2,000-foot corridors have several constraints within that width. Requested clarification on how one alternative is selected. [Response: The	Robin Raine, City of Tucson

Purpose:	
The purpose of the Agency Scoping meetings was to meet with federal, state, regional, local, and tribal agencies/organizations that were invited to participate in the environmental review process for the I-11 Corridor Tier 1 EIS. The attendees were provided an overview of the process and invited to submit comments or questions on the study.	
Key Discussion Points / Comments:	**Commenter**
narrowing of a preferred alignment within the 2,000-foot corridor will be done in the Tier 2 environmental process.] A previous ADOT study looked at alternatives on the east side of Tucson. In many areas, constraints may limit the location of a viable alternative to less than 2,000 feet. Requested clarification if the study may pursue a narrower corridor, where needed. [Response: The proposed transportation facility will not actually be 2,000 feet wide; as an example, a typical cross section for a 4-lane freeway is about 400 feet wide, including drainage, frontage roads, etc. The 2,000 feet corridor provides the "study area" to evaluate a proposed transportation facility during the Tier 1 EIS.] Will provide data related to water/drainage facilities on the west side of town, which could potentially be impacted.	
4. Several swaths of tribal and federal lands exist within the study area. Requested clarification on if they are all considered constraints. [Response: The Study Team is meeting with the tribes and federal resource agencies to gain their input on how to treat their lands. Each of these has different opportunities and constraints related to constructing a proposed transportation facility.] I-10 is the main transportation corridor serving Marana. Interested in learning what the traffic projections are for I-10 and how they may impact existing interchanges, and surrounding suburban/residential areas.	Jamsheed Mehto, Town of Marana
5. Marana has many suburban areas directly adjacent to I-10; would like to minimize impact to this existing development.	Keith Brann, Town of Marana
6. Requested clarification on the expectations of a Cooperating versus Participating Agency and whether agreements would be required with ADOT and FHWA. [Response: Cooperating Agencies typically take some form of action throughout the EIS process. They will responsible for reviewing chapters of the EIS. Participating Agencies have a vested interest in the process. ADOT does not require agreements with any agencies; FHWA may sign an agreement if required for participation. Requested more detailed copies of the maps to review potential impacts more closely. [Response: A GIS shapefile of the study area boundary will be made available.]	Rachel Hohl, Coronado National Forest
7. Interested in potential impacts to the Coronado National Forest. I-19 already exists south of Tucson, located between forestland. Requested clarification on the feasibility of constructing a secondary, parallel facility to	Ed Monin, Coronado National Forest

Purpose:	
The purpose of the Agency Scoping meetings was to meet with federal, state, regional, local, and tribal agencies/organizations that were invited to participate in the environmental review process for the I-11 Corridor Tier 1 EIS. The attendees were provided an overview of the process and invited to submit comments or questions on the study.	
Key Discussion Points / Comments:	**Commenter**
I-19 between Tucson and Nogales versus improving/slightly modifying I-19. [Response: Traffic projections and other opportunities/constraints will need to be reviewed, but co-locating I-11 and I-19 is a possibility.]	
8. In one year, the study team will have narrowed the universe of alternatives to three corridors. Asked if one or more of these may be previously suggested alternatives, such as double-decking I-10 or building a new freeway west of Tucson. [Response: Yes, either option is possible.] Noted that ADOT will begin the Tier 1 EIS for the Sonoran Corridor at the end of the summer and reiterated the need for coordination between study efforts as traffic and routing of both corridors may impact the other.	Priscilla Cornelio, Pima County
9. PAG has an existing letter of support from the Regional Council for an I-11 corridor through Tucson, but no defined opinion on corridor routing. Would like to ensure the traffic counts on I-10 and I-19 are correct in the statewide model to accurately assess whether these corridors may handle additional traffic through a potential co-location of I-11.	John Liasotos, Pima Association of Governments (PAG)
10. There are a number of state parks in the corridor. Where possible, these should be avoided. Arizona State Parks will provide more specific written comments.	Leigh Johnson, Arizona State Parks
11. Requested clarification if the traffic projections will be updated for I-10. Feels like past projections are higher than the traffic we are seeing today.	Scott Stonum, NPS Saguaro National Park
12. The U.S. Border Patrol has a permanent checkpoint on I-19. Should the corridor be widened, this would impact the checkpoint infrastructure. Also, if additional traffic is anticipated, there may be environmental concerns with idling trucks and traffic back-ups at the checkpoint. If a parallel route was constructed, another checkpoint would be needed.	Kevin Hecht, U.S. Border Patrol
13. The State Historic Preservation Office (SHPO) noted that NEPA scoping does not replace Section 106 consultations, which are still required.	Mary Ellen Walsh, SHPO

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Attachments: Meeting Sign-in Sheets

Meeting Purpose: I-11 Corridor Study Agency Scoping Meeting

Location: PAG conference room, 1 E. Broadway Blvd. Suite 401, Tucson, AZ 85701

Date: Wednesday, June 22, 2016 **Time: 10 to 11:30 a.m.**

SIGN-IN SHEET

Name	Organization	Phone	E-mail	Address
Jonathan Crowe	Pima County	724-6383	Jonathan.Crowe@pima.gov	201 N. Stone Ave, Tuc, 85701
Jamie Brown	PAG	792-1093	jbrown@pagregion.com	1 E. Broadway Suite 401 Tucson
Jamsheed Mehta	Marana		jmehta@maranaaz.gov	

Meeting Purpose: I-11 Corridor Study Agency Scoping Meeting

Location: PAG conference room, 1 E. Broadway Blvd. Suite 401, Tucson, AZ 85701

Date: Wednesday, June 22, 2016 **Time: 10 to 11:30 a.m.**

SIGN-IN SHEET

Name	Organization	Phone	E-mail	Address
Scott Stonum	NPS	520.733.5174	scott_stonum@nps.gov	
John Liosatos	PAG	520 792-1093	jliosatos@pagnet.org	
Ed Monn	USFS	520 388 8415	enmonn@fs.fed.us	
Robert Young	PCDOT	520-724-6777	robert.young@pima.gov	
Fausto Burruel	Town of Marana	520 382 2676	fburruel@marana.az.gov	

Meeting Purpose: I-11 Corridor Study Agency Scoping Meeting

Location: PAG conference room, 1 E. Broadway Blvd. Suite 401, Tucson, AZ 85701

Date: Wednesday, June 22, 2016 **Time: 10 to 11:30 a.m.**

SIGN-IN SHEET

Name	Organization	Phone	E-mail	Address
Patrick Hartley	PAG	792-1093	phartley@pagregion...	1E Broadway Blvd. Tucson, AZ
James MacAdam	City of Tucson	837-4068	james.macadam@tucsonaz.gov	255 W. Alameda St. Tucson
Camila Bekat	COT	837 4078	camila.bekat@tucsonaz.gov	255 W. Alameda St. 7/AZ

Meeting Purpose: I-11 Corridor Study Agency Scoping Meeting

Location: PAG conference room, 1 E. Broadway Blvd. Suite 401, Tucson, AZ 85701

Date: Wednesday, June 22, 2016 **Time: 10 to 11:30 a.m.**

SIGN-IN SHEET

Name	Organization	Phone	E-mail	Address
Rod Lane	ADOT	520 388 4200		
KEVIN HECHT	U.S. BORDER PATROL	520 761-2702	KEVIN.HECHT@DHS.GOV	NOGALES, AZ 85621 1500 W. LA QUINTA ROAD
Adam McGuire	ADOT	602 712 8403	amcguire@azdot.gov	
DARLA SIDLES	NPS Saguaro	NP 520 733 5101	darla_sidles@nps.gov	
Rachael Hohl	Coronado NF	388-8352	rhohl@fs.fed.us	300 West Congress
Priscilla Cornelio	PC DOT	724-6410	priscilla.cornelio@pima.gov	
ROBIN RAINE	T DOT	791-4371	robin.raine@tucsonaz.gov	201 N Stone
MO ELKALI	Marana	382-2630	mel-ali@marana.az.gov	11555 W. Civic Center Dr.
TOM FISHER	TDOT	637-6752	TOM.FISHER@TUC	TDOT

Contract No. 2015-013 / Project No. M5180 01P / Federal Aid No. 999-M(161)S

Meeting Purpose: I-11 Corridor Study Agency Scoping Meeting

Location: PAG conference room, 1 E. Broadway Blvd. Suite 401, Tucson, AZ 85701

Date: Wednesday, June 22, 2016 **Time: 10 to 11:30 a.m.**

SIGN-IN SHEET

Name	Organization	Phone	E-mail	Address
Keith Brann	marana	382-2600	kbrann@marana.gov	11555 W Civic Center Marana AZ 85743 85653

Contract No. 2015-013 / Project No. M5180 01P / Federal Aid No. 999-M(161)S

Cooperating Agency Comments Received

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)
Environmental Protection Agency (USEPA)
US Fish and Wildlife Service (USFWS)
US Forest Service (USFS)

Ives, Lisa

From:	Cheri Boucher <CBoucher@azgfd.gov>
Sent:	Friday, June 17, 2016 2:56 PM
To:	'rebecca.yedlin@dot.gov'
Cc:	'jayvanecho@azdot.gov'; Joshua Fife; Ives, Lisa
Subject:	AGFD request for Cooperating Agency Status for upcoming I-11 ASR and Tier I EIS
Attachments:	AGFD Cooperating Agency Request for the I-11 Tier I EIS.PDF

Hi Rebecca,
The Department received your letter inviting us to be a Participating Agency in the upcoming I-11 Tier I EIS.
The Department formally requests Cooperating Agency status for this upcoming NEPA process (see attached letter).

Please feel free to call or email with any questions, and we look forward to your response.

Respectfully,

Cheri A. Bouchér
Project Evaluation Program Specialist
Arizona Game & Fish Department- WMHB
5000 W Carefree Highway
Phoenix AZ 85086-5000
623-236-7615
cboucher@azgfd.gov

THE STATE OF ARIZONA
GAME AND FISH DEPARTMENT
5000 W. CAREFREE HIGHWAY
PHOENIX, AZ 85086-5000
(602) 942-3000 • WWW.AZGFD.GOV

June 17, 2016

Rebecca Yedlin
FHWA Environmental Coordinator
Federal Highway Administration
4000 N. Central Ave., Suite 1500
Phoenix, AZ 85012

Re: Request for Cooperating Agency Status for the Upcoming I-11 Alternatives Selection Report and Tier I Environmental Impact Statement

Dear Ms. Yedlin:

The Arizona Game and Fish Department (Department) reviewed the Federal Highway Administration (FHWA) letter, dated May 26, 2016, inviting the Department to be a Participating Agency in the Tier I Environmental Impact Statement (EIS) process for the I-11 Corridor. The ASR and Tier 1 EIS will build upon the prior I-11 and Intermountain West Corridor Study (IWCS) completed in 2014, which was a multimodal planning effort that involved ADOT, the Nevada Department of Transportation (NDOT), FHWA, Federal Railroad Administration (FRA), Maricopa Association of Governments (MAG), Regional Transportation Commission of Southern Nevada (RTC), and other key stakeholders. The I-11 Corridor was identified as a critical piece of multimodal infrastructure that would diversify, support, and connect the economies of Arizona and Nevada. It also could be connected to a larger north-south transportation corridor, linking Mexico and Canada.

The Department, having jurisdictional authority and state trust responsibility under Title 17 of the Arizona Revised Statutes for the management of Arizona's wildlife resources, respectfully requests Cooperating Agency status during the I-11 Tier I NEPA process. As a Cooperating Agency, the Department will provide expertise in identifying potentially affected resources, evaluating impacts, and developing alternatives and mitigation strategies for the Project. Specifically, due to the Department's expertise in, and understanding of, Arizona's wildlife and wildlife related issues such as habitat connectivity, the Department is in a unique position to coordinate with the FHWA and the Arizona Department of Transportation (ADOT) regarding potential effects, as well as avoidance and minimization opportunities, for wildlife and habitat connectivity. In accordance with Title 40 Code of Federal Regulation (CFR) 1501.6 and 23 CFR 771.111(d), this unique expertise, coupled with the Department's regulatory authority over Arizona's wildlife and wildlife resources, meets the criteria for Cooperating Agency status.

The Department looks forward to your response, and our continued collaboration on this project. If you have any questions regarding this letter, please contact the Department's transportation coordinator, Cheri Bouchér, at (623) 236-7615 or cboucher@azgfd.gov.

Sincerely,

Joyce Francis, PhD
Habitat, Evaluation, and Lands Branch Chief
Arizona Game and Fish Department

cc: Jay Van Echo, ADOT Project Manager
Lisa Ives, AECOM Consultant Team Project Manager
Joshua Fife, ADOT Biology Team Lead

AGFD# M16-06032538

THE STATE OF ARIZONA
GAME AND FISH DEPARTMENT
5000 W. CAREFREE HIGHWAY
PHOENIX, AZ 85086-5000
(602) 942-3000 • WWW.AZGFD.GOV

July 8, 2016

Rebecca Yedlin
FHWA Environmental Coordinator
Federal Highway Administration
4000 N. Central Ave., Suite 1500
Phoenix, AZ 85012

Re: AGFD Initial Scoping Comments for the I-11 Alternatives Selection Report and Tier I Environmental Impact Statement

Dear Ms. Yedlin:

The Arizona Game and Fish Department (Department) reviewed the Federal Highway Administration (FHWA) letter, dated May 26, 2016, requesting feedback as part of Arizona Department of Transportation's (ADOT's) initial project scoping for the Tier I Environmental Impact Statement (EIS) process for the I-11 Corridor. The Alternatives Selection Report (ASR) and Tier 1 EIS will build upon the prior I-11 and Intermountain West Corridor Study (IWCS) completed in 2014, which was a multimodal planning effort that involved ADOT, the Nevada Department of Transportation (NDOT), FHWA, Federal Railroad Administration (FRA), Maricopa Association of Governments (MAG), Regional Transportation Commission of Southern Nevada (RTC), and other key stakeholders. The I-11 Corridor was identified as a critical piece of multimodal infrastructure that would diversify, support, and connect the economies of Arizona and Nevada. It also could be connected to a larger north-south transportation corridor, linking Mexico and Canada.

The Department appreciates this opportunity to provide preliminary scoping comments regarding the potential impacts to wildlife, wildlife habitat, and wildlife related recreation along the I-11 study corridor. In addition to identifying potential impacts to sensitive resources along the corridor alternatives, we have also identified potential data needs and mitigation opportunities for your consideration. Our comments below are in addition to comments previously provided at the pre-scoping meeting on April 21, 2016, and comments provided during the prior I-11 and Intermountain West Corridor Study.

The Department, having jurisdictional authority and state trust responsibility under Title 17 of the Arizona Revised Statutes for the management of Arizona's wildlife resources, respectfully requests Cooperating Agency status during the I-11 Tier I NEPA process. As a Cooperating Agency, the Department will provide expertise in identifying potentially affected resources,

evaluating impacts, and developing alternatives and mitigation strategies for the Project. Specifically, due to the Department's expertise in, and understanding of, Arizona's wildlife and wildlife related issues such as habitat connectivity, the Department is in a unique position to coordinate with the FHWA and the ADOT regarding potential effects, as well as avoidance and minimization opportunities, for wildlife and habitat connectivity. In accordance with Title 40 Code of Federal Regulation (CFR) 1501.6 and 23 CFR 771.111(d), this unique expertise, coupled with the Department's regulatory authority over Arizona's wildlife and wildlife resources, meets the criteria for Cooperating Agency status.

Additionally, as soon as the alignments to be analyzed in the ASR and the Tier I EIS have been identified, the Department requests shapefiles of the alignments, in order to provide additional detail to FHWA and ADOT regarding wildlife, wildlife habitat, and wildlife-related recreation resources along the alternative alignments.

GENERAL COMMENTS RELATING TO THE ENTIRE STUDY AREA

Wildlife Movement

Transportation infrastructure compromises the natural movement of mammals, reptiles, and amphibians, and to some extent birds. The barrier effect on wildlife results from a combination of disturbance and avoidance effects, physical hindrances, and traffic mortality that all reduce the amount of movement across the barrier (Forman and Alexander 1998; Trombulak and Frissel 2000; Jaeger and Fahrig 2001; Carr *et al.* 2002). The I-11 corridor will be a significant part of a larger transportation network that contributes to overall statewide fragmentation, degradation, isolation, mortality and barrier effects on wildlife, wildlife populations and wildlife habitats. Therefore, individual infrastructure projects, including the eventual I-11 Segments of Independent Utility (SIU), should be evaluated at a landscape scale, considering their contributions to the cumulative impacts of a larger infrastructure network. This evaluation should occur at both the Tier I and Tier II levels of NEPA analysis for I-11. Additionally, ensuring the safe and effective movement of wildlife through the I-11 Corridor also improves the safety of the roadway itself, by reducing the likelihood of wildlife-vehicle interactions and accidents.

- Throughout the I-11 Corridor, the Department urges FHWA and ADOT to analyze and employ existing transportation facilities to the greatest degree feasible, in order to limit the significant impacts to resources along new transportation facilities.
- In order to adequately evaluate wildlife movement within the I-11 corridor, studies should be conducted to gather empirical movement data of target wildlife species across any proposed alignments that would be fully evaluated under NEPA. Ideally, the studies should be conducted prior to any Tier II level evaluation, so the data can be incorporated into the refined Tier II analysis. In addition to pre-construction surveys, the Department recommends collection of movement data for target species during and for at least four years following construction, and considers this an essential component of any mitigation strategy. Therefore, the Department seeks written commitment from the FHWA and ADOT, within the Tier I EIS, to conduct future wildlife movement and habitat use studies in conjunction with any Tier II level efforts. These studies should include at a minimum, GPS telemetry studies of collared animals, wildlife mortality (i.e. roadkill) and tracking

surveys, analysis of existing and collected movement data, and examination of traffic data in conjunction with these studies. These studies should be used to help inform the design and siting of comprehensive measures to mitigate and minimize barrier effects to wildlife, including but not limited to crossing structures. Additional methods using camera traps, scat surveys, various small mammal traps or herpetological arrays could be used to examine biodiversity and local wildlife distribution patterns, in conjunction with movement data.

- A comprehensive network of crossing structures including overpasses, underpasses, culverts, funnel fencing, and other components should be included from the initial design stages. The Department seeks written commitment from the FHWA and ADOT, within the Tier I EIS, to coordinate with AGFD on the overall siting and design of roadway construction and/or expansions, including crossing structures, as the Tier II level efforts progress.
- Preliminary wildlife linkages were identified by the Department, in collaboration with Northern Arizona University (NAU), in 2007-2008. Since the linkages were identified, understanding of connectivity and methodologies to identify corridors have improved. Therefore, these linkages are just starting points when looking at connectivity issues for a specific area, and are not a substitute for coordinating with the Department regarding the critical connectivity issues along the I-11 Corridor. However, each linkage report contains biological information related to that particular linkage area; the Department recommends incorporating relevant information from the reports into the Tier I DEIS. Reports can be found at:
  http://corridordesign.org/linkages/arizona
- In addition to maintaining and/or improving permeability for wildlife along any proposed alignments, maintaining and/or improving permeability of nearby barriers, such as the Central Arizona Project (CAP) canal system, is critical to addressing the I-11 Corridor's cumulative impacts to wildlife movement. The Department urges FHWA and ADOT to work closely with Bureau of Reclamation (BOR) to identify opportunities for creating new, and enhancing existing, wildlife crossing structures over the CAP and other canals within and adjacent to the I-11 Corridor. Future mitigation structures on the CAP and other adjacent barriers should trigger inclusion of complementary features in the design of any I-11 alignments carried forward. This coordination is critical when examining cumulative impacts of the I-11 Corridor.

Wildlife

Several species that are federally listed under the Endangered Species Act (ESA), as well as their proposed and designated critical habitats, occur within the I-11 Corridor Study Area, including the jaguar (*Panthera onca*), ocelot (*Leopardus pardalis*), lesser long-nosed bat (*Leptonycteris curasoae yerbabuenae*), southwestern willow flycatcher (*Empidonax traillii extimus*), western yellow-billed cuckoo (*Coccyzus americanus*), Mexican spotted owl (*Strix occidentalis lucida*), Yuma Ridgeway's rail (*Rallus obsoletus yumanensis*), Pima pineapple cactus (*Coryphantha scheeri* var.*robustispina*), Chiricahua leopard frog (*Lithobates chiricahuensis*), Gila topminnow (*Poeciliopsis occidentalis occidentalis*) and Northern Mexican gartersnake (*Thamnophis eques megalops*). Additionally, the Sonoran desert tortoise (*Gopherus morafkai*), which is protected

under a Candidate Conservation Agreement, of which ADOT is a signatory, occurs within much of the study area.

Arizona's State Wildlife Action Plan (SWAP) provides a comprehensive vision for managing Arizona's fish, wildlife and wildlife habitats. The SWAP identifies the Species of Greatest Conservation Need (SGCN) and Species of Economic and Recreation Importance (SERI) for the State of Arizona.

- The Department recommends that potential impacts to, as well as appropriate avoidance and minimization measures for federally listed and state trust species be addressed in the upcoming NEPA analysis at an appropriate level of detail for a Tier I analysis, i.e. focusing on the siting of the alignments. The Arizona Online Environmental Review Tool Report (attached) identifies known occurrences of special status species in the project vicinity, as well as SGCN and SERI predicted within the project vicinity based on species range models.

Wildlife Habitat

It is the Department's policy to seek compensation at a 100% level, when feasible, for actual or potential habitat losses resulting from land and water projects (Department Policy I2.3).

- The Department recommends that all impacts to habitat be mitigated in-kind (i.e. impacts to Sonoran Desert scrub habitat should be mitigated with Sonoran Desert scrub habitat), through a combination of on-site impact avoidance and/or minimization when feasible, and off-site preservation, creation, or compensation.

In addition to the typical effects to wildlife movement discussed above, pollution by toxins, nutrients, and noise from the transportation corridor can create edge effects on adjacent hydrology and microclimate, reducing the suitability of the remaining habitats (Garland and Bradley 1984; Thompson *et al.* 1986; Lytle *et al.* 1995; Murcia 1995; Reijnen *et al.* 1995; Boarman and Sazaki 2006; Eigenbrod *et al.* 2009; Parris and Schneider 2009). These indirect effects spread into the surrounding landscape and contribute to the loss and degradation of natural habitat several times larger than the area of the road footprint itself. The indirect effects are influenced by road and traffic characteristics, landscape topography and hydrology, wind, and vegetation. In addition, the consequent impacts on wildlife and ecosystems also depend on the sensitivity of the species in the vicinity.

- Opportunities exist to minimize new edge effects. These include:
  - Constructing new or expanded roads along existing infrastructure, instead of creating new infrastructure corridors. The Department urges FHWA and ADOT to consider and exhaust these opportunities to minimize edge effects when identifying and analyzing potential alignments.
  - Building walls to deflect noise and light disturbances away from otherwise quality habitat..
  - Designing lighting to illuminate the roadway and not the night sky or adjacent habitat.

Wildlife-Related Recreation

Several local, state, and federal parks/open space areas occur within the I-11 Corridor study area, such as Saguaro National Park, the Sonoran Desert National Monument (SDNM), the proposed Vulture Mountains Cooperative Recreation Management Area (VMCRMA), the White Tank Mountains Regional Park, Estrella Mountain Regional Park, and numerous Department owned/managed Wildlife Areas. These designated areas, riparian corridors, and other large undeveloped blocks of habitat within the I-11 Corridor, provide high quality wildlife habitat and related recreation opportunities (hiking, wildlife viewing, hunting, angling, etc.) for residents and tourists alike. A large Interstate/Multi-Modal transportation corridor may fragment and degrade these open space recreation areas, and also significantly restrict public access to adjacent recreation. Maintaining access to wildlife recreation opportunities throughout the I-11 Corridor is imperative. Throughout the I-11 Corridor:

- FHWA and ADOT should utilize transportation facilities to the greatest degree feasible thereby minimizing impacts to resources along new transportation facilities.
- FHWA and ADOT should closely examine the effects of each alignment on recreation in the vicinity, and identify opportunities to maintain and/or improve recreational access to open spaces.
- As the potential alignments are identified, FHWA and ADOT should coordinate with the Department to obtain greater detail on wildlife-related recreation. Additionally, the Department seeks written commitment from the FHWA and ADOT, within the Tier I EIS, to coordinate with the Department on potential impacts to wildlife-related recreation and recreational access, during all Tier II analysis.

NORTH (BUCKEYE TO WICKENBURG):

The Department considers an Interstate/Multi-Modal corridor to be incompatible with a county, state, or federal park/recreation area, including the proposed Vulture Mountains Cooperative Recreation Management Area (VMCRMA). The VMCRMA provides habitat for stable populations of Sonoran desert tortoise. The key objective for management of the Sonoran desert tortoise is limiting any decline of tortoise habitat and populations (Maricopa County 2012). The Vulture Mountains are also important habitat for nesting raptors, as reflected by the Bureau of Land Management's (BLM's) Area of Critical Environmental Concern (ACEC); the cliffs along the crest of Vulture and Caballeros Peaks provide the only suitable nesting cliffs for many miles (Maricopa County 2012). Nesting raptors are sensitive to noise and construction. If the cliffs and surrounding area are not protected from these activities, cliff-nesting raptors could disappear from much of the area (BLM 2010 as cited in Maricopa County 2012). Additionally, the Vulture Mountains provide a critical stepping stone for wildlife to move between the adjacent Wickenburg Mountains to the east, and the Big Horn and Harquahala Mountains to the west; this linkage system is the Wickenburg-Hassayampa Linkage.

The Vulture Mountains are a popular area for outdoor recreation, including hunting and wildlife viewing (Maricopa County 2012). It is expected that recreational use of the area will increase as the population in the surrounding area grows. This recreational activity is not only important for the quality of life of residents and visitors, but is also important to the local and regional

economy. As a result, the value of the Vulture Mountains as a location for outdoor recreational opportunities will increase. An interstate will significantly decrease recreational opportunities in the proposed park and the region; a multi-modal corridor could substantially limit recreational access even more if access is not considered in the design.

- Given the importance of the Vulture Mountains and the proposed VMCRMA to wildlife and recreation, the Department urges FHWA and ADOT to avoid further fragmentation of the Vulture Mountains. Although Vulture Mine Road bisects the mountains currently, it is a two lane road that acts as a much smaller barrier to wildlife and recreation access than an Interstate/Multi-Modal transportation corridor would. Additionally, the edge effects from an Interstate/Multi-Modal corridor would extend much farther into the adjacent habitat than the current roadside disturbance. Therefore, the Department recommends that any routes passing through Vulture Mountain, such as Vulture Mine Road, ***not*** be considered as a viable alignment for the Interstate/Multi-Modal I-11 Corridor.
- Any alignment running west of the Vulture Mountains would further isolate these Mountains from the nearby Big Horn and Harquahala ranges. As discussed in the General Comments, studies should be conducted to gather empirical movement data of target wildlife species across any proposed alignment running west of the Vulture Mountains. Therefore, the Department seeks written commitment from the FHWA and ADOT, within the Tier I EIS, to conduct future wildlife movement studies in conjunction with any Tier II level efforts.
- A comprehensive network of crossing structures including overpasses, underpasses, culverts, funnel fencing, and other components should be included from the initial design stages. The Department seeks written commitment from the FHWA and ADOT, within the Tier I EIS, to coordinate with AGFD on the overall siting and design of roadway construction and/or expansions as the Tier II level efforts progress.

The Hassayampa River Preserve is situated immediately adjacent (and parallel to) the US 60, between the Vulture and Wickenburg Mountains. It is host to a multitude of resident and migratory avian species, including the federally endangered southwestern willow flycatcher and the federally threatened yellow-billed cuckoo, as well as their designated and proposed critical habitats, respectively. Expansion of the existing US 60 highway into an Interstate/Multi-Modal corridor will increase edge effects to the Hassayampa River Preserve, and could result in long-term hydrological impacts to the river channel and water quality, as well as riparian habitat loss, depending on the siting and design of an Interstate highway through this area. It is the policy of the Arizona Game and Fish Commission that the Department recognizes riparian habitats as areas of critical environmental importance to wildlife and fisheries; and to maintain, restore and protect riparian habitat and stream flows (Commission Policy A2.13).

- The Department urges FHWA and ADOT to avoid all impacts to this significant wildlife habitat area and to protect existing functions and values. Any alignment along the US 60, adjacent to the Hassayampa River Preserve, must expand northeast away from the Preserve.

As previously discussed, the area along the Hassayampa River Preserve has been identified as an important wildlife linkage area (Wickenburg-Hassayampa Linkage).

- It is imperative that no decrease in permeability for wildlife across the US 60 (connecting the Vulture Mountains to the Wickenburg Mountains) occurs within this linkage. Instead, design opportunities to improve movement for wildlife across the roadway/alignment should be an integral component of the Interstate/Multi-Modal corridor design. A comprehensive network of crossing structures including overpasses, underpasses, culverts, funnel fencing, and other components should be included from the initial design stages. The Department seeks written commitment from the FHWA and ADOT, within the Tier I EIS, to coordinate with AGFD on the overall siting and design of roadway construction and/or expansions as the Tier II level efforts progress.

The Department has been engaged with the cities of Buckeye and Surprise for several years on urban development and open space planning. The overall goal of that coordination is to preserve undeveloped linkages between the White Tank Mountains, Hassayampa River Corridor, Belmont/Bighorn Mountains and Vulture Mountains; and to conserve the biodiversity and ecological integrity of the White Tank Mountains. The White Tank Mountain Regional Park and the Skyline Regional Park encompass the White Tanks mountain range and are important open space and wildlife-related recreation destinations for west valley communities. The Department has used mule deer telemetry data and linkage modeling to develop linkage design recommendations and conceptual plans to inform land use planning in the area. The City of Surprise has adopted a portion of the linkage design into their General Land Use plan as a conservation element. More recently, the City of Buckeye has initiated work with the newly established White Tank Mountain Conservancy (WTMC) to establish public/private partnerships towards long-term conservation solutions for the White Tank Mountain connectivity goals.

- Any roadway in the Hassayampa River Valley (between the Belmont/Bighorn Mountains and the White Tank Mountains) will result in the further isolation of the White Tank Mountains and fragmentation of habitat. The Department urges FHWA and ADOT to limit further habitat fragmentation by maximizing use of the existing roadways or roadway segments such as Wickenburg Road or Sun Valley Parkway.
- West Valley governments and conservation partners have worked closely with the Department to identify wildlife movement corridors and habitat linkages that are critical to help minimize the isolation of the White Tank Mountains. The Department strongly recommends FHWA and ADOT consider these movement corridors in the siting of potential routes during the Tier I NEPA evaluation, as well as during the development and design associated with Tier II. We recommend additional coordination with the Department, WTMC, Buckeye and Surprise to familiarize FHWA and ADOT with local conservation efforts and alternative solutions that these organizations and their stakeholders are pursuing.
- As discussed in the General Comments above, the Department seeks written commitment from the FHWA and ADOT, within the Tier I EIS, to conduct future wildlife studies in conjunction with any Tier II level efforts. The Department recommends Sonoran desert tortoise, mule deer, and mountain lion as focal species of movement studies in this area. In addition to the methodologies recommended in the General Comments section,

incorporation and analysis of data the Department has collected is essential; this data includes wildlife research/observation data through this area such as a reptile roadkill study that encompassed Sun Valley Parkway, a mule deer telemetry study, a mountain lion telemetry study.

CENTRAL (CASA GRANDE TO BUCKEYE):

The Gila River, as it passes through the Central Study Area, is host to large numbers of waterfowl and other migratory bird species; so much so that this entire stretch of the Gila River has been designated an Important Bird Area by the National Audubon Society. In addition to the avian species that inhabit the area, other key wildlife species such as desert bighorn sheep, javelina, mule deer, bobcat, Sonoran desert tortoise, and other common desert dwellers inhabit the adjacent Buckeye Hills. These species and their local populations range west across the Gila River into the Gila Bend Mountains, and east across Rainbow Valley into the Estrella and Maricopa Mountains. The Department owns and/or manages multiple Wildlife Areas along the Gila River, including but not limited to, the Arlington, Powers Butte, and Robbins Butte Wildlife Areas. The Gila River is also an important wildlife linkage/movement area.

- The Department urges FHWA and ADOT to limit impacts to the Gila River and the important habitats within and adjacent to the River, by utilizing/expanding existing roadways such as the SR85, and avoiding new alignments.
- The Department has invested considerable resources into the Arlington, Powers Butte, and Robbins Butte Wildlife Areas along the Gila River, and they represent significant conservation values to the local community. The Department requests all efforts be made to avoid impacts to these Wildlife Areas by expanding SR85 instead of creating new alignments. As a local landowner and manager, we request close coordination with FWHA and ADOT during evaluation of potential alternatives that run near/adjacent to these Wildlife Areas. Impacts should be avoided and/or minimized, and appropriate compensation of any potential impacts or loss in value of these significant conservation investments should be identified in the Tier 1 planning. .

Wildlife species currently move freely back and forth between the Maricopa Mountains of the Sonoran Desert National Monument (SDNM) and the Estrella Mountains to the northeast, and throughout Rainbow and Little Rainbow Valleys. The SDNM has significant barriers to the west (SR 85) and south (I - 8); a new alignment through Rainbow Valley and/or Vekol Valley would create a new barrier to the north and east and result in complete isolation of the SDNM. Given the existing and proposed develop to the west of the Estrella Mountains; the northern section of SDNM would be surrounded by significant barriers, isolating the monument from other wildlife habitats. This would be a significant impact to wildlife populations, wildlife habitats and wildlife-dependent recreation.

The Department has been engaged in various land use planning efforts for several years with local partners such as the Bureau of Land Management (BLM), City of Goodyear, ADOT and the Maricopa County Flood Control District (MCFCD), and Maricopa County Parks & Recreation Department (MCPRD), to develop strategies and commitments to conserve a

proposed wildlife habitat linkage design across Rainbow Valley (Gila Bend – Sierra Estrella Linkage Design; and 2008 Workshop Max-BLM alternative - unpublished data). These stakeholders have begun to develop mitigation commitments related to future infrastructure and urban development to preserve the wildlife linkage; some of the most relevant relate to the proposed Sonoran Parkway.

- The Department urges FHWA and ADOT to consider these local planning efforts when evaluating alternatives and seek alignment with mitigation strategies to conserve the linkage area. Some of these efforts include: *Sonoran Valley Parkway Project DEIS* (BLM 2013), *Rainbow Valley Area Drainage Master Plan* (Maricopa County Flood Control 2011), *Lower Sonoran and Sonoran Desert National Monument Draft Resource Management Plan and EIS* (BLM 2011), and the *Goodyear Parks, Recreation, Trails and Open Space Master Plan* (Goodyear 2014).
- The Department requests FHWA and ADOT avoid impacts to the Rainbow Valley and its surrounding mountains by utilizing/expanding the existing SR85 and I-8.
- The expansion of SR85 and I-8 (the Department's preferred route through the vicinity) provides opportunities to improve permeability along these existing roadways; it is critical that wildlife movement through these existing barriers not be further reduced.
- Maintaining and improving wildlife movement within and through the I-11 Corridor is paramount to healthy, sustainable wildlife populations in the region. The Department seeks written commitment from the FHWA and ADOT, within the Tier I EIS, to conduct future wildlife movement studies in conjunction with any Tier II level efforts. These studies should include, but are not limited to, conducting GPS telemetry studies of animals fitted with transmitters, wildlife mortality (i.e. roadkill), track/scat surveys, and/or camera traps and various small mammal or herpetological arrays to examine biodiversity and local wildlife movement patterns; in addition to analysis of existing and collected movement data, and examination of traffic data in conjunction with these studies.
- If an alignment through Rainbow Valley is chosen to move forward into the Tier II NEPA analysis, it is imperative that adequate permeability for wildlife be designed for the roadway; and that solutions align with previous planning efforts. Design considerations for all alignments should include a comprehensive network of permeability features including overpasses, underpass, culverts, funnel fencing, and other components. These design considerations should cover the extent of each alignment's intersection with non-urban areas with special attention given to areas identified as important to wildlife connectivity. The Department seeks written commitment from the FHWA and ADOT, within the Tier I EIS, to coordinate with AGFD on the siting and design of roadway construction and/or expansions through this area as the Tier II level efforts progress.

SOUTH (NOGALES TO CASA GRANDE):

The current Interstate-10 corridor between Casa Grande and Tucson poses a significant barrier to east-west wildlife movement in the region. Consequently, maintaining existing movement linkages between large habitat blocks west of I-10 is paramount; any alignment west of I-10 would result in further fragmentation, and thus would have significant impacts to wildlife connectivity, including contributing to cumulative effects to wildlife movement in the region.

- The Department urges FHWA and ADOT to avoid impacts to habitat and wildlife connectivity between Picacho Peak State Park and the Silver Bell Mountains (Ironwood-Picacho Linkage Design) by utilizing/expanding the existing I-10 Corridor.
- FHWA and ADOT should examine opportunities to offset impacts to wildlife movement by improving permeability across I-10. These opportunities are relevant to an I-10 expansion, to maintain and improve permeability of the corridor. For I-11 alignments being considered to the east or west of I-10, these offsets are critical to the viability of habitat persistence. The addition of crossing features/improvements on I-10 in conjunction with a comprehensive connectivity network on I-11 would provide relief of the cumulative reduced permeability effects to the habitat block otherwise isolated between the two interstates., should an alignment east or west of 1-10 be selected.

In 2007, the Arizona Game and Fish Commission took a unanimous position of opposition to all routes for the proposed I-10 bypass, which included a route through the Avra Valley, as does the I-11 Tier 1 EIS Study Corridor. The Department now reiterates what we included in a December 18, 2008 letter to the ADOT Director: "The cumulative impact of developing new transportation infrastructure through rural lands will have the effect of a catalyst for urban, suburban, and exurban development. The Department does not find the I-10 bypass [which in part covered the same area of the proposed I-11 Study Corridor through the Avra Valley] to be consistent with smart growth and sustainable planning principles. The vastness of Arizona's undeveloped country, and its wildlife resources, must be recognized as one of our greatest assets for current and future generations."

As previously stated, the Department considers an Interstate/Multi-Modal corridor to be incompatible with a county, state, or federal park/recreation area. Within the Avra Valley west of Tucson, several such specially designated lands occur: Saguaro National Park, Ironwood Forest National Monument, Tucson Mountain Park/Tucson Mountain Wildlife Area, and the Tucson Mitigation Corridor. These designations demonstrate the significance of these lands to county, state, and federal officials, as well as the public at large, for recreation and wildlife habitat. The considerable public investment in these lands would be irreparably devalued by siting an Interstate/Multi-Modal corridor west of Tucson within the Tier 1 EIS Study Corridor.

Over the past decade, biologists from Saguaro National Park have documented a marked decrease in mesocarnivore diversity. Wildlife camera-trapping records of once common species such as badger, raccoon, coati, and skunks have all decreased (S. Stonum, personal communication, June 30, 2016). Increasing habitat fragmentation from expanding infrastructure and suburban development is thought to be a major contributor to this diminishing faunal assemblage. The Department, along with Pima County and numerous other partners, continues

efforts throughout the area to identify important wildlife corridors to be conserved as well as opportunities to improve previously degraded connectivity.

In combination with Saguaro National Park, Tucson Mountain Park (est. 1929) provides protection for wildlife and habitat across the majority of the Tucson Mountains. However, this mountain range is under increased pressure from surrounding development, habitat fragmentation, and movement barriers. One especially significant barrier to wildlife movement is the CAP canal. The 4.25 square miles of land known as the Tucson Mitigation Corridor (TMC) was acquired by the BOR to partially mitigate biological impacts from the CAP. As the CAP crosses the TMC, five sections of the canal are underground, allowing wildlife to freely pass between the Tucson Mountains and the Tohono O'odham Nation, and maintain natural flow patterns of a number of foothill washes. The mitigation value of the TMC would be severely compromised by construction and operation of an Interstate/Multi-Modal corridor and could set a severely damaging precedent for conservation and mitigation lands elsewhere.

- Maintaining and improving wildlife movement within and through the I-11 Corridor is paramount to healthy, sustainable wildlife populations in the region. The Department seeks written commitment from the FHWA and ADOT, within the Tier I EIS, to conduct future wildlife movement studies in conjunction with any Tier II level efforts. These studies should include at a minimum, GPS telemetry studies of collared animals, wildlife mortality (i.e. roadkill) and tracking surveys, analysis of existing and collected movement data, and examination of traffic data in conjunction with these studies. The Department is available to assist FHWA and ADOT in the gathering of existing wildlife movement data housed with the Department and other wildlife-oriented entities in southern Arizona.
- From the initial design stages forward, any alignments chosen for further analysis must include a rigorous consideration of a network of crossing structures including overpasses, underpasses, culverts, funnel fencing, and other related components. The Department seeks written commitment from the FHWA and ADOT, within the Tier I EIS, to coordinate with AGFD on the siting and design of roadway construction and/or expansions as the Tier II level efforts progress.
- The Department urges FHWA and ADOT to work closely with BOR to preserve the TMC, as well as identify opportunities for creating new, and enhancing existing, wildlife crossing structures over the CAP within and adjacent to the I-11 Corridor.
- The Department urges FHWA and ADOT to avoid impacts to habitat and wildlife connectivity within and through the Avra Valley and the surrounding mountains (Tucson, Roskruge, and Coyote Mountains; Coyote-Ironwood-Tucson Linkage Design) by utilizing/expanding the existing I-10 and I-19 Corridors.
- If a new alignment west of the Tucson Mountains, such as Sandario Road, is chosen to move forward into the Tier II NEPA analysis, it is imperative that adequate permeability and mitigation for wildlife be designed for the roadway.
- Additionally, the expansion of I-10 and I-19 (the Department's preferred route through the vicinity) provides opportunities to improve permeability along these existing roadways; it is critical that wildlife movement through these existing barriers not be further reduced.

The Department has been engaged in various land use planning efforts for several years with local partners such as the Bureau of Land Management (BLM), ADOT, the Pima Association of Government's Regional Transportation Authority (RTA), Pima County Regional Flood Control District (PCRFCD), Pima County Natural Resources, Parks & Recreation (PCNRPR), Coalition for Sonoran Desert Protection (CSDP), Tucson Audubon Society, Saguaro National Park, Tohono O'odham Nation, and Sky Island Alliance (SIA) to develop strategies and commitments to implement wildlife habitat linkage designs connecting the sky islands and desert valleys.

- We recommend additional coordination with the Department, RTC, CSDP, Audubon, SNP, SIA, and Pima County to familiarize FHWA and ADOT with local conservation efforts and alternative solutions that these organizations and their stakeholders are pursuing.

East of I-10 are located several major investments in wildlife connectivity. Bridges and culverts combined with exclusion fencing along rights-of-way have been designed and installed to enhance wildlife movement and improve motorist safety (e.g., Tangerine Road, Twin Peaks Road). These structures demonstrate the commitment of local municipalities, Pima County, ADOT, and the Department to work together and fund wildlife crossing structures to maintain movement corridors for wildlife between large intact blocks of undeveloped habitat.

- Any analysis of potential I-11 routes east of I-10 in the greater Tucson area should consider possible impacts to wildlife crossing structures and mitigation for those impacts.

South of Tucson along I-19, a number of biologically diverse mountain ranges (i.e. "sky islands") and riparian habitats east and west of I-19 are host to a number of endemic and/or rare species, including neo-tropical avian migrants, and predators such as jaguar and ocelot in the Santa Rita Mountains. Wildlife movement between these sky islands is critical to the unique diversity in the region. Wildlife movement linkages have been identified in the region to maintain movement across I-19, including between the Santa Rita and Sierrita Mountains (Santa Rita-Sierrita Linkage), and between the Santa Rita and Tumacacori Mountains (Santa Rita-Tumacacori Linkage). Additionally, wildlife move north and south, parallel to I-19, along the Santa Cruz River.

- The Department urges FHWA and ADOT to avoid impacts to the Sierrita, Santa Rita, Tumacacori, Atascosa, and Pajarito Mountains (Santa Rita-Tumacacori, Santa Rita-Sierrita, and Mexico-Tumacacori-Baboquivari Linkage Designs) by utilizing/expanding the existing I-19 Corridor.
- Maintaining and improving wildlife movement within and through the I-11 Corridor is paramount to healthy, sustainable wildlife populations in the region. As detailed in the General Comments, the Department seeks written commitment from the FHWA and ADOT, within the Tier I EIS, to conduct future wildlife movement studies in conjunction with any Tier II level efforts. The Department is available to assist FHWA and ADOT in the gathering of existing wildlife movement data housed with the Department and other wildlife-oriented entities in southern Arizona.
- From the initial design stages forward, any alignments chosen for further analysis must include a rigorous consideration of a network of crossing structures including overpasses, underpasses, culverts, funnel fencing, and other related components. The Department

seeks written commitment from the FHWA and ADOT, within the Tier I EIS, to coordinate with AGFD on the siting and design of roadway construction and/or expansions as the Tier II level efforts progress.

The Department owns and manages (jointly with Arizona State Parks) the Coal Mine Spring property, situated east of I-19 in the Grosvenor Hills adjacent the Sonoita Creek State Natural Area. The Coal Mine/Fresno Canyon population of Gila topminnow represents the second largest population, both numerically and spatially, of Gila topminnow left in existence. Protection of the Coal Mine Spring population is of paramount importance to the continued existence and recovery of Gila topminnow in this area. The Revised Recovery Plan identifies the securing of remaining natural populations and their habitats in the U.S. as the first survival criterion for this species.

- The Department has invested considerable resources into the Coal Mine Springs property, and it represents significant conservation values to the local community. The Department requests all efforts be made to minimize impacts to this property by expanding I-19 instead of creating new alignments. As a local landowner and manager, we request close coordination with FWHA and ADOT during evaluation of potential alternatives that run near/adjacent to this Wildlife Area. Impacts should be avoided and/or minimized, and appropriate compensation of any potential impacts or loss in value of these significant conservation investments should be identified in the Tier 1 planning.

The Department trusts our scoping comments for the I-11 Tier I EIS will aid FHWA and ADOT in your alternative selection and evaluation; we will provide additional information on future data needs and mitigation opportunities as the study progresses. We continue to look forward to collaborating with FHWA and ADOT on this important transportation project. If you have any questions or wish to further discuss our comments and concerns, please contact Cheri Bouchér, the Department's Project Evaluation Program transportation coordinator, at cboucher@azgfd.gov (623-236-7615).

Sincerely,

Joyce Francis

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Arizona Environmental Online Review Tool Report

Arizona Game and Fish Department Mission
To conserve Arizona's diverse wildlife resources and manage for safe, compatible outdoor recreation opportunities for current and future generations.

Project Name:
I-11 Tier I DEIS

Project Description:
I-11

Project Type:
Transportation & Infrastructure, Road construction (including staging areas), Realignment/new roads

Contact Person:
Cheri Boucher

Organization:
Arizona Game and Fish Department

On Behalf Of:
AZGFD

Project ID:
HGIS-03797

Please review the entire report for project type and/or species recommendations for the location information entered. Please retain a copy for future reference.

Disclaimer:

1. This Environmental Review is based on the project study area that was entered. The report must be updated if the project study area, location, or the type of project changes.
2. This is a preliminary environmental screening tool. It is not a substitute for the potential knowledge gained by having a biologist conduct a field survey of the project area. This review is also not intended to replace environmental consultation (including federal consultation under the Endangered Species Act), land use permitting, or the Departments review of site-specific projects.
3. The Departments Heritage Data Management System (HDMS) data is not intended to include potential distribution of special status species. Arizona is large and diverse with plants, animals, and environmental conditions that are ever changing. Consequently, many areas may contain species that biologists do not know about or species previously noted in a particular area may no longer occur there. HDMS data contains information about species occurrences that have actually been reported to the Department. Not all of Arizona has been surveyed for special status species, and surveys that have been conducted have varied greatly in scope and intensity. Such surveys may reveal previously undocumented population of species of special concern.
4. HabiMap Arizona data, specifically Species of Greatest Conservation Need (SGCN) under our State Wildlife Action Plan (SWAP) and Species of Economic and Recreational Importance (SERI), represent potential species distribution models for the State of Arizona which are subject to ongoing change, modification and refinement. The status of a wildlife resource can change quickly, and the availability of new data will necessitate a refined assessment.

Locations Accuracy Disclaimer:
Project locations are assumed to be both precise and accurate for the purposes of environmental review. The creator/owner of the Project Review Report is solely responsible for the project location and thus the correctness of the Project Review Report content.

Recommendations Disclaimer:

1. The Department is interested in the conservation of all fish and wildlife resources, including those species listed in this report and those that may have not been documented within the project vicinity as well as other game and nongame wildlife.
2. Recommendations have been made by the Department, under authority of Arizona Revised Statutes Title 5 (Amusements and Sports), 17 (Game and Fish), and 28 (Transportation).
3. Potential impacts to fish and wildlife resources may be minimized or avoided by the recommendations generated from information submitted for your proposed project. These recommendations are preliminary in scope, designed to provide early considerations on all species of wildlife.
4. Making this information directly available does not substitute for the Department's review of project proposals, and should not decrease our opportunity to review and evaluate additional project information and/or new project proposals.
5. Further coordination with the Department requires the submittal of this Environmental Review Report with a cover letter and project plans or documentation that includes project narrative, acreage to be impacted, how construction or project activity(s) are to be accomplished, and project locality information (including site map). Once AGFD had received the information, please allow 30 days for completion of project reviews. Send requests to:
   Project Evaluation Program, Habitat Branch
   Arizona Game and Fish Department
   5000 West Carefree Highway
   Phoenix, Arizona 85086-5000
   Phone Number: (623) 236-7600
   Fax Number: (623) 236-7366
   Or
   PEP@azgfd.gov
6. Coordination may also be necessary under the National Environmental Policy Act (NEPA) and/or Endangered Species Act (ESA). Site specific recommendations may be proposed during further NEPA/ESA analysis or through coordination with affected agencies

I-11 Tier I DEIS

Aerial Image Basemap With Locator Map

Project Boundary

Buffered Project Boundary

Project Size (acres): 2,614,384.10

Lat/Long (DD): 32.4621 / -111.3005

County(s): Yavapai; Maricopa; Pinal; Pima +

AGFD Region(s): Yuma; Mesa; Tucson

Township/Range(s): T9N, R6W; T8N, R7W; T8N, R6W +

USGS Quad(s): CONGRESS SW; FLORES +

Service Layer Credits: Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong),

I-11 Tier I DEIS

Web Map As Submitted By User

Project Boundary

Buffered Project Boundary

Project Size (acres): 2,614,384.10

Lat/Long (DD): 32.4621 / -111.3005

County(s): Yavapai; Maricopa; Pinal; Pima +

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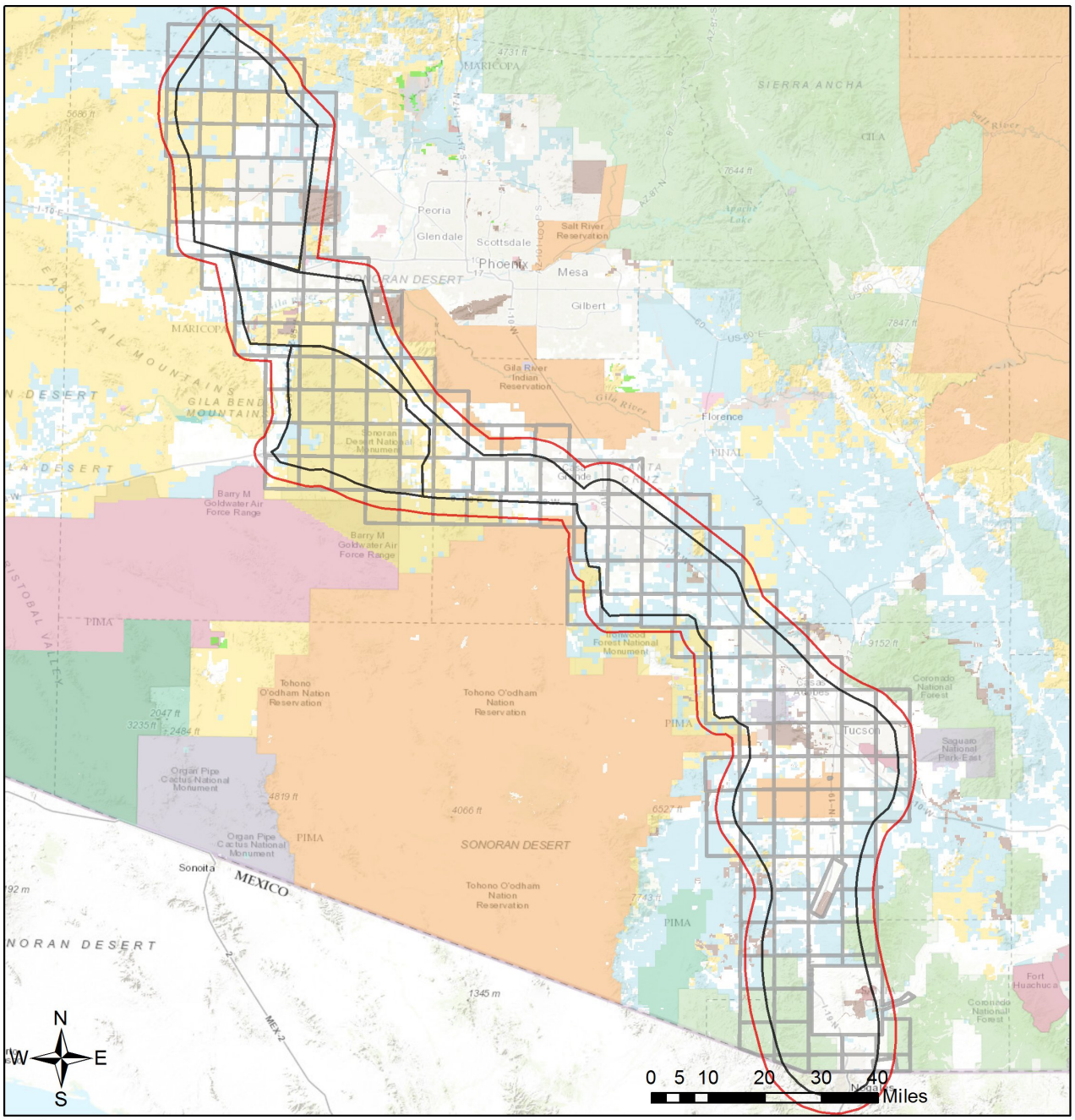
Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

I-11 Tier I DEIS

Topo Basemap With Township/Ranges and Land Ownership



- Project Boundary
- Buffered Project Boundary
- Township/Ranges
- AZ Game and Fish Dept.
- BLM
- BOR
- Indian Res.
- Military
- Mixed/Other
- National Park/Mon.
- Private
- State and Regional Parks
- State Trust
- US Forest Service
- Wildlife Area/Refuge

Project Size (acres): 2,614,384.10

Lat/Long (DD): 32.4621 / -111.3005

County(s): Yavapai; Maricopa; Pinal; Pima +

AGFD Region(s): Yuma; Mesa; Tucson

Township/Range(s): T9N, R6W; T8N, R7W; T8N, R6W +

USGS Quad(s): CONGRESS SW; FLORES +

Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Special Status Species and Special Areas Documented within 3 Miles of Project Vicinity

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Abutilon parishii	Pima Indian Mallow	SC	S	S	SR	
Accipiter gentilis	Northern Goshawk	SC	S	S		1B
Agave murpheyi	Hohokam Agave	SC	S	S	HS	
Agave parviflora ssp. parviflora	Santa Cruz Striped Agave	SC	S		HS	
Agave schottii var. treleasei	Trelease Agave	SC	S		HS	
Agosia chrysogaster chrysogaster	Gila Longfin Dace	SC		S		1B
Ak-Chin Indian Reservation	Ak-Chin Indian Reservation					
Amazilia violiceps	Violet-crowned Hummingbird		S			1B
Ammodramus savannarum ammolegus	Arizona grasshopper sparrow		S	S		1B
Amoreuxia gonzalezii	Saiya	SC	S		HS	
Amsonia grandiflora	Large-flowered Blue Star	SC	S			
Anaxyrus microscaphus	Arizona Toad	SC				1B
Anaxyrus retiformis	Sonoran Green Toad			S		1B
Antilocapra americana sonoriensis	10J area for Sonoran Pronghorn	LE,XN				
Antrostomus ridgwayi	Buff-collared Nightjar		S			1B
Aquila chrysaetos	Golden Eagle	BGA		S		1B
Argia sabino	Sabino Canyon Dancer	SC	S			
Asclepias lemmonii	Lemmon Milkweed		S			
Aspidoscelis arizonae	Arizona Striped Whiptail			S		1B
Aspidoscelis stictogramma	Giant Spotted Whiptail	SC	S			1B
Athene cunicularia hypugaea	Western Burrowing Owl	SC	S	S		1B
Baiomys taylori	Northern Pygmy Mouse		S			
Bat Colony						
Buteo plagiatus	Gray Hawk	SC				
CH for Empidonax traillii extimus	Southwestern Willow Flycatcher Designated Critical Habitat					
CH for Gila ditaenia	Sonora Chub Designated Critical Habitat					
CH for Gila intermedia	Gila Chub Designated Critical Habitat					
CH for Lithobates chiricahuensis	Chiricahua Leopard Frog Designated Critical Habitat					
CH for Panthera onca	Jaguar Designated Critical Habitat					
CH for Strix occidentalis lucida	Mexican Spotted Owl Designated Critical Habitat					
Calothorax lucifer	Lucifer Hummingbird		S			
Camptostoma imberbe	Northern Beardless-Tyrannulet		S			1B
Canis lupus baileyi	10J area Zone 2 for Mexican gray wolf	LE,XN				
Capsicum annuum var. glabriusculum	Chiltepin		S			

Special Status Species and Special Areas Documented within 3 Miles of Project Vicinity

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Carex chihuahuensis	Chihuahuan Sedge		S			
Carex ultra	Arizona Giant Sedge		S	S		
Catostomus clarkii	Desert Sucker	SC	S	S		1B
Catostomus insignis	Sonora Sucker	SC	S	S		1B
Chionactis occipitalis klauberi	Tucson Shovel-nosed Snake	SC				1A
Choeronycteris mexicana	Mexican Long-tongued Bat	SC	S	S		1C
Choisya mollis	Santa Cruz Star Leaf	SC	S			
Cicindela oregona maricopa	Maricopa Tiger Beetle	SC				
Coccyzus americanus	Yellow-billed Cuckoo (Western DPS)	LT	S			1A
Corynorhinus townsendii pallescens	Pale Townsend's Big-eared Bat	SC	S	S		1B
Coryphantha recurvata	Santa Cruz Beehive Cactus		S		HS	
Coryphantha scheeri var. robustispina	Pima Pineapple Cactus	LE			HS	
Coyote - Ironwood - Tucson Linkage Design	Wildlife Corridor					
Craugastor augusti cactorum	Western Barking Frog		S			1B
Crotalus lepidus klauberi	Banded Rock Rattlesnake					1A
Crotalus pricei	Twin-spotted Rattlesnake		S			1A
Crotalus willardi willardi	Arizona Ridge-nosed Rattlesnake		S			1A
Cylindropuntia x kelvinensis	Kelvin Cholla				SR	
Dalea tentaculoides	Gentry's Indigo Bush	SC	S	S	HS	
Dendrocygna bicolor	Fulvous Whistling-Duck	SC				
Desmodium metcalfei	Metcalfe's Tick-trefoil		S			
Echinocereus fasciculatus	Magenta-flower Hedgehog-cactus				SR	
Echinomastus johnsonii	Johnson's Fishhook Cactus				SR	
Empidonax traillii extimus	Southwestern Willow Flycatcher	LE				1A
Erigeron arisolius	Arid Throne Fleabane		S			
Erigeron piscaticus	Fish Creek Fleabane	SC	S	S	SR	
Falco peregrinus anatum	American Peregrine Falcon	SC	S	S		1A
Ferocactus cylindraceus	Desert Barrel Cactus				SR	
Ferocactus emoryi	Emory's Barrel-cactus				SR	
Gastrophryne olivacea	Western Narrow-mouthed Toad			S		1C
Gila Bend - Sierra Estrella Linkage Design	Wildlife Corridor					
Gila Bend Indian Reservation	Gila Bend Indian Reservation					
Gila River Indian Reservation	Gila River Indian Reservation					
Gila ditaenia	Sonora Chub	LT				1A
Gila intermedia	Gila Chub	LE				1A
Glaucidium brasilianum cactorum	Cactus Ferruginous Pygmy-owl	SC	S	S		1B
Gopherus morafkai	Sonoran Desert Tortoise	CCA	S			1A

Special Status Species and Special Areas Documented within 3 Miles of Project Vicinity

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Graptopetalum bartramii	Bartram Stonecrop	SC	S	S	SR	
Gyalopion quadrangulare	Thornscrub Hook-nosed Snake		S			1B
Haliaeetus leucocephalus (wintering pop.)	Bald Eagle - Winter Population	SC,BGA	S	S		1A
Haliaeetus leucocephalus pop. 3	Bald Eagle - Sonoran Desert Population	SC,BGA	S	S		1A
Heloderma suspectum suspectum	Reticulate Gila Monster					1A
Heterelmis stephani	Stephan's Heterelmis Riffle Beetle	C*	S			
Hexalectris arizonica	Arizona Crested coral-root		S		SR	
Hieracium pringlei	Pringle Hawkweed	SC				
Ironwood - Picacho Linkage Design	Wildlife Corridor					
Lasiurus blossevillii	Western Red Bat		S			1B
Lasiurus xanthinus	Western Yellow Bat		S			1B
Leopardus pardalis	Ocelot	LE				1A
Leptonycteris curasoae yerbabuenae	Lesser Long-nosed Bat	LE				1A
Lichanura trivirgata	Rosy Boa	SC				1B
Lilaeopsis schaffneriana ssp. recurva	Huachuca Water-umbel	LE			HS	
Lilium parryi	Lemon Lily	SC	S		SR	
Lithobates chiricahuensis	Chiricahua Leopard Frog	LT				1A
Lithobates tarahumarae	Tarahumara Frog	SC	S			1A
Lithobates yavapaiensis	Lowland Leopard Frog	SC	S	S		1A
Lobelia laxiflora	Mexican Lobelia				SR	
Lotus alamosanus	Alamos Deer Vetch		S			
Lupinus huachucanus	Huachuca Mountain Lupine		S			
Macroptilium supinum	Supine Bean	SC	S		SR	
Macrotus californicus	California Leaf-nosed Bat	SC		S		1B
Malaxis corymbosa	Madrean Adder's Mouth				SR	
Mammillaria thornberi	Thornber Fishhook Cactus				SR	
Mammillaria wrightii var. wilcoxii	Wilcox Fishhook Cactus				SR	
Manihot davisiae	Arizona Manihot		S			
Metastelma mexicanum	Wiggins Milkweed Vine	SC	S			
Mexico - Tumacacori - Baboquivari Linkage Design	Wildlife Corridor					
Muhlenbergia elongata	Sycamore Muhly		S			
Myotis occultus	Arizona Myotis	SC		S		1B
Myotis velifer	Cave Myotis	SC		S		1B
Notholaena lemmonii	Lemmon Cloak Fern	SC				
Nyctinomops macrotis	Big Free-tailed Bat	SC				

Special Status Species and Special Areas Documented within 3 Miles of Project Vicinity

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Opuntia engelmannii var. flavispina					SR	
Opuntia versicolor	Stag-horn Cholla				SR	
Oxybelis aeneus	Brown Vinesnake		S			1B
PCH for Coccyzus americanus	Yellow-billed Cuckoo Proposed Critical Habitat					
Pachyramphus aglaiae	Rose-throated Becard		S			1B
Panthera onca	Jaguar Area of Capture Concern					
Panthera onca	Jaguar	LE				1A
Pascua Yaqui Indian Reservation	Pascua Yaqui Indian Reservation					
Passiflora arizonica	Arizona Passionflower		S			
Patagonia - Santa Rita Linkage Design	Wildlife Corridor					
Pectis imberbis	Beardless Chinch Weed	SC	S			
Peniocereus greggii var. transmontanus	Desert Night-blooming Cereus				SR	
Pennellia tricornuta	Chiricahua Rock Cress		S			
Penstemon discolor	Catalina Beardtongue		S		HS	
Phrynosoma cornutum	Texas Horned Lizard	SC				
Physalis latiphysa	Broadleaf Groundcherry		S			
Plestiodon callicephalus	Mountain Skink		S			
Poeciliopsis occidentalis occidentalis	Gila Topminnow	LE				1A
Psilotum nudum	Whisk Fern		S		HS	
Rallus obsoletus yumanensis	Yuma Ridgeway's Rail	LE				1A
Rhinichthys osculus	Speckled Dace	SC		S		1B
Sabino Creek and Lower Bear Creek	Important Bird Area					
Salt/Gila Riparian Ecosystem	Important Bird Area					
Samolus vagans	Chiricahua Mountain Brookweed		S			
San Xavier Indian Reservation	San Xavier Indian Reservation					
Santa Rita - Sierrita Linkage Design	Wildlife Corridor					
Santa Rita - Tumacacori Linkage Design	Wildlife Corridor					
Santa Rita Mountains, Coronado National Forest	Important Bird Area					
Sauromalus ater	Common Chuckwalla	SC				
Sceloporus slevini	Slevin's Bunchgrass Lizard		S	S		1B
Senecio multidentatus var. huachucanus	Huachuca Groundsel		S		HS	
Senticolis triaspis intermedia	Northern Green Ratsnake		S			1B
Sigmodon ochrognathus	Yellow-nosed Cotton Rat	SC				1C

Special Status Species and Special Areas Documented within 3 Miles of Project Vicinity

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Sisyrinchium cernuum	Nodding Blue-eyed Grass		S			
Sonoita Creek State Natural Area/ Patagonia Lake	Important Bird Area					
Sonorella eremita	San Xavier Talussnail	CCA				1A
Sorex arizonae	Arizona Shrew	SC	S			1B
Stenocereus thurberi	Organ Pipe Cactus				SR	
Strix occidentalis lucida	Mexican Spotted Owl	LT				1A
Stygobromus arizonensis	Arizona Cave Amphipod	SC		S		1B
Sycamore Canyon, Coronado National Forest	Important Bird Area					
Tantilla wilcoxi	Chihuahuan Black-headed Snake		S			1B
Tantilla yaquia	Yaqui Black-headed Snake		S			1B
Terrapene ornata luteola	Desert Box Turtle			S		1A
Thamnophis eques megalops	Northern Mexican Gartersnake	LT	S			1A
Tohono O'odham Nation	Tohono O'odham Nation					
Tragia laciniata	Sonoran Noseburn		S			
Trogon elegans	Elegant Trogon		S			1B
Tucson - Tortolita - Santa Catalina Mountains Linkage Design	Wildlife Corridor					
Tumamoca macdougalii	Tumamoc Globeberry		S	S	SR	
Tyrannus crassirostris	Thick-billed Kingbird		S			1B
Upper Santa Cruz River	Important Bird Area					
Viola umbraticola	Shade Violet		S			
Wickenburg - Hassayampa Linkage Design	Wildlife Corridor					

Note: Status code definitions can be found at https://www.azgfd.com/wildlife/planning/wildlifeguidelines/statusdefinitions/
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Species of Greatest Conservation Need
Predicted within Project Vicinity based on Predicted Range Models

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Agosia chrysogaster	Longfin Dace	SC		S		1B
Aix sponsa	Wood Duck					1B
Ammospermophilus harrisii	Harris' Antelope Squirrel					1B
Anaxyrus microscaphus	Arizona Toad	SC				1B
Anaxyrus retiformis	Sonoran Green Toad			S		1B
Anthus spragueii	Sprague's Pipit	C*				1A
Aquila chrysaetos	Golden Eagle	BGA		S		1B
Athene cunicularia hypugaea	Western Burrowing Owl	SC	S	S		1B
Botaurus lentiginosus	American Bittern					1B

Species of Greatest Conservation Need
Predicted within Project Vicinity based on Predicted Range Models

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Buteo regalis	Ferruginous Hawk	SC		S		1B
Castor canadensis	American Beaver					1B
Charadrius montanus	Mountain Plover	SC				1B
Charadrius nivosus nivosus	Western Snowy Plover					1B
Chilomeniscus stramineus	Variable Sandsnake					1B
Coccyzus americanus	Yellow-billed Cuckoo (Western DPS)	LT	S			1A
Colaptes chrysoides	Gilded Flicker			S		1B
Coluber bilineatus	Sonoran Whipsnake					1B
Corynorhinus townsendii pallescens	Pale Townsend's Big-eared Bat	SC	S	S		1B
Crotalus tigris	Tiger Rattlesnake					1B
Crotaphytus nebrius	Sonoran Collared Lizard					1B
Empidonax traillii extimus	Southwestern Willow Flycatcher	LE				1A
Euderma maculatum	Spotted Bat	SC	S	S		1B
Eumops perotis californicus	Greater Western Bonneted Bat	SC		S		1B
Gopherus morafkai	Sonoran Desert Tortoise	C*	S			1A
Haliaeetus leucocephalus	Bald Eagle	SC, BGA	S	S		1A
Heloderma suspectum	Gila Monster					1A
Incilius alvarius	Sonoran Desert Toad					1B
Kinosternon sonoriense sonoriense	Desert Mud Turtle			S		1B
Lasiurus blossevillii	Western Red Bat		S			1B
Lasiurus xanthinus	Western Yellow Bat		S			1B
Leptonycteris curasoae yerbabuenae	Lesser Long-nosed Bat	LE				1A
Lepus alleni	Antelope Jackrabbit					1B
Lichanura trivirgata	Rosy Boa	SC				1B
Lithobates yavapaiensis	Lowland Leopard Frog	SC	S	S		1A
Macrotus californicus	California Leaf-nosed Bat	SC		S		1B
Melanerpes uropygialis	Gila Woodpecker					1B
Melospiza lincolnii	Lincoln's Sparrow					1B
Melozone aberti	Abert's Towhee		S			1B
Micruroides euryxanthus	Sonoran Coralsnake					1B
Myotis velifer	Cave Myotis	SC		S		1B
Myotis yumanensis	Yuma Myotis	SC				1B
Nyctinomops femorosaccus	Pocketed Free-tailed Bat					1B
Ovis canadensis nelsoni	Desert Bighorn Sheep					1B
Passerculus sandwichensis	Savannah Sparrow					1B
Perognathus amplus	Arizona Pocket Mouse					1B
Perognathus longimembris	Little Pocket Mouse					1B

Species of Greatest Conservation Need
Predicted within Project Vicinity based on Predicted Range Models

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Phrynosoma goodei	Goode's Horned Lizard					1B
Phrynosoma solare	Regal Horned Lizard					1B
Phyllorhynchus browni	Saddled Leaf-nosed Snake					1B
Progne subis hesperia	Desert Purple Martin			S		1B
Rallus longirostris yumanensis	Yuma Clapper Rail	LE				1A
Setophaga petechia	Yellow Warbler					1B
Tadarida brasiliensis	Brazilian Free-tailed Bat					1B
Thomomys bottae subsimilis	Harquahala Southern Pocket Gopher	SC				1B
Toxostoma lecontei	Le Conte's Thrasher					1B
Troglodytes pacificus	Pacific Wren					1B
Vireo bellii arizonae	Arizona Bell's Vireo					1B
Vulpes macrotis	Kit Fox					1B

Species of Economic and Recreation Importance Predicted within Project Vicinity

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Callipepla gambelii	Gambel's Quail					
Callipepla squamata	Scaled Quail					1C
Cyrtonyx montezumae	Montezuma Quail					1C
Meleagris gallopavo	Wild Turkey					
Odocoileus hemionus	Mule Deer					
Odocoileus virginianus	White-tailed Deer					1B
Ovis canadensis mexicana	Mexicana Desert Bighorn Sheep					1B
Patagioenas fasciata	Band-tailed Pigeon					1C
Pecari tajacu	Javelina					
Puma concolor	Mountain Lion					
Sciurus nayaritensis	Mexican Fox Squirrel					
Ursus americanus	American Black Bear					
Zenaida asiatica	White-winged Dove					
Zenaida macroura	Mourning Dove					

Project Type: Transportation & Infrastructure, Road construction (including staging areas), Realignment/new roads

Project Type Recommendations:

Bridge Maintenance/Construction
Identify whether wildlife species use the structure for roosting or nesting during anticipated maintenance/construction period. Plan the timing of maintenance/construction to minimize impacts to wildlife species. In addition to the species list generated by the Arizona's On-line Environmental Review Tool, the Department recommends that surveys be conducted at the bridge and in the vicinity of the bridge to identify additional or currently undocumented bat, bird, or aquatic species in the project area. To minimize impacts to birds and bats, as well as aquatic species, consider conducting maintenance and construction activities outside the breeding/maternity season (breeding seasons for birds and bats usually occur spring - summer). Examining the crevices for the presence of bats prior to pouring new paving materials or that the top of those crevices be sealed to prevent material from dripping or falling through the cracks and potentially onto bats. If bats are present, maintenance and construction (including paving and milling) activities should be conducted during nighttime hours, if possible, when the fewest number of bats will be roosting. Minimize impacts to the vegetation community. Unavoidable impacts to vegetation should be mitigated on-site whenever possible. A revegetation plan should be developed to replace impacted communities.
Consider design structures and construction plans that minimize impacts to channel geometry (i.e., width/depth ratio, sinuosity, allow overflow channels), to avoid alteration of hydrological function. Consider incorporating roosting sites for bats into bridge designs. During construction, erosion control structures and drainage features should be used to prevent introduction of sediment laden runoff into the waterway. Minimize instream construction activity. If culverts are planned, use wildlife friendly designs to mitigate impacts to wildlife and fish movement. Guidelines for bridge designs to facilitate wildlife passage can be found on our Wildlife Friendly Guidelines web page under the Widilfe Planning button, at https://www.azgfd.com/wildlife/planning/wildlifeguidelines/.

Fence recommendations will be dependant upon the goals of the fence project and the wildlife species expected to be impacted by the project. General guidelines for ensuring wildlife-friendly fences include: barbless wire on the top and bottom with the maximum fence height 42", minimum height for bottom 16". Modifications to this design may be considered for fencing anticipated to be routinely encountered by elk, bighorn sheep or pronghorn (e.g., Pronghorn fencing would require 18" minimum height on the bottom). Please refer to the Department's Fencing Guidelines located on Wildlife Friendly Guidelines page, which is part of the WIldlife Planning button at https://www.azgfd.com/wildlife/planning/wildlifeguidelines/.

During the planning stages of your project, please consider the local or regional needs of wildlife in regards to movement, connectivity, and access to habitat needs. Loss of this permeability prevents wildlife from accessing resources, finding mates, reduces gene flow, prevents wildlife from re-colonizing areas where local extirpations may have occurred, and ultimately prevents wildlife from contributing to ecosystem functions, such as pollination, seed dispersal, control of prey numbers, and resistance to invasive species. In many cases, streams and washes provide natural movement corridors for wildlife and should be maintained in their natural state. Uplands also support a large diversity of species, and should be contained within important wildlife movement corridors. In addition, maintaining biodiversity and ecosystem functions can be facilitated through improving designs of structures, fences, roadways, and culverts to promote passage for a variety of wildlife. Guidelines for many of these can be found at: https://www.azgfd.com/wildlife/planning/wildlifeguidelines/.

Consider impacts of outdoor lighting on wildlife and develop measures or alternatives that can be taken to increase human safety while minimizing potential impacts to wildlife. Conduct wildlife surveys to determine species within project area, and evaluate proposed activities based on species biology and natural history to determine if artificial lighting may disrupt behavior patterns or habitat use. Use only the minimum amount of light needed for safety. Narrow spectrum bulbs should be used as often as possible to lower the range of species affected by lighting. All lighting should be shielded, cantered, or cut to ensure that light reaches only areas needing illumination.

Minimize potential introduction or spread of exotic invasive species. Invasive species can be plants, animals (exotic snails), and other organisms (e.g., microbes), which may cause alteration to ecological functions or compete with or prey upon native species and can cause social impacts (e.g., livestock forage reduction, increase wildfire risk). The terms noxious weed or invasive plants are often used interchangeably. Precautions should be taken to wash all equipment utilized in the project activities before leaving the site. Arizona has noxious weed regulations (Arizona Revised Statutes, Rules R3-4-244 and R3-4-245). See Arizona Department of Agriculture website for restricted plants, https://agriculture.az.gov/. Additionally, the U.S. Department of Agriculture has information regarding pest and invasive plant control methods including: pesticide, herbicide, biological control agents, and mechanical control, http://www.usda.gov/wps/portal/usdahome. The Department regulates the importation, purchasing, and transportation of wildlife and fish (Restricted Live Wildlife), please refer to the hunting regulations for further information https://www.azgfd.com/hunting/regulations.

Minimization and mitigation of impacts to wildlife and fish species due to changes in water quality, quantity, chemistry, temperature, and alteration to flow regimes (timing, magnitude, duration, and frequency of floods) should be evaluated. Minimize impacts to springs, in-stream flow, and consider irrigation improvements to decrease water use. If dredging is a project component, consider timing of the project in order to minimize impacts to spawning fish and other aquatic species (include spawning seasons), and to reduce spread of exotic invasive species. We recommend early direct coordination with Project Evaluation Program for projects that could impact water resources, wetlands, streams, springs, and/or riparian habitats.

The Department recommends that wildlife surveys are conducted to determine if noise-sensitive species occur within the project area. Avoidance or minimization measures could include conducting project activities outside of breeding seasons.

Based on the project type entered, coordination with State Historic Preservation Office may be required (http://azstateparks.com/SHPO/index.html).

Trenches should be covered or back-filled as soon as possible. Incorporate escape ramps in ditches or fencing along the perimeter to deter small mammals and herptefauna (snakes, lizards, tortoise) from entering ditches.

Design culverts to minimize impacts to channel geometry, or design channel geometry (low flow, overbank, floodplains) and substrates to carry expected discharge using local drainages of appropriate size as templates. Reduce/minimize barriers to allow movement of amphibians or fish (e.g., eliminate falls). Also for terrestrial wildlife, washes and stream corridors often provide important corridors for movement. Overall culvert width, height, and length should be optimized for movement of the greatest number and diversity of species expected to utilize the passage. Culvert designs should consider moisture, light, and noise, while providing clear views at both ends to maximize utilization. For many species, fencing is an important design feature that can be utilized with culverts to funnel wildlife into these areas and minimize the potential for roadway collisions. Guidelines for culvert designs to facilitate wildlife passage can be found on the home page of this application at https://www.azgfd.com/wildlife/planning/wildlifeguidelines/.

Based on the project type entered, coordination with Arizona Department of Environmental Quality may be required (http://www.azdeq.gov/).

Based on the project type entered, coordination with U.S. Army Corps of Engineers may be required (http://www.usace.army.mil/)

Based on the project type entered, coordination with County Flood Control district(s) may be required.

Vegetation restoration projects (including treatments of invasive or exotic species) should have a completed site-evaluation plan (identifying environmental conditions necessary to re-establish native vegetation), a revegetation plan (species, density, method of establishment), a short and long-term monitoring plan, including adaptive management guidelines to address needs for replacement vegetation.

The Department requests further coordination to provide project/species specific recommendations, please contact Project Evaluation Program directly. PEP@azgfd.gov

Project Location and/or Species Recommendations:

HDMS records indicate that one or more native plants listed on the Arizona Native Plant Law and Antiquities Act have been documented within the vicinity of your project area. Please contact:
Arizona Department of Agriculture
1688 W Adams St.
Phoenix, AZ 85007
Phone: 602.542.4373
https://agriculture.az.gov/environmental-services/np1

HDMS records indicate that one or more listed, proposed, or candidate species or Critical Habitat (Designated or Proposed) have been documented in the vicinity of your project. The Endangered Species Act (ESA) gives the US Fish and Wildlife Service (USFWS) regulatory authority over all federally listed species. Please contact USFWS Ecological Services Offices at http://www.fws.gov/southwest/es/arizona/ or:

Phoenix Main Office
2321 W. Royal Palm Rd, Suite 103
Phoenix, AZ 85021
Phone: 602-242-0210
Fax: 602-242-2513

Tucson Sub-Office
201 N. Bonita Suite 141
Tucson, AZ 85745
Phone: 520-670-6144
Fax: 520-670-6155

Flagstaff Sub-Office
SW Forest Science Complex
2500 S. Pine Knoll Dr.
Flagstaff, AZ 86001
Phone: 928-556-2157
Fax: 928-556-2121

HDMS records indicate that Western Burrowing Owls have been documented within the vicinity of your project area. Please review the western burrowing owl resource page at: http://www.azgfd.gov/w_c/BurrowingOwlResources.shtml.

HDMS records indicate that Sonoran Desert Tortoise have been documented within the vicinity of your project area. Please review the Tortoise Handling Guidelines found at: http://www.azgfd.gov/hgis/pdfs/Tortoisehandlingguidelines.pdf

HDMS records indicate that Chiricahua Leopard Frogs have been documented within the vicinity of your project area. Please review the Chiricahua Leopard Frog Management Guidelines found at: http://www.azgfd.gov/hgis/documents/FINALLithchirHabitatGdlns.pdf.

HDMS records indicate that Lesser Long-nosed Bats have been documented within the vicinity of your project area. Please review the Lesser Long-nosed Bat Management Guidelines at: http://www.azgfd.gov/hgis/documents/FINALlecuyeHabitatGdln.pdf.

The analysis has detected one or more Important Bird Areas within your project vicinity. Please see http://aziba.org/?page_id=38 for details about the Important Bird Area(s) identified in the report.

Your project site is within one or more defined Areas of Capture Concern. Please follow Department protocols while working within an Area of Capture Concern at U:\Agency Directives\JaguarOcelot Directives 17AUG10.pdf.

Analysis indicates that your project is located in the vicinity of an identified wildlife habitat linkage corridor. Project planning and implementation efforts should focus on maintaining adequate opportunities for wildlife permeability. For information pertaining to the linkage assessment and wildlife species that may be affected, please refer to: http://www.corridordesign.org/arizona. Please contact your local Arizona Game and Fish Department Regional Office for specific project recommendations: http://www.azgfd.gov/inside_azgfd/agency_directory.shtml.

Tribal Lands are within the vicinity of your project area and may require further coordination. Please contact:
Ak-Chin Indian Community Council
42507 W Peters & Nail Rd
Maricopa, AZ 85239
(520) 568-2618
(520) 568-4566 (fax)

Tribal Lands are within the vicinity of your project area and may require further coordination. Please contact:
Tohono O'odham Nation
PO Box 837
Sells, AZ 85634
(520) 383-2028
(520) 383-3379 (fax)

Tribal Lands are within the vicinity of your project area and may require further coordination. Please contact:
Gila River Indian Community
PO Box 97
Sacaton, AZ 85247
(520) 562-6000
(520) 562-6010 (fax)

Tribal Lands are within the vicinity of your project area and may require further coordination. Please contact:
Pascua Yaqui Tribe
7474 S Camino de Oeste
Tucson, AZ 85746
(520) 883-5000 ext. 5016
(520) 883-5014 (fax)

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

July 18, 2016

In Reply Refer To:

999-M(161)S
I-11, I-19/SR 189 to US 93/SR 89
TRACS No. 999 SW 0 M5180 01P
I-11 Corridor Tier 1 EIS
Cooperating Agency Acceptance Letter

Ms. Joyce Francis, Habitat, Evaluation, and Lands Branch Chief
Arizona Game and Fish Department
5000 West Carefree Highway
Phoenix, Arizona 85086

Dear Ms. Francis:

The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) have completed the scoping process for the Alternatives Selection Report (ASR) and Tier 1 Environmental Impact Statement (EIS) for the I-11 Corridor in accordance with the National Environmental Policy Act (NEPA) and other regulatory requirements. During the scoping period, we received letters from the Arizona Game and Fish Department (AGFD) on June 17, 2016 and July 8, 2016. In these scoping letters, AGFD requested Cooperating Agency status for the ASR and Tier 1 EIS process due to jurisdictional authority and state trust responsibility under Title 17 of the Arizona Revised Statutes for the management of Arizona's wildlife resources.

The FHWA has considered your request and concurs with AGFD's role as a Cooperating Agency in the Tier 1 EIS process for the I-11 Corridor due to jurisdictional authority and special expertise regarding wildlife resources within the study area. As a Cooperating Agency, you will be requested to provide the following during the development of the Tier 1 EIS:

- Meaningful and early input on the purpose and need, range of alternatives, methodologies and level of detail required by your agency to evaluate impacts to your resource(s);
- Participation in monthly coordination meetings, and/or field visits, as appropriate;
- Timely reviews and comments on the NEPA documents that explain the views and concerns of your agency on the adequacy of the document, anticipated impacts and mitigation; and
- Identification of the impacts and important issues to be addressed in the EIS pertaining to the intersection of the alternatives with the resource(s) in your jurisdiction.

The Notice of Intent (NOI) to prepare the Tier 1 EIS was published in the Federal Register on May 20, 2016. AGFD's scoping comments were received during the approximately 45-day scoping period that followed from May 23, 2016 to July 8, 2016, and as such, these comments will be considered in the ASR and Tier 1 EIS process for the I-11 Corridor. While we appreciate AGFD's input received at a pre-scoping meeting on April 21, 2016, and the previous I-11 and Intermountain West Corridor Study process, these efforts occurred before the official environmental review process was initiated under NEPA. If AGFD would like any of the input

provided prior to May 20, 2016 to be part of the formal NEPA process, and it is not captured in your June and July scoping letters, please submit the additional input in letter form as soon as possible.

If you have any questions or would like additional information regarding your role as a Cooperating Agency, please contact Rebecca Yedlin, FHWA Environmental Coordinator, at 602-382-8979 or rebecca.yedlin@dot.gov. We look forward to your continued involvement in the I-11 Corridor Tier 1 EIS.

Sincerely,

Karla S. Petty
Arizona Division Administrator

cc:
Cheri Boucher, AGFD Project Evaluation Program Specialist, address same as addressee
Rebecca Yedlin, FHWA Environmental Coordinator
ecc:
Jay Van Echo, ADOT Project Manager, MD T100
Lisa Ives, AECOM Consultant Team Project Manager
RYedlin:cdm

United States Department of the Interior
BUREAU OF LAND MANAGEMENT
Arizona State Office
One North Central Avenue, Suite 800
Phoenix, Arizona 85004-4427
www.blm.gov/az/

JUL 18 2016

JUL 13 2016

In Reply Refer To:
9110-1 (9200)

U.S. Department of Transportation
Federal Highway Administration
Attn: Karla S. Petty
4000 N. Central Avenue, Suite 1500
Phoenix, AZ 85012-3500

Dear Ms. Petty:

The Bureau of Land Management (BLM), Arizona State Office, appreciates the opportunity to offer comments to the Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) on the Tier 1 Environmental Impact Statement (EIS) for the I-11 Corridor. The BLM understands that this EIS is an opportunity to identify and study multiple alternatives within the already identified I-11 Study Corridor and hopes to assist in this process by identifying both potential natural resource and management conflicts in portions of the Study Corridor as well as appropriate locations for siting new transportation infrastructure.

As a cooperating agency on this project, the BLM looks forward to assisting the FHWA and ADOT in this analysis. Much of the discussion below identifies possible conflicts with sensitive resources on BLM-administered lands or designations within BLM's resource management plans (RMPs) in the study area. The FHWA and ADOT's scoping materials acknowledge many of these designations and potential conflicts. Amendments to BLM's RMPs may be necessary on the project-specific level in order to grant a right-of-way or otherwise permit an interstate highway or larger multi-modal corridor. These amendments would be part of the project-specific Tier 2 National Environmental Policy Act analysis. However, the BLM will work with the FHWA and ADOT to try to identify these issues to the extent practicable through this Tier 1 process.

The three sections of the Study Corridor (North, Central, and South) identified in the scoping materials roughly align with three BLM field offices in central and southern Arizona: Hassayampa, Lower Sonoran, and Tucson. Additionally, two BLM-administered national monuments, Sonoran Desert and Ironwood Forest, are within or adjacent to the Study Corridor. Accordingly, geographically focused comments follow these administrative divisions followed by additional, more general comments.

North Section: BLM Hassayampa Field Office

Within the Hassayampa Field Office, the eastern and western portions of the I-11 Study Corridor are the preferred locations for further analysis. In the Hassayampa Field Office area, a route from I-10 through Surprise to U.S. Highway 60 in the eastern part of the Study Corridor would avoid the 70,000 acre Vulture Mountains Cooperative Recreation Management Area and most BLM specially designated areas and natural resource conflicts. A western route through the study corridor that avoids both the Vulture Mountains Cooperative Recreation Management Area and the Black Butte Area of Critical Environmental Concern (ACEC) would also avoid sensitive resources while providing an alternative corridor for analysis.

Central Section: BLM Lower Sonoran Field Office and Sonoran Desert National Monument

The identification of new routes as corridor alternatives within the Sonoran Desert National Monument (SDNM) should be avoided. Per the 2001 Presidential Proclamation establishing the SDNM, the nearly 500,000 acre monument "encompasses a functioning desert ecosystem with an extraordinary array of biological, scientific, and historic resources." Moreover, the SDNM includes two congressionally designated wilderness areas and the Juan Batista de Anza National Historic Trail corridor. Currently, the southern portion of the SDNM is crossed by I-8. This existing portion of I-8, generally between Casa Grande and Gila Bend, may be a viable corridor alternative for analysis. However, adding additional infrastructure, including a wider highway or other multi-modal features, would be incompatible with the national monument and wilderness designations.

West of the SDNM, an I-11 alignment in the western edge of the Study Corridor from I-8 in the Gila Bend area on State Route 85 to I-10 would take advantage of existing transportation corridors and avoid significant impacts to the SDNM and additional BLM-administered lands and natural resources.

The Study Corridor also extends to lands north of the SDNM. This area may be a viable route for a corridor alternative, and portions of it have previously been studied as part of the Sonoran Valley Parkway, another transportation proposal. Compatibility with that proposal as well as designated wildlife corridors, existing rights-of-way, and a permitted (but not yet built) solar energy facility in the area should be considered.

South Section: BLM Tucson Field Office and Ironwood Forest National Monument

The BLM Tucson Field Office has significant concerns about potential overlap or adjacency of the I-11 Study Corridor with the eastern boundary of the 129,000-acre Ironwood Forest National Monument (IFNM). The study corridor includes sliver-like portions along the eastern boundary of the IFNM that the BLM recommends avoiding and eliminating from further analysis. The portions of the IFNM in the Study Corridor contain multiple resource values including extensive recreational use, cultural and archaeological resources, and biological values including State and Federal endangered and otherwise protected species.

The Presidential Proclamation establishing the IFNM states that Monument lands "are withdrawn from all forms of entry, location, selection, sale, or leasing or other disposition under

the public land laws, including but not limited to withdrawal from location, entry and patent under the mining laws relating to mineral and geothermal leasing other than by exchange that furthers the protective purposes of Monument." This would appear to preclude the granting of a transportation right-of-way to the FHWA or ADOT. The 2012 IFNM RMP makes no allocations for transportation corridors within the IFNM boundaries. Additionally, the IFNM is a Special Recreation Management Area (SRMA) designated in the RMP. The SRMA designation includes objectives to preserve its undeveloped character. If an alignment is selected along the western part of the Study Corridor, the character of this SRMA would be affected.

Should a route alternative in the vicinity of the IFNM be selected, impacts analysis should consider potential impacts to monument objects and resources within the designated IFNM boundaries. Objects of the IFNM as defined in the IFNM RMP that may be impacted by a highway or multi-modal corridor such as this include visual resources, habitat for threatened and endangered wildlife and vegetative species, archaeological objects of scientific interest, and visitor access.

The Study Corridor includes several access routes providing public access to the IFNM from I-10. These routes are on roads maintained by Pinal and Pima Counties (Avra Valley, Silverbell, Sunland Gin, and Harmon Roads). Depending on the selected alignment, these routes and the access to the IFNM they provide could be impacted. Ideally, any new interstate highway alignment near the IFNM would not negatively impact visitor access.

Important cultural resources that should be avoided within the study corridor include the 13,000-acre Los Robles Archaeological District, which is on the National Register of Historic Places and other large archaeological sites located along the Santa Cruz and Greens Reservoir drainages. Another important cultural resource is the Indian Kitchen area near Helmet Peak. At a minimum, locations of these and other cultural resources should be identified through a Class 1 archaeological literature review in coordination with the Arizona State Museum and State Historic Preservation Office.

Overarching Issues

Threatened, endangered, and sensitive species identified by the BLM and other agencies identified in the study area include the Pima pineapple cactus, yellow-billed cuckoo, southwestern willow flycatcher, gilded flicker, Sonoran desert tortoise, desert bighorn sheep, cave myotis bat, California leaf nose bat, longfin dace, and lowland leopard frog. The BLM encourages close coordination with the Arizona Game and Fish Department and the U.S. Fish and Wildlife Service to identify potential impacts to these and other species in the Study Corridor. Additionally, the BLM encourages avoidance of RMP designated wildlife movement corridors and wildlife habitat management areas

The Study Corridor includes the Juan Bautista de Anza National Historic Trail corridor from its origin in Nogales through the SDNM. This trail is managed by the National Park Service in coordination with the BLM and includes a general route and a motorized route along existing County-maintained roads. This trail does not cross any BLM land in the Tucson Field Office; it does cross BLM-administered land in the Lower Sonoran Field Office and the Sonoran Desert National Monument to the northwest.

Impacts to other resources and designations that should be considered in this Tier 1 analysis include RMP designations for visual resource management, recreation and travel management, and specially designated areas (e.g., ACEC, wilderness areas). Potential impact to existing uses including permitted rights-of-way, livestock grazing, and mining should also be considered.

Questions regarding these comments can be directed to Lane Cowger, Project Manager, at 602-417-9612, or email at lcowger@blm.gov. Mr. Cowger will also be the point of contact for sharing geographic information system shapefiles for the resources and designations identified in these comments. Thank you.

Sincerely,

Rebecca Heick

Rebecca Heick
Deputy State Director
Lands, Minerals and Energy

cc: Interstate 11 Tier 1 EIS Study Team
c/o Arizona Department of Transportation
Attn: Communications
1655 W. Jackson Street, Mail Drop 126F
Phoenix, AZ 85007

Bureau of Land Management
Gila District Office
Attn: Pamela Mathis, Acting District Manager
3201 E. Universal Way
Tucson, AZ 85756-5021

Bureau of Land Management
Phoenix District Office
Attn: Leon Thomas, District Manager
21605 N. 7th Avenue
Phoenix, AZ 85027-5500

U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Airports Division

P.O. Box 92007
Los Angeles, CA 90009-2007

JUL 26 2016

AUG 2 - 2016

Ms. Karla S. Petty
Division Administrator
Federal Highway Administration
4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500

Dear Ms. Petty:

Thank you for your May 23, 2016 letter, inviting the Federal Aviation Administration (FAA) to be a cooperating agency in the Federal Highways Administration's (FHWA) and Arizona Department of Transportation's (ADOT) Tier 1 Environmental Impact Statement (EIS) for the I-11 Corridor between Nogales and Wickenburg, Arizona. The FAA accepts the invitation.

As discussed in the April 27, 2016 Pre-Scoping meeting, our primary concerns are related to potential impacts of the proposed highway corridor on federally obligated airports and their operations. Following the Pre-Scoping meeting, the FAA's Phoenix Airports District Office (PHX ADO) provided information on the locations of various federally obligated airports in Arizona.

We look forward to working with FHWA and ADOT in the successful preparation of the EIS for this important proposed project. Please contact Mike N Williams, Manager, PHX ADO at 602-792-1064. Mr. Williams will be the FAA's point of contact for this EIS.

Sincerely,

Mark A. McClardy
Director, Airports Division
Western-Pacific Region

CC Mike N Williams, PHX ADO

Ives, Lisa

From:	Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>
Sent:	Wednesday, July 27, 2016 8:53 AM
To:	Jay Van Echo (JVanEcho@azdot.gov); Ives, Lisa
Cc:	Lirange, Aryan (FHWA); Petty, Karla (FHWA)
Subject:	I-11 - FRA Cooperating Status

I just spoke with Andrea Martin, FRA Environmental Protection Specialist (202.493.6201), and FRA will be a cooperating agency.
She is waiting for some folks to get back from vacation and then we should see an acceptance letter with Andrea as their point of contact.
At this time they feel that there is a need for additional rail connections in the southern portion of our study area and would like to possibly use our NEPA document on their future Tier 2 efforts.
I told her that we hoped to have the coordination plan to them prior to the first cooperating agency meeting, and that the scoping report and purpose and need should follow shortly thereafter. They are very interested in reviewing all three. Thanks, Rebecca

Rebecca Yedlin
Environmental Coordinator
FHWA - Arizona Division
4000 N. Central Ave., Suite 1500
Phoenix, AZ 85012
(602) 382-8979
rebecca.yedlin@dot.gov

Ives, Lisa

From: Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>
Sent: Wednesday, August 03, 2016 8:40 AM
To: Jay Van Echo (JVanEcho@azdot.gov); Ives, Lisa
Cc: Lirange, Aryan (FHWA); AMER-US-AZ Phoenix-i11doccontrol
Subject: FW: Response to consulting party invie for I-11

FRA is a cooperating agency.

From: Johnsen, Michael (FRA)
Sent: Wednesday, August 03, 2016 3:58 AM
To: Yedlin, Rebecca (FHWA)
Cc: Swayne, Qiana; Perez-Arrieta, Stephanie (FRA); Martin, Andrea (FRA)
Subject: RE: Response to consulting party invie for I-11

Hi Rebecca-
You can regard this email as the acceptance to be a cooperating agency on the project if that is acceptable to you and will save the drafting a written letter.

Thanks,

Mike Johnsen
FRA, Office of Program Delivery
Office: 202-493-1310
Mobile: 202-450-8540

Rail – Moving America Forward
The Federal Railroad Administration's mission is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future.

From: Yedlin, Rebecca (FHWA)
Sent: Tuesday, August 02, 2016 4:15 PM
To: Johnsen, Michael (FRA)
Cc: Swayne, Qiana; Perez-Arrieta, Stephanie (FRA); Martin, Andrea (FRA)
Subject: RE: Response to consulting party invie for I-11

Thank you for your response regarding the Section 106 consultation process for the I-11 project.
In your response below, you reference FRA's acceptance of cooperating agency status. When will we receive a formal acceptance letter? Is your e-mail below the acceptance. I just want to make sure we are being clear. Thanks, Rebecca

---

From: Johnsen, Michael (FRA)
Sent: Tuesday, August 02, 2016 11:50 AM
To: Yedlin, Rebecca (FHWA)
Cc: Swayne, Qiana; Perez-Arrieta, Stephanie (FRA); Martin, Andrea (FRA)
Subject: Response to consulting party invie for I-11

Hello-
We received your invitation to become a consulting party and will decline the consulting party status since we are a cooperating agency and can contribute via that avenue.

Thanks, and look forward to working with you.

Michael Johnsen
Acting Chief, Environmental and Corridor Planning Division
Office: 202-493-1310
Mobile: 202-450-8540

Rail – Moving America Forward

The Federal Railroad Administration's mission is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future.

JUN 20 2016

United States Department of the Interior

NATIONAL PARK SERVICE
INTERMOUNTAIN REGION
12795 West Alameda Parkway
P.O. Box 25287
Denver, Colorado 80225-0287

IN REPLY REFER TO:
IMRO-RSS-EQ (1248)

JUN 15 2016

Rebecca Yedlin
Arizona Department of Transportation
4000 North Central Avenue, Suite 1500
Phoenix, Arizona 85012-3500

Dear Ms. Yedlin:

The National Park Service (NPS) appreciates and accepts the opportunity to become a cooperating agency under the National Environmental Policy Act (NEPA) with the Arizona Department of Transportation (ADOT) for the Tier 1 Environmental Impact Statement (EIS) for the I-11 and Intermountain West Corridor Study project located between Nogales and Wickenburg in the counties of Santa Cruz, Pima, Pinal, Maricopa, and Yavapai, Arizona. NPS recognizes the need to ensure that such projects occur in an environmentally responsible manner. Accepting this invitation (May 23, 2016) the NPS demonstrates their commitment to work closely with ADOT to contribute valuable information to the environmental review process.

The NPS has concerns regarding the potential alternative that could bring a new interstate corridor alignment adjacent to the western boundary of Saguaro National Park, Casa Grande Ruins National Monument, and Tumacacori National Historical Park, Arizona. The Tucson Mountain District of Saguaro National Park is 24,000 acres, over half of which is designated Wilderness. Due to encroachment from the expanding urbanization of Tucson, coupled with geographic isolation, it is a ongoing challenge for the NPS to maintain the park's native biodiversity.

Through its Organic Act, NPS is charged with protecting park resources for the enjoyment of future generations. Therefore, the NPS has special expertise regarding the unique resources within and surrounding park units, including cultural and historic resources, biological resources, water quality and quantity, scenic vistas, night skies, soundscapes, and air quality. As such, NPS looks forward to working with ADOT as a cooperating agency on this project.

If you have any questions, please contact David Hurd, Environmental Protection Specialist at the Intermountain Regional Office at 303-987-6705 or by email at david_hurd@nps.gov.

Sincerely,

Sue E. Masica
Regional Director

cc: Sherry Plowman, Superintendent, Southern Arizona Office
Darla Sidles, Superintendent, Saguaro National Park
Bob Love, Superintendent, Tumacacori National Historical Park
Karl Pierce, Superintendent, Casa Grande Ruins National Monument
Melissa Trenchik, Environmental Quality Chief, IMR
David Hurd, Environmental Protection Specialist, IMR

United States Department of the Interior

NATIONAL PARK SERVICE
INTERMOUNTAIN REGION
12795 West Alameda Parkway
P.O. Box 25287
Denver, Colorado 80225-0287

IN REPLY REFER TO:
IMDO-RSS-EQ (1248)

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The National Park Service (NPS) has reviewed the Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) Notice of Intent (NOI) to prepare a Tier 1 Environmental Impact Statement (EIS) for the Interstate 11 (I-11) Corridor between Nogales and Wickenburg. We appreciate having the opportunity to provide our initial thoughts and comments about how this project may affect units of the National Park System.

Saguaro National Park Comments

The FHWA and ADOT identified two potential routes for the I-11 Corridor which would lead to or through the city of Tucson from Nogales, AZ. One potential route would overlap with the section of I-10 that passes near downtown Tucson, and the other would be through the Avra Valley, a few miles west of the I-10 corridor and immediately adjacent to the west district of Saguaro National Park (Park). Part of this study includes evaluation of the potential for this transportation corridor to also include rail facilities and power transmission lines. The NPS is concerned that a multi-purpose corridor of this scale bisecting the Avra Valley would irreparably degrade areas near and within the park, potentially leading to impairment of the resource values which the park was established to protect for future generations.

The Park's West District is 24,000 acres and contains designated Wilderness that would be in close proximity to a potential route through the Avra valley. Although it is being increasingly encroached upon by expanding urbanization, the west side of the district is still quite remote. Wildlife species and their contribution to the biodiversity of the park are dependent on their access to a range of habitat values across a broad landscape. Fragmenting features, such as large road systems, can essentially deny them access to habitat and resources by severing movement corridors between and within required habitat. The Park's west district in recent years has lost bighorn sheep and Mexican wolves. Connectivity of the landscape is not only critical for wildlife populations currently; it will become more critical for wildlife over time due to the pressures of climate change and continuing localized development pressures. Recent studies have biologists concerned that some mesocarnivores, including several skunk species, kit fox, badger, coatis and raccoons that were fairly common only a decade ago, may no longer be present. Wildlife corridors are becoming extremely scarce, and this proposed interstate project would serve to further sever those important connectors.

Additional concerns for the NPS include resources that would be impacted by a large-scale corridor development project such as this, including wilderness values, air quality values, viewsheds, night skies, noise, vegetation management, and visitor use. The NPS requests additional analysis be conducted on these topics within the National Environmental Policy Act document.

Juan Bautista de Anza National Historic Trail

The current projected alignment proposed intersects with the Juan Bautista de Anza National Historic Trail historic corridor, adjacent to/contains the Anza recreation retracement route (recreation trail) and Auto Route. The Santa Cruz River valley offers high-quality recreation opportunities for visitors to experience landscape settings similar to that which the Anza expedition party encountered while they were travelling through southern Arizona. A new segment of highway could potentially impact established Anza Recreation Trail, the Anza Auto Tour Route, and the visual settings and landscape character of the Santa Cruz River valley and Sonoran Desert.

National Historic Landmarks

The NPS National Historic Landmarks (NHL) program has reviewed the NOI and would like to inform the FHWA and ADOT of 11 NHLs located near the proposed area of potential effect for the I-11 corridor. To the maximum extent possible, efforts should be made to minimize any potential direct and indirect impacts to the following NHLs located in counties impacted by the undertaking (i.e., Maricopa, Pima, Pinal, Santa Cruz, and Yavapai counties): Gatlin Site, Pueblo Grande Ruins and Irrigation Sites, Taliesin West, Ventana Cave, Desert Laboratory, San Xavier del Bac Mission, Snaketown, Mission Los Santos Angeles de Guevavi, Tumacacori Museum, San Cayetano de Calabazas, and Jerome Historic District. In accordance with Section 106 of the National Historic Preservation Act, please consider these sites in the scope of the EIS and feel free to contact our office with any questions or for further information on these sites.

The NPS has a continuing interest in working with all parties to ensure project impacts to NPS units are avoided. We appreciate the opportunity to provide input on this component of the proposed I-11 Corridor project. If you have any questions regarding these comments, please contact, Environmental Protection Specialist, David Hurd at (303) 987-6705 or by email at david_hurd@nps.gov.

Melissa R. Trenchik
Environmental Quality, Chief

Acoustic Environment and Soundscape

The acoustic environment is a resource with intrinsic value. It is important as a natural resource, a cultural resource, or both. It is a critical component of wilderness character and plays an important role in wildlife communication, behavior, and other ecological processes. Results from multiple surveys of the American public indicate that hearing the sounds of nature is an important reason for visiting national parks. Therefore, the value of acoustic environments and soundscapes is related to an array of park resources and has broad implications for environmental management.

Through synthesis of years of acoustic data collection and acoustic resource modeling, NPS has documented that sound levels in national parks can vary greatly, depending on location, topography, vegetation, biological activity, weather conditions and other factors. For example, the din of a typical suburban area fluctuates between 50 and 60 decibels (dBA), while the crater of Haleakala National Park is intensely quiet, with levels around 10 dBA. Below are some examples of sound pressure levels measured in national parks.

Decibel level (dBA)	Sound Source	Decibel level (dBA)	Sound Source
10	Volcano crater (Haleakala NP)	80	Snowcoach at 30 m (Yellowstone NP)
20	Leaves rustling (Canyonlands NP)	100	Thunder (Arches NP)
40	Crickets at 5 m (Zion NP)	120	Military jet, 100m above ground level (Yukon-Charley Rivers NP)
60	Conversational speech at 5 m (Whitman Mission NHS)	126	Cannon fire at 150m (Vicksburg NMP)

Acoustic Resources at Saguaro National Park

At Saguaro National Park, the acoustic conditions are described based on a geospatial sound model and on-the-ground data collected at the park. Parameters useful for assessing a park's acoustic environment include the understanding of a) *natural* conditions without the influence of human-caused sounds, b) *existing* acoustic conditions including both natural and human-caused sounds, and c) the *impact* of human-caused sound sources in relation to natural conditions. The *impact* demonstrates the influence of human activities to the acoustic environment - often described by determining the difference between natural and existing sound levels. Further, acoustic conditions can be compared to specific sound levels that correlate with human health and speech functionality. At 35 dBA, human and wildlife sleep can be interrupted (Haralabidis, et. al., 2008). The World Health Organization's recommends that noise levels inside bedrooms remain below 45 dBA (Berglund, et. al., 1999). At 52 dBA, a listener wouldn't clearly hear another person speaking in a raised voice at 10 meters (Environmental Protection Agency, 1974). At 60 dBA, normal voice communications can be interrupted at 1 meter. Visitors in the park would likely be conducting such conversations.

Sound model

The NPS Natural Sounds and Night Skies Division (NSNSD) evaluates these acoustic conditions using predictions from a geospatial sound model (Mennitt, et al., 2013.) For the model, sound pressure levels for the continental United States were predicted using actual acoustical measurements combined with a multitude of explanatory variables such as location, climate, landcover, hydrology, wind speed, and proximity to noise sources (roads, railroads, and airports). The model predicts daytime sound levels during midsummer. The maps are generated using 270 meter resolution - meaning that each square of color on the map represents 270 square meters. It should be noted that while the model excels at predicting acoustic conditions over large landscapes, it may not reflect recent localized changes such as new access roads or development. The park-specific maps (Figures 1-3) are a subset of a national model and show predicted sound pressure levels for the park unit. An inset map is included in each park-specific map to provide a better sense of context, and major roads and highways are labeled for reference. Figure 1 shows the *natural* sound pressure levels which are the sound levels NPS works to preserve in most cases. Figure 2 shows *existing* sound pressure levels for the park unit demonstrating the current conditions with all sound sources.

Figure 3 shows the *impact* between natural and existing acoustic conditions. This provides a condition assessment because it tells us how much the area is influenced by human-caused sounds. To determine impact, NSNSD examines the difference between the natural ambient sounds levels (without the influence of human-made sound) and the existing sound levels (including human-caused sound) as predicted by the model (Figure 3). At Saguaro NP, the mean *impact* is predicted to be 4.2 decibels (dBA). That is, the average existing sound level (with the influence of human-caused sounds) is predicted to be 4.2 dBA above natural conditions.

A one decibel change is not readily perceivable by the human ear, but any addition to this difference could begin to impact listening ability. An increase of 4.2 dBA would reduce the listening area for wildlife and visitors by 62 %. For example, if a predator can hear a potential prey animal in an area of 100 square feet in a setting with natural ambient sounds, that animal's ability to hear would be reduced to 38 square feet if the sound levels were increased by 4.2 dBA. Similar reduction would occur for visitors and their ability to hear natural sounds or interpretive programs.

Acoustic conditions can also be compared to certain decibel (dBA) values that relate to human health and speech. At 35 dBA, human and wildlife sleep can be interrupted (Haralabidis, et. al., 2008). The World Health Organization's recommends that noise levels inside bedrooms remain below 45 dBA (Berglund, et. al., 1999). At 52 dBA, a listener wouldn't clearly hear another person speaking in a raised voice at 10 meters (Environmental Protection Agency, 1974). At 60 dBA, normal voice communications can be interrupted at 1 meter. Visitors in the park would likely be conducting such conversations.

The mean existing sound level at Saguaro NP is estimated to be 32.8 dBA (decibels). At this sound level, campers and wildlife would begin to be interrupted during sleep but personal and interpretive speech could be heard by a listener. Since 32.8 dBA is the mean, there may be periods when noise exceeds the listening thresholds described above. The mean existing sound levels at the park are lower than the sound levels in nearby developed areas (Figure 2). The natural ambient sound level, averaged across the park, and modeled for summer conditions, is 28.6 dBA. This is the condition to which the park service tries to protect. This demonstrates that sounds intrinsic to the park are a resource important to protect in the park environment.

Table 1. Sound pressure levels from sound model, all park

Modeled sound level	Mean (dBA)	Min (dBA)	Max (dBA)
Natural	28.6	25.7	32.6
Existing	32.8	30.0	46.3

For just the western portion of the park, the mean impact is predicted to be 6.5 dBA; the existing sound level is 33.0 dBA and the natural ambient sound level is 26.2 dBA.

Table 1. Sound pressure levels from sound model, western

Modeled sound level	Mean (dBA)	Min (dBA)	Max (dBA)
Natural	26.2	25.7	28.4
Existing	33.0	30.0	45.5

Acoustic Data

A baseline acoustic inventory was conducted for Saguaro NP in 2004-2005. Sound levels were measured at three locations - two locations in the western Tucson Mountain District, and one was in the eastern Rincon Mountain District. The SAGU001 site was near Picture Rocks Road, SAGU002 was near Golden Gate Road, and SAGU003 was near the old Madrona Ranger Station. From these measurements, several acoustic metrics are derived. Acoustic metrics commonly calculated include L_{eq}, L_{50}, and L_{90}. The L_{eq} is useful for quantifying intruding sounds because its magnitude depends heavily on the loudest periods of a time-varying sound. Exceedence values (Lx)

are commonly used to describe ambient sound conditions. The L_{50} value represents the sound level exceed 50 percent of the measurement period (L_{50} is the same as the median). The L_{90} value represents the sound level exceeded 90 percent of the time during the measurement period. L_{50} and L_{90} are useful measures for describing ambient sound conditions. The L_{50} is a good descriptor of the "existing ambient" sound level at a given place. The "existing ambient sound level" consists of all sounds in a given area, and includes all natural and non-natural sounds. The L_{90} is often used to estimate the "natural ambient sound level," which consists of all natural sounds in a given area, excluding all mechanical and electrical sounds.

When L_{50} and L_{90} values are reasonably close (<3 dBA), this suggests that sound levels were relatively stable. When the Leq value is much greater than either the L_{50} or L_{90} value, this suggests that events much greater in amplitude than the "ambient" conditions occurred during the measurement period. Because acoustic data are logarithmic, a single, very loud event can have a large influence on the Leq value, but could have little or no influence on the L_{50} or L_{90} value (because Leq is an energy equivalent level and Lx are simple ranked values). The values for Leq, L_{50}, and L_{90} at the three data collection site in Saguaro NP are in Table 2.

Table 2. Summary acoustic measurements for three locations, Saguaro NP, 2004-2005

	Location	Mean (dBA)	Min (dBA)	Max (dBA)
Leq	SAGU001	55.3	47.8	58.7
	SAGU002	39.8	34.4	44.7
	SAGU003	30.2	19.6	38.9
L50	SAGU001	45.4	30.5	53.5
	SAGU002	34.7	28.8	39.5
	SAGU003	25.4	19.5	31.1
L90	SAGU001	35.2	27.6	40.4
	SAGU002	31.4	24.1	35.1
	SAGU003	22.6	18.9	26.7

The SAGU001 location, 100 feet from Picture Rocks Road, was greatly influenced by vehicle traffic, and the SAGU002 location, about 0.9 miles from Picture Rocks Road, was also, but to a lesser degree, influenced by vehicle sounds on Picture Rocks Road. The SAGU003 location, in the eastern district near the old Madrona Ranger Station, was the farthest away from non-natural sound sources such as highways and airports. Acoustic metrics for this location were the lowest of all three locations, and likely are the most representative of natural sound levels in a saguaro cactus vegetation type.

Field measurements attribute the higher sound levels along Picture Rocks Road to traffic sounds from the road. The extent of the influence of sounds from vehicles on Picture Rocks Road on natural ambient sound levels in areas away from the road is difficult to ascertain. However, based on data collected during this study, it appears that traffic sounds attenuate at the rate of roughly 10 dB per mile in this vegetation type and terrain. Assuming natural ambient conditions in the Tucson District would be similar to natural ambient conditions in the Rincon District (absent non-natural sounds), it appears that sounds from traffic on Picture Rocks Road influence sound levels up to approximately 2 miles from the road.

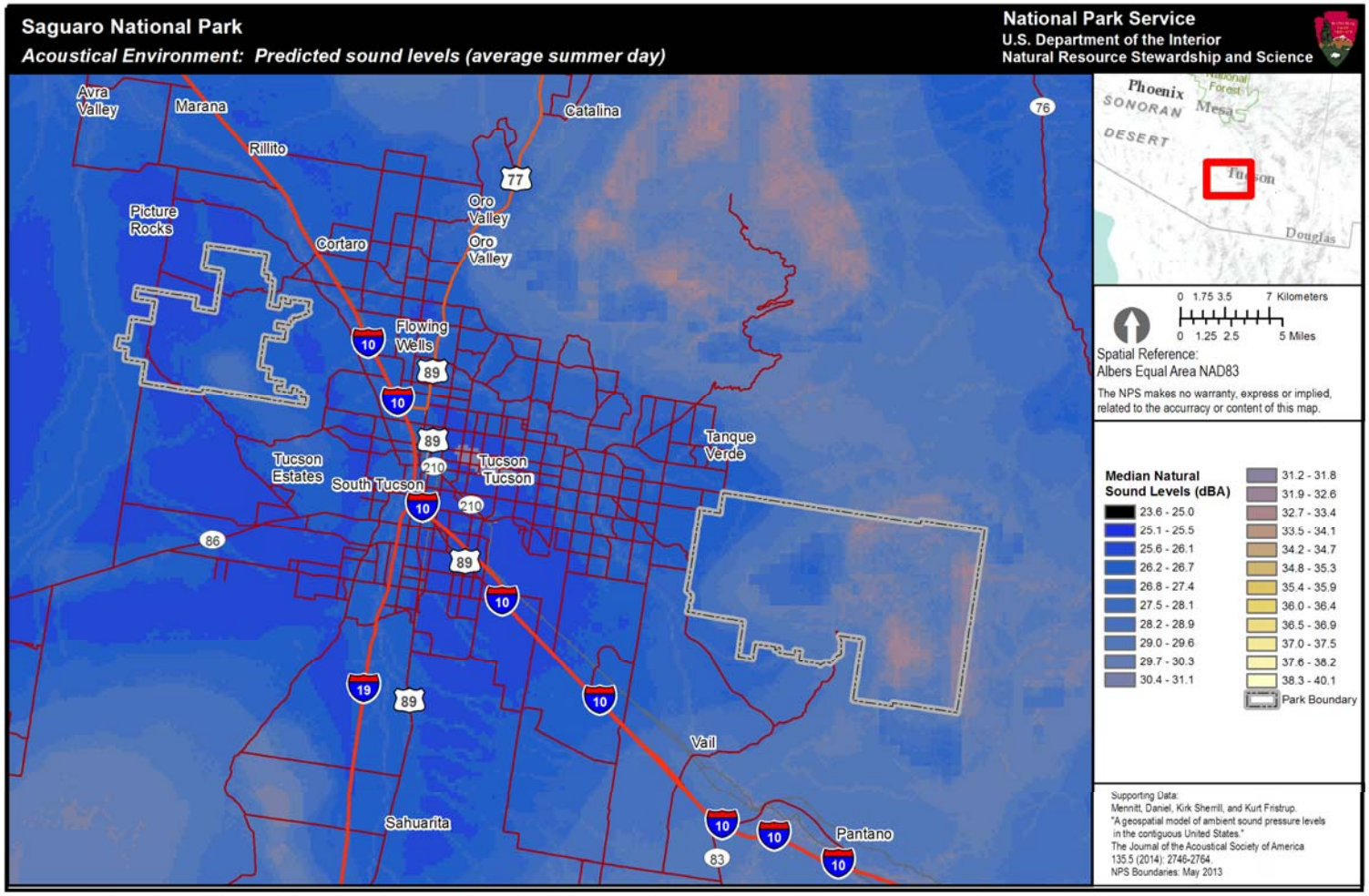

Figure 1. *Median **natural** sound pressure levels for Saguaro National Park.* This park-specific natural sound level map is generated by version 3.0 of the geospatial model. The color scale indicates the decibel level that is predicted in the park based only on natural sound sources. Sound level is measured in A-weighted decibels, or dBA, with 270 meter resolution. Black and dark blue colors indicate low decibel impact levels while yellow or white colors indicate higher decibel impact levels. Note that due to the national scale of the model inputs, this graphic may not reflect recent localized changes (such as new access roads or development). (note: although the color ramps are similar, each figure has different legend values)

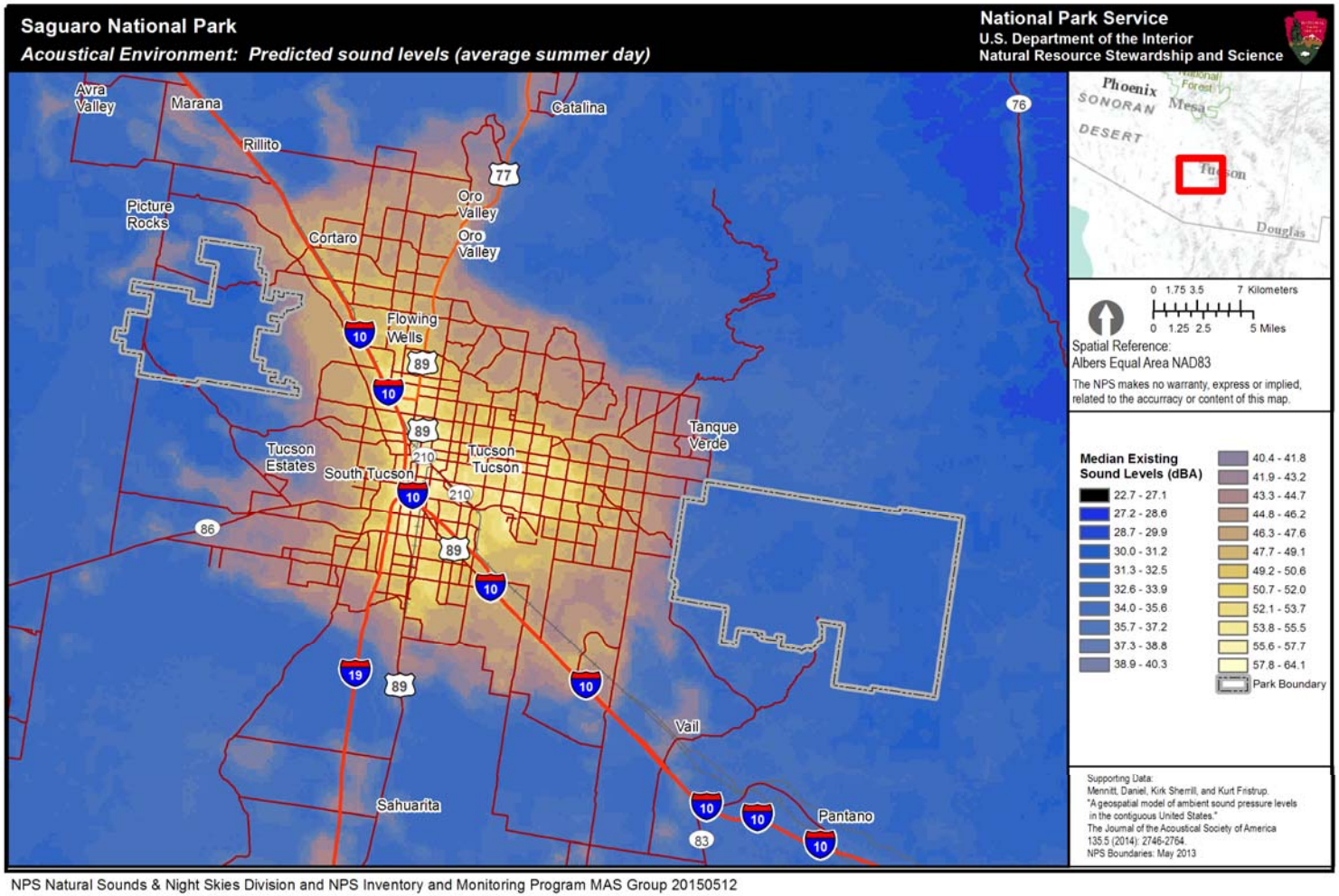

Figure 2. *Median **existing** sound pressure levels for Sagauro National Park.* This park-specific existing sound level map is generated by version 3.0 of the geospatial model. The color scale indicates the decibel level that is predicted in the park based only on both human-caused and natural sound sources. Sound level is measured in A-weighted decibels, or dBA, with 270 meter resolution. Black and dark blue colors indicate low existing decibel levels while yellow or white colors indicate higher existing decibel levels. Sound levels in national parks can vary greatly, depending on location, topography, vegetation, biological activity, weather conditions and other factors. For example, the din of a typical suburban area fluctuates between 50 and 60 decibels (dBA), while the crater of Haleakala National Park is intensely quiet, with levels around 10 dBA. Note that due to the national scale of the model inputs, this graphic may not reflect recent localized changes (such as new access roads or development). (note: although the color ramps are similar, each figure has different legend values)

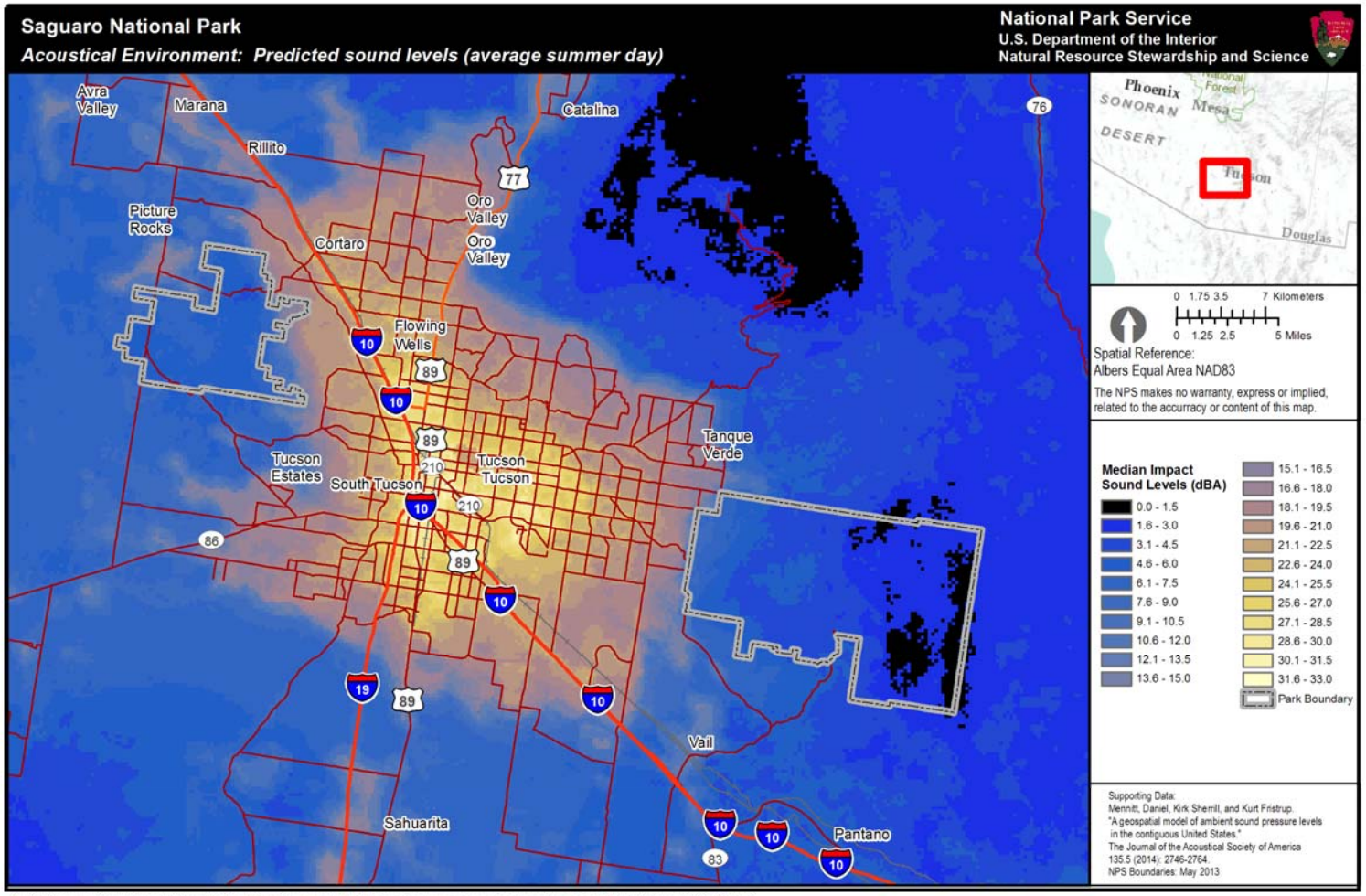

Figure 3 a. *Median sound level **impact** map for Saguaro National Park*. This park-specific acoustic impact map as generated by version 3.0 of the geospatial model. The color scale indicates how much human-caused noise raises the existing sound pressure levels in a given location (measured in A-weighted decibels, or dBA), with 270 meter resolution. Black and dark blue colors indicate low impacts while yellow or white colors indicate greater impacts. Note that due to the national scale of the model inputs, this graphic may not reflect recent localized changes such as new access roads or development. (note: although the color ramps are similar, each figure has different legend values)

Acoustic analysis
Because a large development such as a new interstate highway would increase noise at Saguaro NP, a thorough acoustic analysis should be included in any forthcoming environmental evaluation. NPS recommends that the forthcoming studies include assessment of impacts to the acoustic environment through an acoustical analyses that:

- Determines the natural ambient acoustic condition that exists at park units in close proximity to proposed development;
- Addresses the cumulative noise output of all of the equipment and activity for the project (site preparation, construction, as-built project);
- Determines the distance at which noise from the project will attenuate to natural ambient levels, including attenuation maps;
- Calculates noise levels at the park unit;
- Identifies the areas of the park in which the noise associated with the project would be above natural ambient levels;
- Assesses the effects that these noise levels would have on wildlife, visitors, and other sensitive receptors; and
- Identifies appropriate mitigation actions that can reduce or eliminate the impacts on park resources.

Nosie from ground transportation is one of the most pervasive noise sources in national parks. Increases in such noise should be avoided when possible. Mitigation for noise can be accomplished through a variety of means, including but not limited to, intentional location of noise emitting activities away from park resources and noise sensitive resources, purchase of quiet alternatives for vehicles and equipment, muffling, baffling, and acoustic barriers.

Significance of acoustic resources in national parks

Wildlife and Natural Resources
The acoustic environment is a natural resource that is integral to wildlife communication, behavior, and many other ecological processes. Exposure to relatively high noise levels that typically occur close to a source can produce potentially harmful physiological responses in humans and other animals including hearing loss, elevated stress hormone levels and hypertension. Even low levels of noise can interfere with ecological processes in surprising and complex ways.

For example, some groups of animals (especially in social species) benefit by producing alarm calls to warn of approaching predators and contact calls to maintain group cohesion. A reduction in communication distance created by noise might decrease the effectiveness of these social networks. Furthermore, many animals are known to eavesdrop on vocalizations from different species. Gray squirrels, listen in on the communication calls of blue jays to assess site-specific risks of cache pilfering; and nocturnally migrating songbirds and newts use the richness and complexity of biological sounds produced in local environments to make habitat decisions. Animals also use accidental produced by potential prey to locate their next meal; while prey animals use sound to avoid predation.

Human Health and Visitor Experience
Visitors can be positively or negatively affected by the quality of the acoustic environment. In relation to health and wellness, exposure to loud and continuous noises is known to cause hearing impairment, sleep disturbance, cognitive interruption, hypertension and other health detriments. Alternatively, hearing natural sounds is beneficial to human health and wellness by improving mood, cognitive performance, sleep quality and other benefits.

As was reported to the U.S. Congress in the *Report on the Effects of Aircraft Overflights on the National Park System* (NPS, 1994), a system-wide survey of park visitors revealed that nearly as many visitors come to national parks to enjoy the natural soundscape (91 percent) as come to view the scenery (93 percent). In addition, birding is one of the most popular outdoor recreational activities in the US with 48 million people participating in it each year (US Fish & Wildlife service, 2013). Most visitors identify a bird by hearing its call before the bird is ever seen. National Parks are uniquely poised to preserve natural soundscapes in proactive ways that protect this resource for the American public.

Wilderness Character

Saguaro NP contains areas that are designated and managed as wilderness. Preserving the acoustic environment and natural sounds of such areas are critical to effective wilderness management and can have important effects on wilderness character. Natural soundscapes and the absence of anthropogenic noise are crucial components of the wilderness qualities of solitude, naturalness, untrammeled, and undeveloped character. Noise, often from distant roads, park operations and maintenance activities, or aircraft overflights is one of the most common and pervasive human influence on the primeval character of wilderness.

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Air Resources Analyses for Proposed Interstate 11 Corridor Alternatives Related to Impacts at Saguaro National Park

The National Park Service is requesting that the Arizona DOT in the NEPA process for the proposed Interstate 11 Corridor conduct a two phase air quality impact analysis for impacts to the Saguaro National Park (SAGU) at both its west and east units. The first phase of the impact analysis will assess the impacts during construction for all of the Interstate 11 Corridor Route's alternatives proposed in the NEPA process. This should include assessment of construction impacts on Saguaro National Park air quality for whatever is intended for the Corridor like the highway, electrical transmission line(s), the rail line(s), and even energy pipeline(s). The second phase of the NEPA air quality impact analysis will examine the impacts to air quality at Saguaro National Park for the operations of all elements of the corridor for all the Interstate 11 Corridor Route's alternatives proposed.

The air quality analyses for both of the phases need to address impacts to the National Ambient Air Quality Standards (NAAQS) for the criteria pollutants (NOx, SO2, PM10 PM 2.5 Ozone, carbon monoxide and lead) for all the averaging periods. The air quality analyses for both of the phases also need to address impacts to Air Quality Related Values (AQRVs) specifically acid deposition and visibility at Saguaro National Park.

<u>Emission Inventories</u>

Arizona DOT ought to develop emission inventory estimates for all sources of criteria air pollutants including particulate matter, oxides of nitrogen, volatile organic carbons, sulfur dioxide, lead, carbon monoxide and carbon dioxide.

For the construction phase air quality analysis, air pollutant emissions to be incorporated in the analysis should include but not be limited to emissions from all sources of air pollutant generating activities such as land preparation, concrete and asphalt plants, storage piles of materials, construction equipment, and tail pipe emissions.

For the operations phase air quality analysis, air pollutant emissions to be incorporated in the analysis would include all sources of air pollutants. Interstate 11 highway emissions would include tailpipe and fugitive dust emissions associated with the vehicle traffic. The Interstate 11 tailpipe emissions ought to reflect the wide variety of vehicle types associated with international highway traffic and a range of vehicle miles traveled would be considered. Air pollution emissions associated with the proposed rail line ought to include emissions for the

locomotives as well as potential fugitive emissions from the different types of freight being transported. We would suggest that a range of usage levels should also be assessed for rail.

Air Quality Modeling

For the NEPA air quality impact analysis to assess impacts to Saguaro National Park specific air quality impact methodologies and air quality dispersion models should reflect the most current EPA/FLM modeling guidance. Current modeling guidance requires that the near field impacts to the NAAQS for both the construction and operational at the park should be calculated with the EPA AERMOD model for the criteria pollutants (NO_x, SO_2, PM_{10} $PM_{2.5}$ and lead). Near field impacts to the CO NAAQS should follow the most current EPA guidance which at this time recommends the EPA CAL3QHC model.

Assessment of ozone concentrations in the park can make use of the modeling analysis that would demonstrate compliance with the ozone NAAQs in the Tucson area. NPS can provide information for Saguaro National Park relative to interpreting ozone modeling results.

Impacts to Air Quality Related Values (AQRVs) specifically acid deposition of total nitrogen and total sulfur would be calculated and compared to the Deposition Analysis Thresholds per the Federal Land Managers Air Quality Related Values Workgroup (FLAG) guidance from 2010. Acid deposition impacts may be calculated with either the CAMx or CMAQ photochemical grid model or with the EPA / FLM recommended long range transport model, CALPUFF. The impacts to visibility from the two phases of the project, both in the near field and far field ought to follow the recommendations in the FLAG document. The near field visibility impacts (less than 50 km from the source to the boundary of the Park) ought to be assessed with the EPA VISCREEN model (a screening model) or in the case of very significant predicted coherent plume impacts predicted by the VISCREEN analysis, the EPA PLUVUE model would be employed, as well. For visible haze impacts from sources areas greater than 50 km from an area within the Park, the visibility impacts would be estimated either with the CAMx photochemical grid model, or the EPA / FLM recommended long range transport model, CALPUFF.

Finally, we would recommend that National Park Service (NPS) air quality modelers be given the opportunity to review and provide input on emission inventory and modeling protocols prior to Arizona DOT contractors undertaking the air quality analyses. NPS can provide help on interpreting the modeling results in the context of AQRV impacts.

Night Skies and Photic Environment

Photic resources and lightscapes can be important as a natural feature, a cultural feature, or both. Natural lighting conditions are also important to wilderness character and have been identified under the Clean Air Act Amendments as an air quality related value. The importance of lightscapes and photic environments is related to an array of park resources and values such as wildlife, wilderness character, visitor experience, cultural landscapes and historic preservation.

One way the Natural Sounds & Night Sky Division (NSNSD) scientists measure the quality of the photic environment is by measuring total sky brightness averaged across the entire sky and comparing that value to natural nighttime light levels. This measure, called the Anthropogenic Light Ratio (ALR), can be directly measured or modeled when observational data are unavailable. Lower ALR levels reflect higher quality night sky conditions.

Night sky data has been collected for several sites over several years (2007, 2011) at Saguaro NP. The full set of reports, data, and images can be accessed at http://www.nature.nps.gov/night/skymap.cfm for use with GoogleEarth. To demonstrate the condition for this report, geospatial modeling and the latest ground-based data (2011) are used.

Figure 1 provides modeled ALR levels for the contiguous U.S. This figure illustrates the quality of the night skies found throughout the country and across the national park system. Figure 2 provides modeled night sky quality for the local area surrounding the park. These images provide an important landscape scale context for considering night sky quality at the park. From the modeled data, the ALR at Saguaro NP is estimated to range between 1.3 and 9.5. The range of condition is a result of some areas being in closer proximity to the City of Tucson and other developments. See Figure 2.

Ground-based night sky data collected at Wasson Peak in 2011 indicates an average ALR level of 5.9. This is a wilderness location in the center of the western portion of the park. Similar data collected at Rincon Peak on the eastern edge of the eastern portion of the park indicated an ALR of 1.55. An anthropogenic light ratio of 0.0 would indicate pristine natural conditions, while a ratio of 1.0 would indicate that anthropogenic light was 100% brighter than the average natural light from the night sky.

In the parts of the park where ALR is lower (closer to 1.3), most observers feel they are in a natural environment. The Milky Way is visible from horizon to horizon and may show great detail, with fine details such as the Prancing Horse; Zodiacal light (or “false dawn” which is faint glow at the horizon just before dawn or just after dusk) can be seen under favorable conditions; and there is negligible impact to dark adaptation looking in any direction. In areas that are more affected by human-caused light, the Milky Way has typically lost most of its detail and is not visible near horizon; Zodiacal light is rarely seen; and anthropogenic light likely dominates natural celestial features and some shadows from distant lights may be seen.

Figure 3 is a 360-degree panorama captured at the park that depicts sky brightness in false colors, and is intended provide information on nearby light domes and other sources of anthropogenic light. This image demonstrates the direction of light sources in relationship to the park. The brightest lights are from the east (left side of image) while less light is seen to the west (right side of image). Thus, the any new light

sources to the west of Wasson Peak would alter the photic conditions by increasing the ALR in that direction.

These images reflect the influence from artificial light as experienced on the ground. Artificial light can also be seen from space via satellite images. Figure 4 shows upward radiance of light at night in the Tucson area. This data is from the VIIRS satellite day/night band (DNB) and can be downloaded and viewed from the NPS Night Skies Program. It shows how much light is reflected up to space at night. Figure 4 demonstrates that the light sources influencing Saguaro NP currently come from urban areas and along highways.

Night Sky analysis and mitigation

When Saguaro NP sky quality is compared to the nearby developed areas, the park conditions provide a stunning view for visitors, a refuge for nocturnal wildlife, and an important attraction for astronomers. The lighting associated with this project has the potential to adversely impact the natural light conditions of Saguaro NP. Artificial light causes light pollution in two forms: *sky glow* (also known as artificial sky glow, light domes, or fugitive light) is the overall brightening of the night sky from human-caused light scattered by small particles in the atmosphere; and *direct light* which illuminates the localized landscape to produce light trespass or glare.

The introduction of artificial light in either of these forms to the natural environment has two important consequences. First, it alters the quality of the night sky which hinders the view of a starry sky, limits the opportunity to dark-adapt one's eyes, reduces the ability for scientific discovery through astronomy, and diminishes the human perception of the night time scene. Second, it alters that part of the physical environment that affects wildlife species and natural ecological processes. Artificial lighting affects wildlife by altering the natural light regimes that have evolved over millennia (Longcore and Rich 2014, Gaston et al. 2014). The condition of the photic environment can affect wildlife interactions and other vital ecological processes including predator/prey relationships, reproduction, navigation and migration. The disorienting nature of artificial light is exemplified in the migration of passerine birds that fly at night, using the stars as reference, and have been shown to be disoriented by lights from nearby cities and towers (Gehring 2009). When attracted to lighted structures, wildlife may be either diverted which causes additional energy expenditures, or may collide with the lighted structure, causing mortality.

The disorienting and disruptive impacts of artificial light on wildlife are well documented, but more subtle ecological impacts such as changes in community structure, or wildlife behavior must also be recognized. For instance, when insect species are drawn to light sources, it increases abundance of prey in the surrounding area, and this has been shown to alter community structure by increasing the number of predatory and scavenger species present during both day and night (Davies et al. 2012). These changes on community structure can have wide ranging effects, particularly for insectivores like bats. In some cases, artificial light may have the opposite effect: habitat avoidance, due to increased predation risk (Patriarca and Debernardi 2010).

The NPS recommends a baseline light pollution study, the development of a lighting mitigation plan for each phase of operations, and continued monitoring. Mitigation of nighttime lighting can be effective in reducing ecological concerns and impacts to scenery. The project would likely be improved if mitigation is applied at the construction, operation and decommissioning phases. NPS recommends the incorporation of the following general lighting principles as general mitigation for lighting from this project.

General Lighting Principles:

- Light only WHERE you need it
- Light only WHEN you need it
- SHIELD lights and direct them downward
- Select lamps with WARMER COLORS
- Use the MINIMUM AMOUNT of light necessary
- Select the most ENERGY EFFICIENT lamp and fixture

References

Davies, Thomas W., Jonathan Bennie, and Kevin J. Gaston. "Street lighting changes the composition of invertebrate communities." *Biology letters* (2012): rsbl20120216.

Gaston, Kevin J., et al. "Human alteration of natural light cycles: causes and ecological consequences." *Oecologia* 176.4 (2014): 917-931.

Gehring, Joelle, Paul Kerlinger, and Albert M. Manville. "Communication towers, lights, and birds: successful methods of reducing the frequency of avian collisions." *Ecological Applications* 19.2 (2009): 505-514.

Longcore, Travis, and Catherine Rich. "Ecological light pollution."*Front Ecol Environ* 2.4 (2004): 191-198.

Patriarca, Elena, and Paolo Debernardi. "Bats and light pollution." *Centro Regionale Chirotteri, Turin* (2010): 5-6.

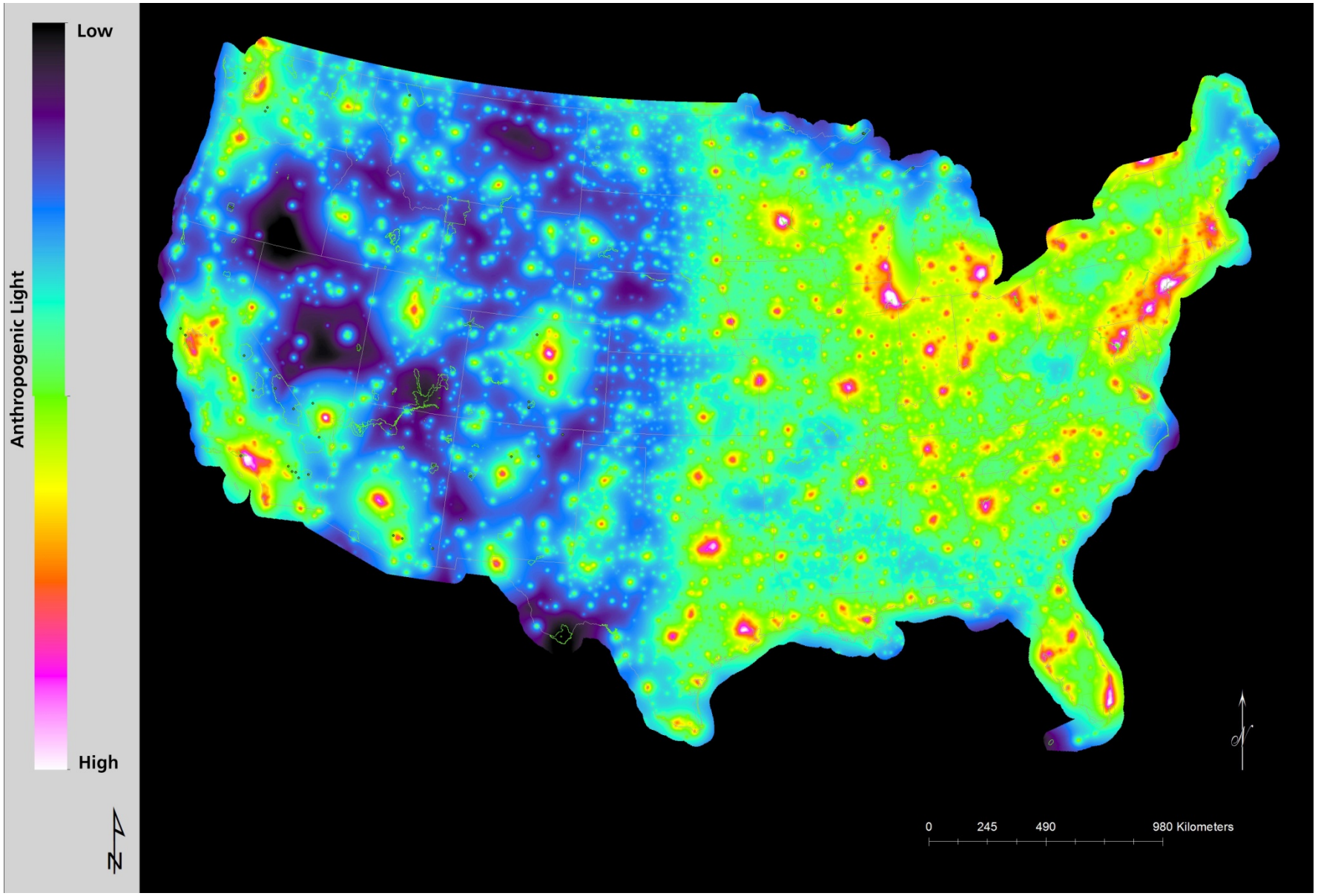

Figure 1. *Anthropogenic Light Ratios (ALRs) for the Contiguous US*. White and red represents more environmental influence from artificial lights while blues and black represent less artificial light.

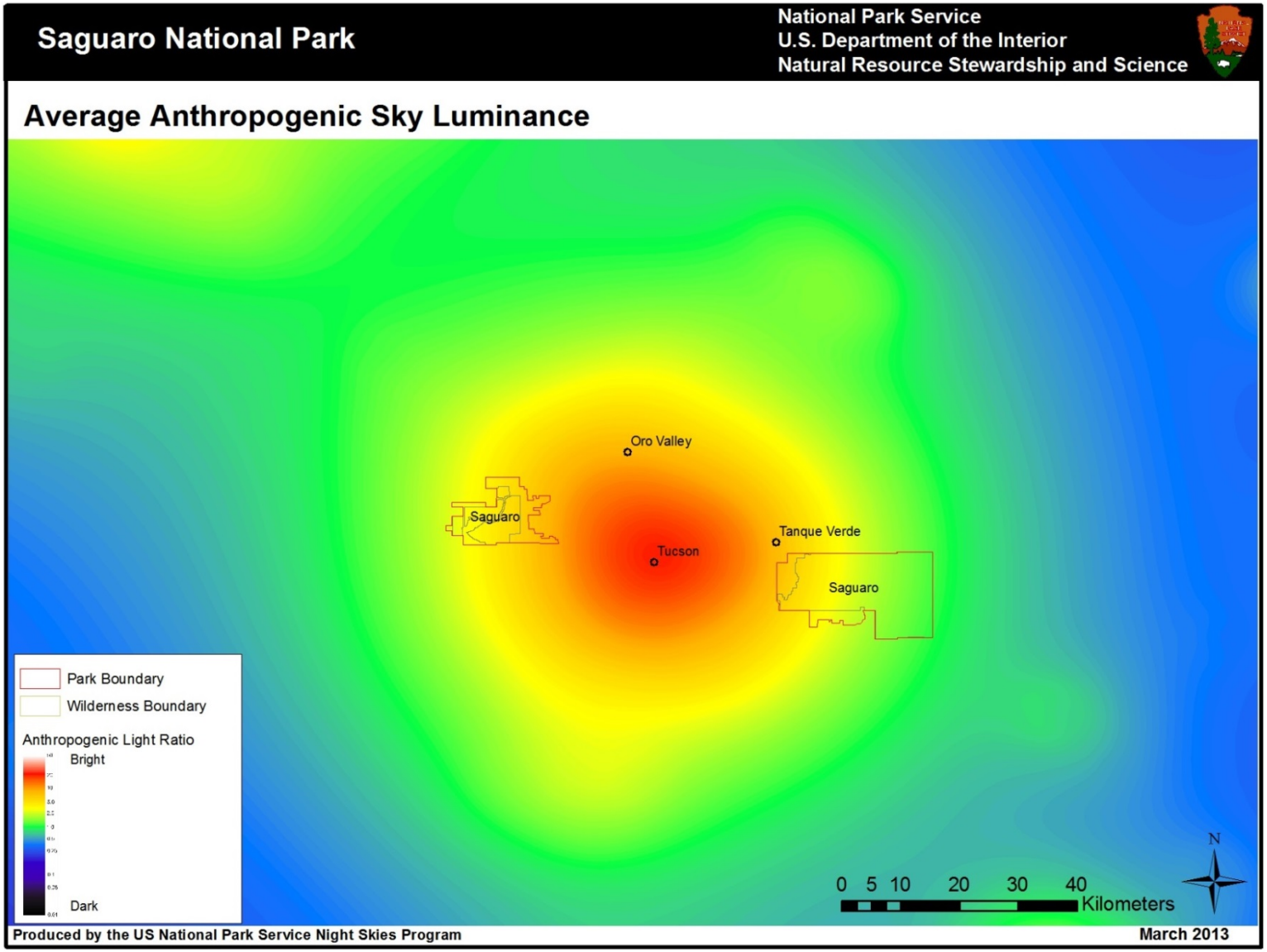

Figure 2. *Regional view of anthropogenic light near Saguaro NP*. White and red represents more environmental influence from artificial lights while blues and black represent less artificial light. The scale is small in order to show regional context and to show how far reaching the impacts of artificial lighting can be. While Saguaro NP may be influenced by artificial light it still maintains more naturalness than surrounding areas and serves as a harbor of dark skies.

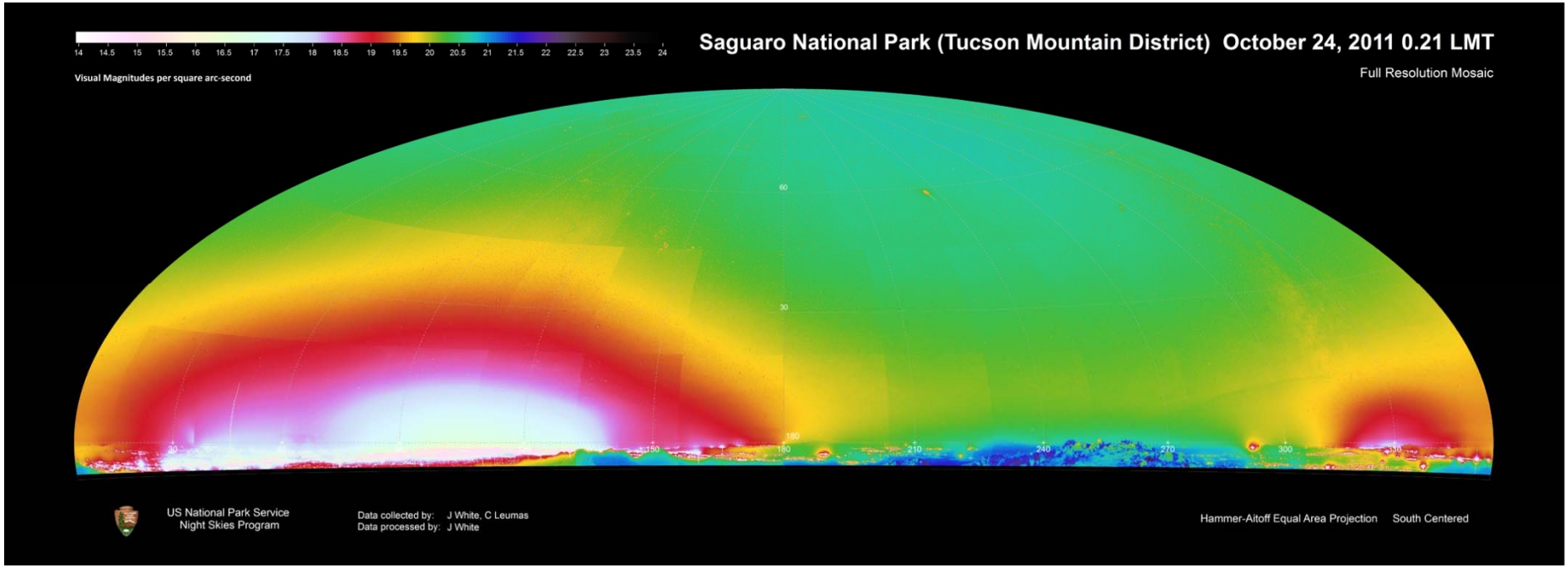

Figure 3. *Panoramic image of all (natural and anthropogenic) sources of light as observed at Saguaro NP in 2011*. This image was captured with highly sensitive photographic equipment in order to demonstrate the extent of sky glow from human light sources. White and red represents more environmental influence from artificial lights while blues and black represent less influence. Images with less anthropogenic light may display celestial objects like stars or the span of the Milky Way.

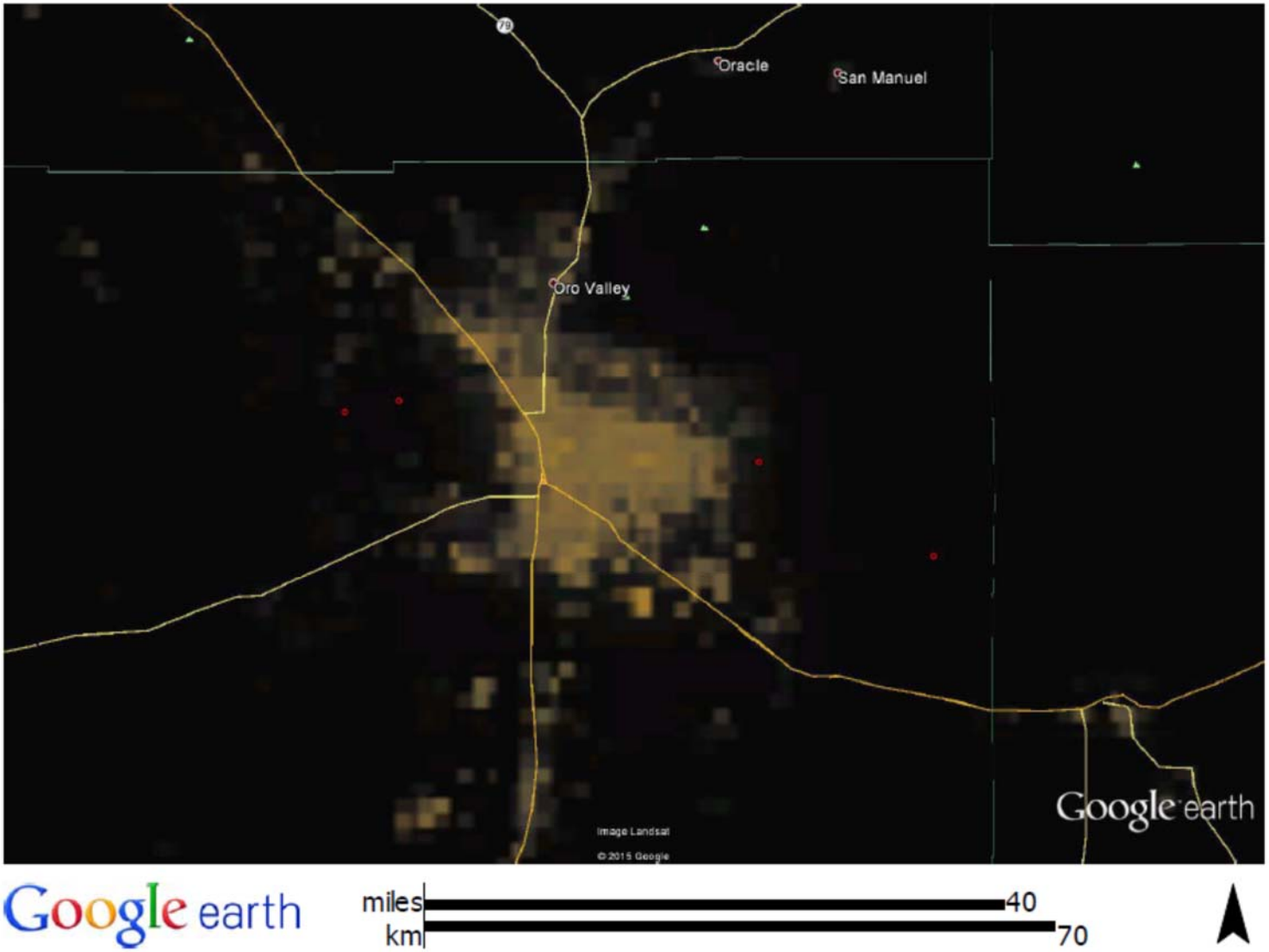

Figure 4. VIIRS day/night band (DNB) satellite image in vicinity of Saguaro NP showing upward radiance at night. Image from GoogleEarth.

Potential Effects Analysis

Visual Simulations

Photographic simulations should be prepared for selected, key observation points (KOP) within Sagauro National Park (SAGU), to depict a range of potential visual effects, and to illustrate the effectiveness of various mitigation measures at selected sites, on a case by case basis. KOPs will be identified where the view of the project area will be most revealing (representative KOP) or where there is high viewer sensitivity (critical KOP).

Identification of KOPs or viewing locations will be done in coordination with the NPS; the criteria to select KOPs will be based on issues or concerns raised by NPS staff, and where visitors could be visually sensitive about (i.e. trails, interpretive stops, etc.). KOP selection should also be based on the review of visually exposed areas within the landscape as revealed with the viewshed modeling and the rationale for the selection of the sensitive viewing platforms will be documented. A map of the location of the KOPs should be included, along with geo-referencing data, in a Visual Simulation Report or Visual Resource Technical Report, that documents the methodology of the field work and simulation development.

Once KOPs have been approved, visual resource specialists will complete all fieldwork necessary to photograph the project area from the identified KOPs. Digital photos from each KOP will be taken using a 50 millimeter equivalent digital camera. Following fieldwork, the contractor will prepare color photographic simulations of the proposed highway as it would appear from the selected KOPs. Simulations will combine digital images of existing environmental conditions with computer illustrations of the proposed highway. Images and simulations should span the 124° horizontal and 55° vertical human field of view, which will require stitching multiple images together and making adjustments to remove any distortion. The simulation should be a 2-stage (on separate sheets) simulation with the full field of view supplemented with a zoom in view focused on the project elements. Other content to be displayed within simulations include KOP reference, scale, date of image, range of distance, KOP location (graphic and coordinates), orientation of view, elevation of KOP, height of camera above ground elevation, and instructions on viewing simulation for accurate visual representation.

The location of each of the KOPs identified to assess impacts to NPS lands will be mapped and geo-referenced. Based on field observations and the simulations the visual resource specialists will identify a general contrast rating for KOP based on environmental factors including distance, angle of observation, length of time project is in view, relative size or scale, season of high visitor use, light conditions, spatial relationship to the surrounding landscape and atmospheric conditions. Contrast should be described in terms of the primary design elements of form, line color and texture.

Effects Analysis

Visual or scenic impacts are defined as the change to the visual environment resulting from the introduction of modifications to the landscape. The methodology used to analyze the impacts to visual resources from the construction and maintenance of the proposed project will assess the magnitude of change to the landscape character and visual quality and effects to park visitors from the sensitive viewing platforms.

Short term (less than 5 years), long-term (equal to or greater than 5 years), and cumulative visual effects are anticipated as a result of construction and operation of the proposed highway and ancillary facilities. To analyze these effects and discern the difference between impacts amongst alternatives, the basic design elements of form, line, color, and texture should be used to describe and rate the degree of visual contrast or change to the 4 elements of the characteristic landscape - landform, water, vegetation, and structures.

A standardized approach should be developed and approved by ADOT and be used to evaluate the visual contrast created between the proposed project and the existing landscape for those KOPs that were identified for assessment of potential visual resource impacts. The degree to which a project affects the visual quality of a landscape is largely dependent on the visual contrast created between a proposed project and the existing landscape. The contrast can be measured by comparing the project features or components with the major features in the landscape. The basic visual elements of form, line, color, and texture are used to make this comparison in addition to consideration of environmental factors incorporating the angle of observation and length of time the project is in view.

Effects to Sensitive Viewers

The effects to sensitive viewers from the identified KOPs will be determined using the environmental factors such as, the amount of visual contrast, dominance, and level of attraction introduced by project components, including, but not limited to the visibility conditions, the angle of observation (looking down on or at the same level as the project or parallel perpendicular) to the project, the length of time the project would be in view, and the scale of the proposed project and associated components.

Potential impacts to the views/viewshed of SAGU by the proposed project should be evaluated. Impacts should be evaluated by the following procedures: in terms of the environmental and design factors outlined above for the KOPs and the following:

1. Use the viewshed modeling and maps to identify areas potentially exposed to visual contrasts created by the highway, and include the following information:

    a. Affected area within the park (acreage/percent of area).

    b. Distance from the highway to the affected areas within the park.

    c. The type of recreation, interpretive and other activities within the affected areas.

    d. The frequency of use by park visitors.

    e. The role the affected areas play in the management objectives the park.

    f. Other forms of cultural modifications within the viewshed.

    g. The full context of the observer’s horizontal field of view, the amount of potential highway development that could occupy the view, and the orientation of the pipeline development within the field of view.

2. For the analysis, prepare maps that label the locations of key observation points, show the full context of the park, and illustrate the affected viewshed within the SMAs exposed to the pipeline construction and facilities.

3. Provide the rationale for selecting the key observation points.

4. Prepare visual simulations as described in the previous section to determine potential effects.

5. Document how people access the key observation points (motorized travel on road, trail hike, etc.).

6. Explain how the environmental factors influence the degree of noticeability when the park visitor is within the visually exposed areas.

7. Provide an assessment of park visitor use within the area and how exposure to the highway project and facilities could affect the visitor experience.

8. Prepare a an assessment of the visual contrast of the project based on the standardized approach developed for the project.

9. Summarize the level of visual exposure based on the contrast rating results and summarize the impact to the park visitor, taking environmental factors, the field of view, and other site conditions into consideration.

Evaluation and Significance Criteria

The thresholds of the visual resources impacts in terms of none, negligible, low, moderate, and high will be defined based on the conditions within the visual APE and type of activities/ground disturbance related to the proposed project and provided in table format.

An analysis of visual dominance, scale, continuity, and contrast should be used in determining to what degree the proposed project would attract attention and to assess the relative change in character and scenic quality as compared to the existing characteristic landscape. Consideration of the amount of visual contrast created is directly related to the amount of attention that is drawn to an element in the landscape. For this analysis, the contrast should be assessed by comparing the proposed project and the associated facilities with the major features in the existing landscape. The analysis should also include an assessment of cumulative effects, including an assessment of whether and to what extent the project would promote additional development in the area visible from the KOPs.

Impacts from the proposed project should also be evaluated in terms of the impacts over time. For this assessment, short-term impacts are defined as effects that would be less than 5 years in duration and long-term impacts are considered to be impacts that would persist more than 5 years

Identification of Design Features

The design features that are assumed to part of the project design and include standard Best Management Practices that would be executed during the construction and maintenance of the proposed project will be identified. These design features should be considered as being implemented during construction for the evaluation of environmental consequences.

Identification of Mitigation

Appropriate mitigation measures should be recommended to further reduce residual impacts from the proposed action.

Contrast ratings conducted at each KOP will identify any special impact mitigation measures outside of standard mitigation measures for the entire Project. NPS should be provided an opportunity to review mitigation and propose or identify additional reasonable mitigation measures. This may require an updated set of simulations that reflect implementation of mitigation measures and its effectiveness.

Visual Resource Study Plan and Technical Resource Report

If a Visual Resource Study Plan will be submitted to ADOT for review and comment NPS should have the opportunity to review and comment. A Study Plan should provide the specific steps in the analysis of the visual resource impacts, sample tables and figures and their suggested content, and preliminary threshold definitions.

NPS would receive the draft and final Technical Visual Resource Reports submitted to ADOT for review and comment. The Report will be used to inform the Draft and Final EIS. The Technical Report will also include a photographic documentation of site conditions, 2-D photographic simulations of the proposed project in the existing environment (if not provided as a separate Visual Simulation Report); the visual resources inventory (baseline conditions) and the analysis of the effected environment (environmental impacts).

United States Department of the Interior

BUREAU OF RECLAMATION
Lower Colorado Region
Phoenix Area Office
6150 West Thunderbird Road
Glendale, AZ 85306-4001

IN REPLY REFER TO:
PXAO-1500
ENV-3.00

JUL - 8 2016

Ms. Rebecca Yedlin
FHWA Environmental Coordinator
4000 North Central Avenue, Suite 1500
Phoenix, AZ 85012

Subject: Cooperating Agency for the I-11 Corridor Tier One (1) Environmental Impact Statement (EIS)

Dear Ms. Yedlin:

The Bureau of Reclamation has reviewed the Federal Highway Administrations (FHWA), May 23, 2016, letter inviting Reclamation to be a Cooperating Agency in the Tier 1 EIS process for the I-11 Corridor. Reclamation accepts the invitation and appreciates the opportunity to work with the FHWA and the Arizona Department of Transportation on assessing a range of corridor alternatives. Reclamation also agrees to the roles and responsibilities outlined in the Cooperating Agency invitation letter, dated May 23, 2016. We understand that as a Cooperating Agency, Reclamation will be asked to provide meaningful and early input on the proposed action, participate in meetings and field visits, provide timely review and comments on documents, and assist in the identification of impacts and important issues related to Reclamation's jurisdiction and expertise.

Reclamation appreciates the FHWA's coordination and the opportunity to be a Cooperating Agency. We look forward to working with you as this project progresses. If you have any questions, please contact Mr. Sean Heath at 623-773-6250 or email at sheath@usbr.gov.

Sincerely,

Leslie A. Meyers
Area Manager

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

May 23, 2016

In Reply Refer To:
999-M(161)S
I-11, I-19/SR 189 to US 93/SR 89
TRACS No. 999 SW 0 M5180 012
I-11 Corridor Tier 1 EIS
Cooperating Agency Invitation Letter

Mr. Terry Fulp, Regional Director
U.S. Bureau of Reclamation
P.O. Box 61470
Boulder City, Nevada 89006

Dear Mr. Fulp:

The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) are initiating an Alternatives Selection Report (ASR) and Tier 1 Environmental Impact Statement (EIS) for the I-11 Corridor located between Nogales and Wickenburg in the counties of Santa Cruz, Pima, Pinal, Maricopa, and Yavapai, Arizona in accordance with the National Environmental Policy Act (NEPA) and other regulatory requirements. A copy of the Notice of Intent (NOI) to prepare the Tier 1 EIS published in the Federal Register is enclosed, which officially begins the 45-day scoping period on May 23, 2016. The FHWA is the Federal Lead Agency and ADOT is the Local Project Sponsor for the Tier 1 EIS under NEPA.

As a follow-up to the pre-scoping meeting held with your agency on April 20, 2016, we are inviting the Bureau of Reclamation (Reclamation) to be a Cooperating Agency in the Tier 1 EIS process for the I-11 Corridor. Since we are now beginning the formal scoping process, we encourage your agency to formally respond to this invitation and submit any comments and input that may have been discussed at the pre-scoping meeting.

The ASR and Tier 1 EIS will build upon the prior I-11 and Intermountain West Corridor Study (IWCS) completed in 2014, which was a multimodal planning effort that involved ADOT, the Nevada Department of Transportation (NDOT), FHWA, Federal Railroad Administration (FRA), Maricopa Association of Governments (MAG), Regional Transportation Commission of Southern Nevada (RTC), and other key stakeholders. The I-11 Corridor was identified as a critical piece of multimodal infrastructure that would diversify, support, and connect the economies of Arizona and Nevada. It also could be connected to a larger north-south transportation corridor, linking Mexico and Canada.

In December 2015, the United States (US) Congress approved the Fixing America's Surface Transportation (FAST) Act, which is a 5-year legislation to improve the Nation's surface transportation infrastructure. The FAST Act formally designates I-11 throughout Arizona, reinforcing ADOT's overall concept for the I-11 Corridor that emerged from the IWCS study.

The FHWA and ADOT are continuing to study the I-11 Corridor in Arizona for the approximate 280-mile section between Nogales and Wickenburg, as shown on the enclosed map. Initially, the

ASR will assess a wide range of corridor alternatives through a robust evaluation process that uses various topographical, environmental, and other planning information to help identify opportunities and constraints. The number of corridor alternatives will then be reduced to a reasonable range and carried forward into the Draft Tier 1 EIS along with the No Build Alternative (i.e., do-nothing option). The Tier 1 EIS will continue to assess in more detail the potential social, economic, and natural environmental impacts of the No Build Alternative and remaining corridor alternatives (i.e., Build Alternatives). Phased Implementation Plans will be developed for the Build Alternatives, which will be comprised of smaller proposed projects that could be implemented in the future following completion of the Tier 1 EIS. The primary goal of the ASR and Tier 1 EIS is to reach consensus on a Selected Corridor Alternative (2,000 feet wide) from Nogales to Wickenburg.

In accordance with Title 40 Code of Federal Regulations (CFR) 1501.6 and 23 CFR 771.111(d), your agency has been identified as one that has jurisdiction in the I-11 Corridor due to the Reclamation lands within the study area. Accordingly, you are being extended this invitation to serve as a Cooperating Agency in the Tier 1 EIS process. As a Cooperating Agency, you would be requested to provide the following during the development of the Tier 1 EIS:

- Meaningful and early input on the purpose and need, range of alternatives, methodologies and level of detail required by your agency to evaluate impacts to your resource(s);
- Participation in coordination meetings, and/or field visits, as appropriate;
- Timely reviews and comments on the NEPA documents that explain the views and concerns of your agency on the adequacy of the document, anticipated impacts and mitigation; and
- Identification of the impacts and important issues to be addressed in the EIS pertaining to the intersection of the alternatives with the resource(s) in your jurisdiction.

If your agency does not wish to be a Cooperating Agency, you will have the opportunity to become a Participating Agency. If you would like to become either a Cooperating Agency or Participating Agency, the FHWA respectfully requests that you respond to this invitation in writing. Your written response may be transmitted electronically to Rebecca Yedlin, FHWA Environmental Coordinator, at rebecca.yedlin@dot.gov or by mail to 4000 N. Central Ave., Suite 1500, Phoenix, AZ 85012.

The FHWA and ADOT greatly appreciate your input, and we invite you to participate in any of the following Agency Scoping Meetings for the Tier 1 EIS:

Tuesday, June 7, 2016 from 1:30 to 3:30 PM
Arizona Department of Transportation
Leadership and Employee Engagement Conference Room
2739 East Washington Street, Phoenix, Arizona

Wednesday, June 8, 2016 from 1:30 to 3:00 PM
Dorothy Powell Senior Adult Center, Dining Room
405 East 6th Street, Casa Grande, Arizona

Wednesday, June 22, 2016 from 10:00 to 11:30 AM
Pima Association of Governments, Large Conference Room
1 East Broadway Boulevard, Suite 401, Tucson, Arizona

If you are not able to attend any of these Agency Scoping Meetings in person, we will also set up a webinar so you can join the meetings on-line. The information is as follows:

Click Here: https://www.connectmeeting.att.com
Meeting Number/Call-In: 1-888-369-1427; Access Code: 6874525#

In addition, we invite you to attend the Public Scoping Meetings that will also be held for the I-11 Corridor Tier 1 EIS. Information on these meetings can be found on-line at http://i11study.com/Arizona.

In order to give your agency adequate opportunity to weigh the relevance of your participation as either a Cooperating Agency or Participating Agency in this environmental review process, a written response to accept or decline this invitation is not due until the **end of the scoping period on Friday, July 8, 2016**.

If you have any questions or would like additional information, please contact Rebecca Yedlin, FHWA Environmental Coordinator, at 602-382-8979 or rebecca.yedlin@dot.gov. Thank you for your cooperation and interest in the I-11 Corridor Tier 1 EIS.

Sincerely,

Rebecca Yedlin
Karla S. Petty
Division Administrator

Enclosures

cc:
Tab Bommarito, U.S. Bureau of Reclamation, 6150 West Thunderbird Road, Glendale, Arizona 85306
Rebecca Yedlin, FHWA Environmental Coordinator
Jay Van Echo, ADOT Project Manager, MD T100
Lisa Ives, AECOM Consultant Team Project Manager
RYedlin:cdm

Assessment (Final EA) for the project, approved in the Finding of No Significant Impact (FONSI) issued on April 26, 2016, and in other documents in the TxDOT administrative record. The Final EA, FONSI, and other documents in the administrative record file are available by contacting TxDOT at the address provided above. The Final EA and FONSI can be viewed on the project Web site at *www.183north.com*.

This notice applies to all TxDOT decisions and Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

1. General: National Environmental Policy Act (NEPA) [42 U.S.C. 4321–4351]; Federal-Aid Highway Act [23 U.S.C. 109].
2. Air: Clean Air Act [42 U.S.C. 7401–7671(q)].
3. Land: Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303]; Landscaping and Scenic Enhancement (Wildflowers) [23 U.S.C. 319].
4. Wildlife: Endangered Species Act [16 U.S.C. 1531–1544 and Section 1536]; Fish and Wildlife Coordination Act [16 U.S.C. 661–667(d)]; Migratory Bird Treaty Act [16 U.S.C. 703–712].
5. Historic and Cultural Resources: Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470(f) *et seq.*]; Archeological Resources Protection Act of 1977 [16 U.S.C. 470(aa)–11]; Archeological and Historic Preservation Act [16 U.S.C. 469–469(c)]; Native American Grave Protection and Repatriation Act (NAGPRA) [25 U.S.C. 3001–3013].
6. Social and Economic: Civil Rights Act of 1964 [42 U.S.C. 2000(d)–2000(d)(1)]; American Indian Religious Freedom Act [42 U.S.C. 1996]; Farmland Protection Policy Act (FPPA) [7 U.S.C. 4201–4209].
7. Wetlands and Water Resources: Clean Water Act [33 U.S.C. 1251–1377]; Land and Water Conservation Fund (LWCF) [16 U.S.C. 4601–4604]; Safe Drinking Water Act (SDWA) [42 U.S.C. 300(f)–300(j)(6)]; Rivers and Harbors Act of 1899 [33 U.S.C. 401–406]; Wild and Scenic Rivers Act [16 U.S.C. 1271–1287]; Emergency Wetlands Resources Act [16 U.S.C. 3921, 3931]; TEA–21 Wetlands Mitigation [23 U.S.C. 103(b)(6)(m), 133(b)(11)]; Flood Disaster Protection Act [42 U.S.C. 4001–4128].
8. Executive Orders: E.O. 11990, Protection of Wetlands; E.O. 11988, Floodplain Management; E.O. 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations; E.O. 11593, Protection and Enhancement of Cultural Resources; E.O. 13007, Indian Sacred Sites; E.O. 13287, Preserve America; E.O. 13175, Consultation and Coordination with Indian Tribal Governments; E.O. 11514, Protection and Enhancement of Environmental Quality; E.O. 13112, Invasive Species; E.O. 12372, Intergovernmental Review of Federal Programs.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

Authority: 23 U.S.C. 139(l)(1).

Issued on: May 5, 2016.

Michael T. Leary,

Director, Planning and Program Development, Federal Highway Administration.

[FR Doc. 2016–11060 Filed 5–19–16; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Tier 1 Environmental Impact Statement for Interstate 11 Corridor Between Nogales and Wickenburg, Arizona

AGENCY: Federal Highway Administration (FHWA), Arizona Department of Transportation (ADOT), DOT.

ACTION: Notice of intent to prepare a Tier 1 Environmental Impact Statement (EIS).

SUMMARY: The FHWA, as the Federal Lead Agency, and the ADOT, as the Local Project Sponsor, are issuing this notice to advise the public of our intention to prepare a Tier 1 EIS for the Interstate 11 (I–11) Corridor between Nogales and Wickenburg, AZ (I–11 Corridor). The Tier 1 EIS will assess the potential social, economic, and natural environmental impacts of a vehicular transportation facility and potential multimodal facility (rail and utility) opportunities in the designated I–11 Corridor across a range of alternatives, including a "No Build" alternative. The Tier 1 EIS will be prepared in accordance with regulations implementing the National Environmental Policy Act (NEPA), and provisions of Fixing America's Surface Transportation Act (FAST) Act.

FOR FURTHER INFORMATION CONTACT: For FHWA, contact Mr. Aryan Lirange, Senior Urban Engineer, Federal Highway Administration, 4000 North Central Avenue, Suite 1500, Phoenix, AZ 85012, telephone at 602–382–8973, or via email at *Aryan.Lirange@dot.gov*. Regular office hours are from 7:30 a.m. to 4:30 p.m., Monday through Friday, except Federal holidays. For ADOT, contact Mr. Jay Van Echo, I–11 Corridor Project Manager, Arizona Department of Transportation, 206 South 17th Avenue, Mail Drop 310B, Phoenix, AZ 85007, telephone at 520–400–6207, or via email at *JVanEcho@azdot.gov*. Regular office hours are from 8:00 a.m. to 5:00 p.m., Monday through Friday, except Federal holidays. Project information can be obtained from the project Web site at *http://www.i11study.com/Arizona*.

SUPPLEMENTARY INFORMATION: The purpose of this notice is to: (1) Alert interested parties to FHWA's plan to prepare the Tier 1 EIS; (2) provide information on the nature of the proposed action; (3) solicit public and agency input regarding the scope of the Tier 1 EIS, including the purpose and need, alternatives to be considered, and impacts to be evaluated; and (4) announce that public and agency scoping meetings will be conducted. The FHWA intends to issue a single Final Tier 1 EIS and Record of Decision (ROD) document pursuant to FAST Act Section 1311 requirements, unless FHWA determines statutory criteria or practicability considerations preclude issuance of a combined document.

The Tier 1 EIS will build upon the prior I–11 and Intermountain West Corridor Study (IWCS) completed in 2014. This Planning and Environmental Linkages study was a multimodal planning effort that included ADOT, Federal Railroad Administration, FHWA, Maricopa Association of Governments, Nevada Department of Transportation, Regional Transportation Commission of Southern Nevada, and other key stakeholders. The I–11 and Intermountain West Corridor was identified as a critical piece of multimodal infrastructure that would diversify, support, and connect the economies of Arizona and Nevada. The I–11 and Intermountain West Corridor could also be connected to a larger north-south transportation corridor, linking Mexico and Canada.

On December 4, 2015, the President signed into law the FAST Act, which is a 5-year legislation to improve the Nation's surface transportation infrastructure. The FAST Act formally designates I–11 throughout Arizona, reinforcing ADOT's overall concept for the Arizona I–11 Corridor that emerged from the IWCS study. The FHWA and ADOT continue to advance the I–11 Corridor in Arizona for the approximately 280-mile section between Nogales and Wickenburg with this Tier I EIS study.

The FHWA and ADOT will undertake a scoping process for the I–11 Corridor that will allow the public and interested agencies to comment on the scope of the environmental review process. The FHWA and ADOT will invite all interested individuals, organizations, public agencies, and Native American Tribes to comment on the scope of the

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Tier 1 EIS, including the purpose and need, alternatives to be studied, impacts to be evaluated, and evaluation methods to be used. The formal scoping period is from the date of this notice until July 8, 2016. Six public scoping meetings and three interagency scoping meetings for Federal, State, regional and local resource and regulatory agencies will be held during the formal scoping period. In addition, cooperating and participating agency invitation letters will be sent to agencies that have jurisdiction or may have an interest in the I–11 Corridor.

The buildings used for the meetings are accessible to persons with disabilities. Any person who requires special assistance, such as a language interpreter, should contact the Interstate 11 Tier 1 EIS Study Team at telephone 844–544–8049 or via email at *I-11ADOTStudy@hdrinc.com* at least 48 hours before the meeting.

Written comments on the scope of the Tier 1 EIS should be mailed to: Interstate 11 Tier 1 EIS Study Team, c/o ADOT Communications, 1655 West Jackson Street, Mail Drop 126F, Phoenix, AZ 85007; sent via email to *I-11ADOTStudy@hdrinc.com;* or submitted on the study's Web site at *http://www.i11study.com/Arizona.*

The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use dissemination, and disposition of information. Accordingly, unless a specific request for a complete hardcopy of the NEPA document is received before it is printed, the FHWA and ADOT will distribute only electronic versions of the NEPA document. A complete copy of the environmental document will be available for review at locations throughout the study area. An electronic copy of the complete environmental document will be available on the study's Web site at *http://www.i11study.com/Arizona.*

Authority: 23 U.S.C. 315; 23 CFR 771.123.

Issued on: May 11, 2016.

Karla S. Petty,

Arizona Division Administrator, Federal Highway Administration.

[FR Doc. 2016–11694 Filed 5–19–16; 8:45 am]

BILLING CODE P

DEPARTMENT OF THE TREASURY

Office of the Comptroller of the Currency

Agency Information Collection Activities: Information Collection Renewal; Submission for OMB Review; Consumer Protections for Depository Institution Sales of Insurance

AGENCY: Office of the Comptroller of the Currency (OCC), Treasury.

ACTION: Notice and request for comment.

SUMMARY: The OCC, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on a continuing information collection, as required by the Paperwork Reduction Act of 1995 (PRA).

In accordance with the requirements of the PRA, the OCC may not conduct or sponsor, and the respondent is not required to respond to, an information collection unless it displays a currently valid Office of Management and Budget (OMB) control number.

The OCC is soliciting comment concerning the renewal of its information collection titled, "Consumer Protections for Depository Institution Sales of Insurance." The OCC also is giving notice that it has sent the collection to OMB for review.

DATES: Comments must be received by June 20, 2016.

ADDRESSES: Because paper mail in the Washington, DC area and at the OCC is subject to delay, commenters are encouraged to submit comments by email, if possible. Comments may be sent to: Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, Attention: 1557–0220, 400 7th Street SW., Suite 3E–218, Mail Stop 9W–11, Washington, DC 20219. In addition, comments may be sent by fax to (571) 465–4326 or by electronic mail to *prainfo@occ.treas.gov.* You may personally inspect and photocopy comments at the OCC, 400 7th Street SW., Washington, DC 20219. For security reasons, the OCC requires that visitors make an appointment to inspect comments. You may do so by calling (202) 649–6700 or, for persons who are deaf or hard of hearing, TTY, (202) 649–5597. Upon arrival, visitors will be required to present valid government-issued photo identification and submit to security screening in order to inspect and photocopy comments.

All comments received, including attachments and other supporting materials, are part of the public record and subject to public disclosure. Do not include any information in your comment or supporting materials that you consider confidential or inappropriate for public disclosure.

Additionally, please send a copy of your comments by mail to: OCC Desk Officer, 1557–0220, U.S. Office of Management and Budget, 725 17th Street NW., #10235, Washington, DC 20503, or by email to: *oira_submission@omb.eop.gov.*

FOR FURTHER INFORMATION CONTACT: Shaquita Merritt, Clearance Officer, (202) 649–5490 or, for persons who are deaf or hard of hearing, TTY, (202) 649–5597, Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, 400 7th Street SW., Suite 3E–218, Mail Stop 9W–11, Washington, DC 20219.

SUPPLEMENTARY INFORMATION: The OCC is proposing to extend OMB approval of the following information collection:

Title: Consumer Protections for Depository Institution Sales of Insurance.

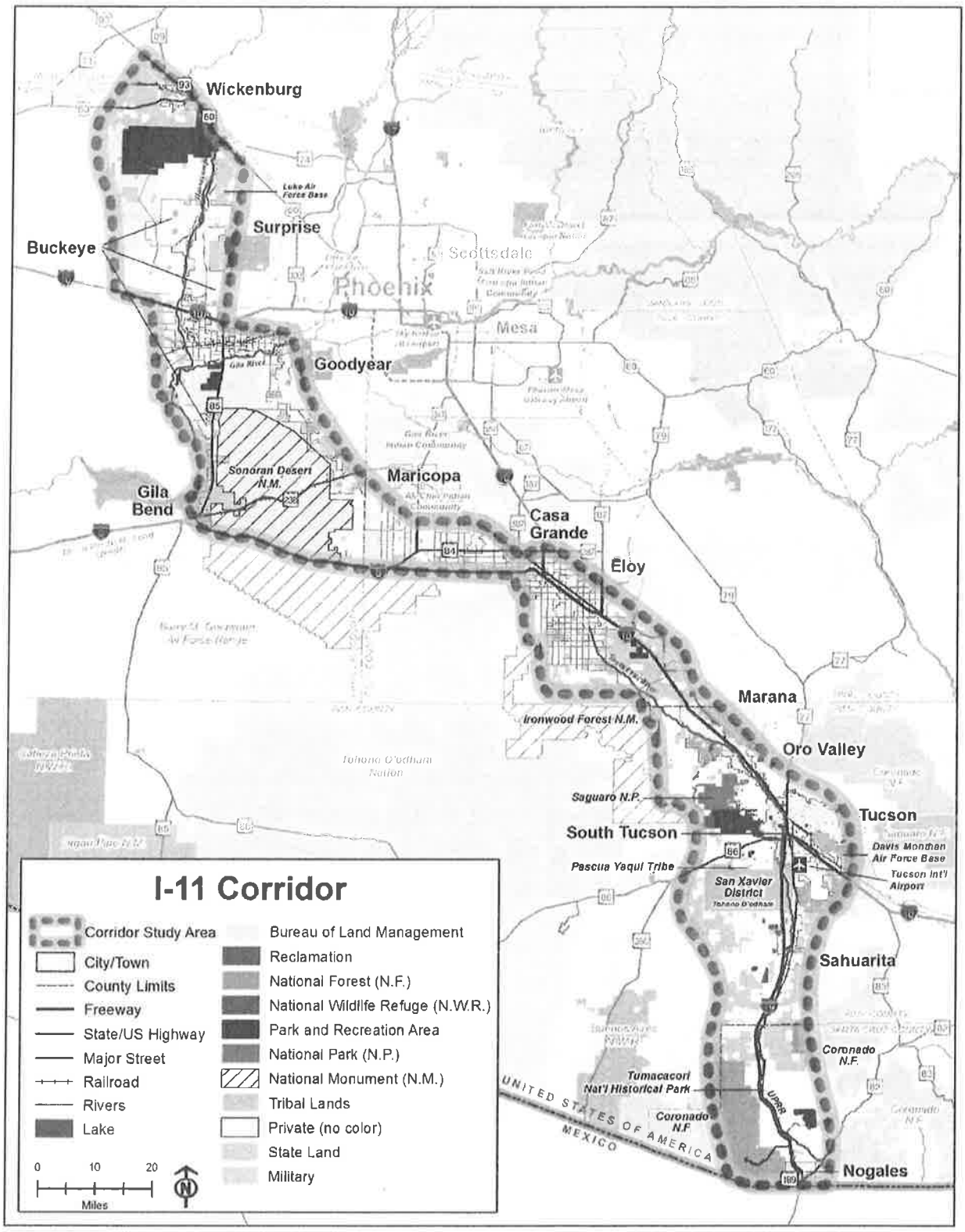
OMB Control No.: 1557–0220.

Type of Review: Extension, without revision, of a currently approved collection.

Description: This information collection is required under section 305 of the Gramm-Leach-Bliley Act (GLB Act), Public Law 106–102. Section 305 of the GLB Act requires the OCC, the Board of Governors of the Federal Reserve System, and the Federal Deposit Insurance Corporation (collectively, the Agencies) to prescribe joint consumer protection regulations that apply to retail sales practices, solicitations, advertising, and offers of any insurance product by a depository institution or by other persons performing these activities at an office of the institution or on behalf of the institution (other covered persons). Section 305 also requires those performing such activities to disclose certain information to consumers (*e.g.,* that insurance products and annuities are not FDIC-insured).

This information collection requires national banks, Federal savings associations, and other covered persons, as defined in 12 CFR 14.20(f) and 136.20, involved in insurance sales to make two separate disclosures to consumers. Under §§ 14.40 and 136.40, a national bank, Federal savings association, or other covered person must prepare and provide orally and in writing: (1) Certain insurance disclosures to consumers before the completion of the initial sale of an insurance product or annuity to a consumer and (2) certain credit

999-M(161)S
I-11, I-19/SR 189 to US 93/SR 89
TRACS No. 999 SW 0 M5180 01P
I-11 Corridor Tier 1 EIS



I-11 Corridor Study Area

999-M(161)S
I-11, I-19/SR 189 to US 93/SR 89
TRACS No. 999 SW 0 M5180 01P
I-11 Corridor Tier 1 EIS

United States Department of the Interior

BUREAU OF RECLAMATION
Lower Colorado Region
Phoenix Area Office
6150 West Thunderbird Road
Glendale, AZ 85306-4001

IN REPLY REFER TO:
PXAO-1500
ENV-3.00

JUL - 8 2016

Interstate 11 Tier 1 EIS Study Team
c/o ADOT Communications
1665 West Jackson Street
Mail Drop 126F
Phoenix, AZ 85007

Subject: I-11 Corridor Tier One (1) Environmental Impact Statement (EIS) Scoping Comments

To Whom It May Concern:

The Bureau of Reclamation has reviewed the Federal Highway Administration (FHWA) and Arizona Department of Transportation's (ADOT) letter, dated May 23, 2016, requesting scoping comments and attended public meetings for the I-11 Corridor Tier 1 EIS. The following comments are provided for your consideration.

It is recommended that the EIS evaluate the potential impacts of the proposed I-11 corridor on Reclamation's wildlife and plant mitigation preserves, special-status species (including federally listed and Wildlife of Special Concern in Arizona), and migratory movement of wildlife.

Tucson Mitigation Corridor
The 2,514-acre Tucson Mitigation Corridor (Fig. 1) was established in 1990 for approximately $4.4 million. The purchase and protection of these lands was a commitment made by Reclamation with the U.S. Fish and Wildlife Service (FWS) and the Arizona Game and Fish Department (AGFD) in the EIS for the Tucson Aqueduct. The Secretary of the Interior, Ms. Sally Jewell, signed a cooperative agreement to manage the property in accordance with the Master Management Plan, which prohibits any future development within the area other than existing wildlife habitat improvements or developments agreed to by Reclamation, AGFD, and FWS. This prohibition is intended to preserve habitat from urbanization while maintaining an open wildlife movement corridor. The property is also protected under Section 4(f) of the Department of Transportation Act of 1966, because it was "*acquired for mitigation purposes pursuant to the authority of the Fish and Wildlife Coordination Act, including general plan lands under Section 3(b) of that act*" (DOI 2014).

In order to maintain a functional wildlife movement corridor, Reclamation installed a series of seven Central Arizona Project (CAP) canal siphons for approximately $3 million, which are concrete pipe sections that travel underneath desert washes. Wildlife frequently use desert washes as a means of migrating from one area to another. In March 2016, two desert bighorn sheep (*Ovis canadensis nelsoni*) were observed using one of the siphon crossings within the

Tucson Mitigation Corridor to migrate from the Ironwood National Monument to the Tucson Mountain District of Saguaro National Park. The construction of an I-11 travel corridor, either through the Tucson Mitigation Corridor or elsewhere within Avra Valley would have acted as a barrier that would have either severely restricted or prohibited their movement while also fragmenting habitat.

Reclamation has recorded 21 National Register eligible or unevaluated archaeological properties along the Central Arizona Project Canal (CAP) within the north and south ends of the I-11 study corridor. There are three eligible historic properties along the CAP in the northern end and 18 archaeological sites along the CAP in the southern portion. All historic properties are either Archaic or Hohokam prehistoric archaeological sites with some large villages located in the southern area. A few of the water oriented archaeological sites are considered Traditional Cultural Properties by southern Arizona Tribes.

Tumamoca Preserves

The tumamoc globeberry (*Tumamoca macdougalii*) is a cryptic perennial vine that was first listed as endangered on April 29, 1986. Suitable habitat and a large number of individuals were found along the proposed CAP canal route. In order to avoid a jeopardy decision Reclamation agreed to a number of conservation measures including the acquisition of approximately 181 acres to establish a preserve. The preserve is made up of seven parcels in Avra Valley that are close to the CAP canal alignment. As a result of that property acquisition and the discovery of additional populations in Mexico, the FWS delisted the tumamoc globeberry. The status of it may require reevaluation by the FWS if a portion of the preserve network is impacted by future development.

Hassayampa River Valley

The corridor study area passes through the Hassayampa River Valley between the Belmont and White Tank Mountains. Within that valley Reclamation has concerns about the impact it will have on local wildlife as it crosses the CAP canal. The canal is often a barrier to wildlife because of the limited ability different species have in crossing. As a result, the canal functions as a wildlife linkage by incidentally directing wildlife movement along its length. In order to help facilitate movement across the canal, Reclamation constructed and maintains 24 wildlife bridges that were strategically placed along its 336-mile length. Two of those bridges were placed between the Belmont Mountains and Hot Rock and Flatiron Mountains while a third was placed just north of the White Tank Mountain Regional Park (Fig. 2). The placement of I-11 within the valley will not only further fragment wildlife habitat and movement along the CAP canal, but it will reduce wildlife usage and access to the local wildlife bridges.

The Sonoran desert tortoise (*Gopherus morafkai*), a species cooperatively managed under the May 27, 2015, Candidate Conservation Agreement (CCA) has been documented north and south along the CAP canal within the Hassayampa River Valley. The construction of a new travel corridor through the Hassayampa River Valley would reduce tortoise access to nearby wildlife bridges. In order to minimize impacts to tortoises it is recommended that additional wildlife

crossing structures across and along the CAP be built to facilitate their movement as mitigation. As signatories of the CCA, both Reclamation and ADOT agreed to incorporate project design features that minimized and maintained tortoise habitat connectivity. The need to maintain connectivity in this valley through the use of bridges and culverts has been discussed with FWS and AGFD and both agencies support this mitigation recommendation.

Reclamation recommends the EIS evaluate the following concerns:

1) Loss of the Tucson Mitigation Corridor as an essential component of a wildlife movement corridor and its impact on desert bighorn sheep movement and other wildlife.
2) Acquisition of other intact wildlife movement corridors as mitigation that would allow Reclamation to maintain its environmental commitments with the FWS and AGFD.
3) Incorporation of wildlife overpasses and culverts that would allow wildlife passage across the proposed I-11 in Avra Valley.
4) Incorporation of additional wildlife bridges over the CAP canal and culverts along it to maintain connectivity for tortoises and other wildlife in the Hassayampa River Valley.
5) Evaluation of the tumamoc globeberry if the Tumamoca Preserves are impacted by the placement of the I-11 corridor.
6) Impact of noise and lighting from I-11 on wildlife connectivity within the Tucson Mitigation Corridor, Avra Valley, and the Hassayampa River Valley.
7) The impact of prospective community growth and development associated with I-11 on wildlife and wildlife connectivity in Avra Valley, the Hassayampa River Valley, and the Tucson Mitigation Corridor.

Thank you for the opportunity to provide Scoping Comments on the I-11 Corridor Tier 1 EIS. We look forward to having the opportunity to review the EIS. If you have any questions, please contact me at 623-773-6250 or Mr. Tab Bommarito at 623-773-6255, or via email at tbommarito@usbr.gov.

Sincerely,

Sean Heath
Chief, Environmental Resource
Management Division

References

Department of the Interior. (April 2014). Handbook on Departmental Review of Section 4(f) Evaluations at:
https://www.doi.gov/sites/doi.gov/files/migrated/pmb/oepc/nrm/upload/4f_handbook.pdf

Figure 1. The Tucson Mitigation Corridor and the nearby Tumamoca Preserves

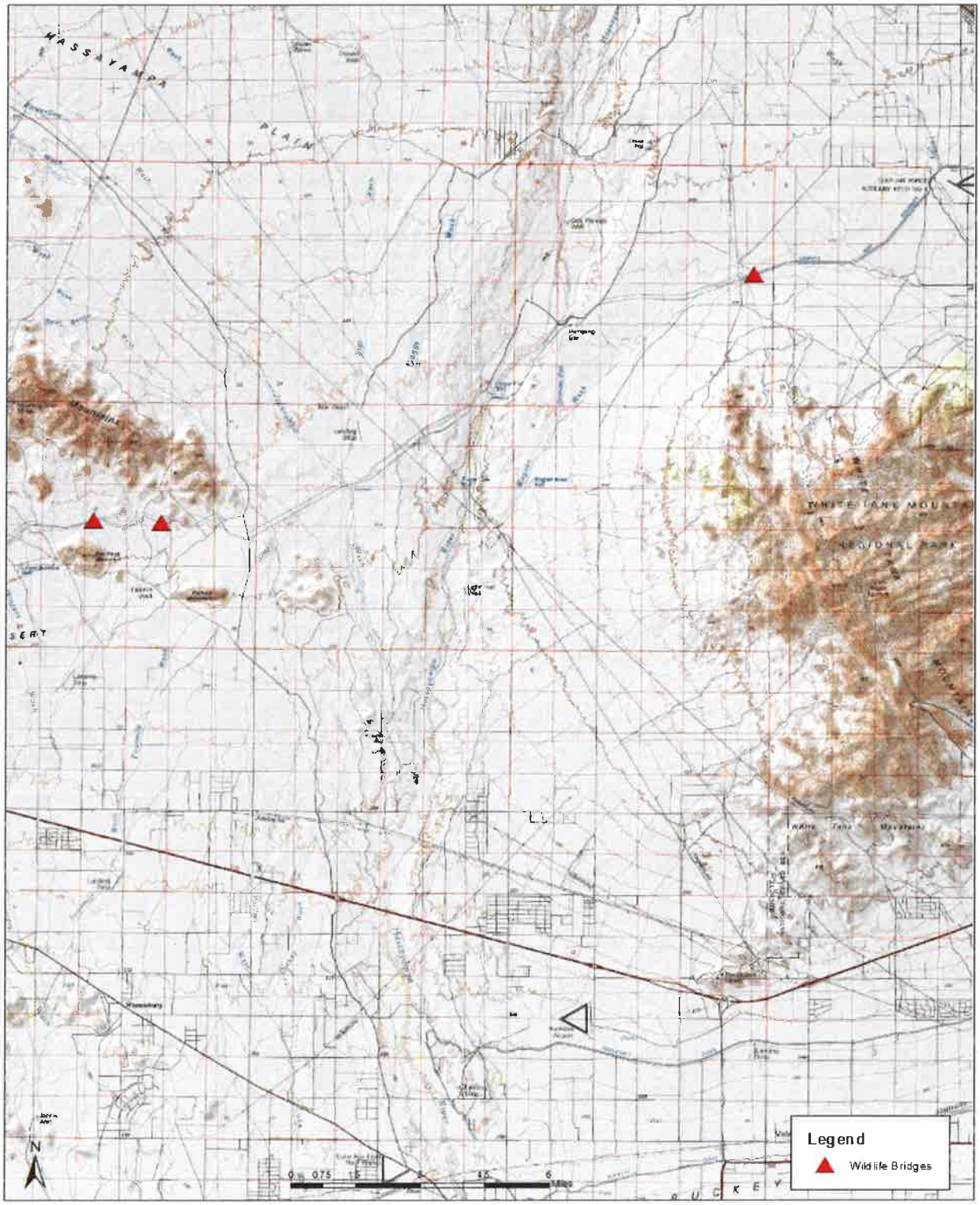


Figure 2. Location of CAP Wildlife Bridges within the Hassayampa River Valley

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105

July 6, 2016

Mr. Aryan Lirange
Senior Urban Engineer
Federal Highway Administration
4000 North Central Avenue, Suite 1500
Phoenix, AZ 85012

Subject: Scoping Comments and Response to Cooperating Agency Invitation for the Tier 1 Environmental Impact Statement for Interstate 11 Corridor between Nogales and Wickenburg, Arizona

Dear Mr Lirange:

The United States Environmental Protection Agency (EPA) has reviewed the Federal Register Notice published May 20, 2016, requesting comments on the Federal Highway Administration proposal to prepare a Tier 1 Draft Environmental Impact Statement (Draft EIS) for the Interstate 11 Corridor between Nogales and Wickenburg, Arizona (Project). Our enclosed comments are provided pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act.

EPA commends the efforts of FHWA in coordinating with our agency, as well as multiple other agencies and municipalities, to seek extensive feedback regarding the potential environmental impacts inherent in the construction of a new interstate corridor. Given the magnitude of the proposed project, continued early coordination with stakeholders in the project area will likely be your greatest asset to ensure a robust NEPA evaluation of the project's environmental impacts and benefits. Our comments below are in addition to comments previously provided at the pre-scoping meeting on March 28, 2016, and comments provided during the prior I-11 and Intermountain West Corridor Study. Additionally FHWA has requested that EPA become a Cooperating Agency for the I-11 Corridor project in a May 23, 2016 letter. EPA accepts FHWA's invitation to become a Cooperating Agency (as defined in NEPA). As a Cooperating Agency, EPA anticipates providing comments on the Purpose and Need, Range of Alternatives, Draft and Final EIS, and at other milestones where we believe we can contribute to avoidance and minimization of potential impacts to resources during the development of the EIS. If it is anticipated that future projects tiering from this EIS will require an Individual Permit pursuant to Clean Water Act Section 404, we would also like to review and comment on the corridor alternative most likely to contain the Least Environmentally Damaging Practicable Alternative (LEDPA). We look forward to working with FHWA to ensure that our early coordination assists both of our agencies in meeting our statutory missions. EPA's participation as a Cooperating Agency does not constitute formal or informal approval of any part of this project under any statute administered by EPA, nor does it limit in any way EPA's independent review of the Draft and Final EISs pursuant to Section 309 of the Clean Air Act.

Through our previous comments, EPA provided multiple recommendations and concerns to be addressed through the Tier 1 process. Our detailed comments below include these, and other recommendations, related to the project purpose and need, incorporation of existing transportation facilities, range of alternatives, environmental design and maintenance, and analysis of impacts to (1) water resources, (2) biological resources and wildlife, (3) noise, (4) air quality, and (5) environmental justice communities. In addition, we have provided recommendations for the analyses of cumulative impacts and growth-related indirect impacts.

Purpose and Need

The DEIS for the proposed project should clearly identify the underlying purpose and need that is the basis for proposing the range of alternatives (40 CFR 1502.13). The purpose and need statement should concisely identify why the project is being proposed and should focus on the desired outcomes of the project (e.g. improve regional mobility) rather than prescribing a predetermined solution (e.g. provide new fully access-controlled facility). Specifically, the need for the proposed improvements must be articulated and justified with consideration of the existing and planned facilities in the area. The projections of future growth and travel increases used to identify the need for the proposed project should be presented along with the assumptions that were used for land use and travel demand forecasting. The DEIS should also incorporate estimates of the magnitude of induced travel into any travel demand modeling and impact analysis.

Incorporation of Existing Transportation Facilities

The prior I-11 and Intermountain West Corridor Study proposed several corridor alternatives that would incorporate existing interstate and state highway facilities as part of the future I-11 corridor. EPA recommends that FHWA continue to study the use of these existing corridors wherever possible in order to reduce the many environmental impacts that occur through the construction of new linear transportation facilities. We believe that utilizing existing transportation corridors will provide the greatest benefit to existing communities, while also minimizing environmental impacts from further growth-inducement and habitat fragmentation.

Range of Alternatives

The DEIS should explore and objectively evaluate a full range of alternatives, including, but not limited to, the no build alternative, improvements to existing facilities, and alternatives that incorporate rail, transit, and/or other multi-modal options. EPA recommends that Alternatives be focused in currently disturbed areas, where feasible, in order to minimize impacts from further growth-inducement and habitat fragmentation that may result from the proposed project. The no build alternative must be evaluated as a bench mark against which to compare both the performance and environmental consequences of the other project alternatives.

A substantial benefit of analyzing a potential multi-modal corridor is the opportunity to collocate vehicular transportation facilities with rail, utility, bicycle, and green energy facilities, thus consolidating the right-of-way needed for each. EPA strongly supports combining projects into a single corridor wherever possible in order reduce the cumulative environmental impact of building multiple dispersed projects. In light of the DOT Policy Statement on Bicycle and Pedestrian Accommodation (http://www.fhwa.dot.gov/environment/bicycle_pedestrian/overview/policy_

accom.cfm), bicyclists should be an integral element of transportation project design and should be given the same priority as other modes of transportation.

Recommendations:

- Coordinate with the Federal Transit Administration (FTA) and Federal Rail Administration (FRA) in the design and analysis of potential transit and rail options for inclusion in the corridor alternatives. In exploring the option to enhance rail and transit access, the DEIS should clearly identify what forms of rail and transit facilities are currently in operation in the project area and note any plans for future expansion. Furthermore, the DEIS should identify activities that can be undertaken by FHWA, and/or other responsible agencies, to enhance rail and transit ridership and effectively increase overall mobility throughout the region;
- Include details of specific design elements proposed to provide bicycle access, either within the Interstate right-of-way, or along adjacent frontage roads;
- Explore the option of including utility and/or green energy production facilities within the proposed I-11 corridor. Many transportation agencies have demonstrated the viability of utilizing the highway ROW for renewable energy production and transmission, as well as for use in electric vehicle charging stations and in powering corridor-related infrastructure. More information can be found on the National Transportation Library website at http://ntl.bts.gov/lib/51000/51800/51866/Alternative_Uses_Rights_Way.pdf

Environmental Design and Maintenance

EPA recommends FHWA commit to building a state-of-the-art interstate corridor that incorporates the highest levels of environmental design and energy efficiency available into construction and maintenance. FHWA should provide a clear vision for how the new interstate would be built and maintained in a manner that reduces use of energy, avoids impacts to environmental resources, and provides for restoration and/or enhancement of previously impacted drainages and wildlife corridors on any existing facilities incorporated into the Interstate corridor.

Recommendations:

- Identify measures to conserve water and manage stormwater runoff. We recommend commitments to implement "green infrastructure" in onsite stormwater management features, such as bioretention areas, vegetated swales, porous pavement, and filter strips. These features can serve as both stormwater treatment and visual enhancements. More detailed information on these forms of "green infrastructure" can be found at http://cfpub.epa.gov/npdes/home.cfm?program_id=298.
- Identify potential measures to produce renewable energy onsite that can be incorporated into design of interstate facilities.
- Commit to use recycled industrial materials in the construction of interstate facilities. Nonhazardous industrial materials, such as coal ash, foundry sand, construction and demolition materials, slags, and gypsum, are valuable products of industrial processes. Industrial materials recycling preserves natural resources by decreasing the demand for virgin materials; conserves energy and reduces greenhouse gas emissions by decreasing the demand for products made from energy intensive manufacturing processes; and saves money by decreasing disposal and materials costs.

- Include a commitment to improve capacity of drainages and wildlife crossings on existing infrastructure that is incorporated into the new interstate corridor.

Water Resources

Given the proximity to important aquatic resources, including the Santa Cruz River, Rillito Creek, Gila River, Hassayampa River, Canada Del Oro Wash, and Alamo Wash, among many others, this project may involve the discharge of dredged or fill material into jurisdictional wetlands and waterways. Discharges of dredged or fill material into waters of the U.S. require authorization by the U.S. Army Corps of Engineers (Corps) under CWA Section 404. The Federal Guidelines at 40 CFR Part 230 promulgated under CWA Section 404 (b)(1) provide substantive environmental criteria that must be met to permit such discharges into waters of the United States.

The purpose of the Guidelines is to restore and maintain the chemical, physical, and biological integrity of waters of the United States. These goals are achieved, in part, by controlling discharges of dredged or fill material (40 CFR 230.1(a)). Fundamental to the Guidelines is the principle that dredged or fill material should not be discharged into the aquatic ecosystem, unless it can be demonstrated that there is no less environmentally damaging practicable alternative that achieves an applicant's project purpose. In addition, no discharge can be permitted if it will cause or contribute to significant degradation of the waters of the United States, cause or contribute to a violation of a State water quality standard, or jeopardize a federally listed species.

Given the extent of the potential impacts associated with the proposed activities, FHWA bears the burden for clearly demonstrating that the preferred alternative for the final route is the least environmentally damaging practicable alternative (LEDPA) that achieves the overall project purpose while not causing or contributing to significant degradation of the aquatic ecosystem. Identification of the LEDPA is achieved by performing an alternatives analysis that estimates the direct, indirect, and cumulative impacts to jurisdictional waters resulting from each corridor alternative considered. At the Tier 1 level, FHWA should present enough information to ensure that the corridor chosen is the corridor most likely to contain the LEDPA. To ensure the alternatives analysis serves its intended purpose as a planning and screening tool, EPA encourages FHWA to meet and discuss project alternatives with the Corps and EPA early in the planning process. Engaging in discussions during the Tier 1 NEPA process will lead to better coordination and understanding of project history once the Tier 2 project-level analyses are initiated.

Waters Assessment

The waters assessment for each alternative should be of an appropriate scope and detail to identify sensitive areas or aquatic systems with functions highly susceptible to change. We recommend that FHWA present enough information in the Tier 1 Draft EIS in order to provide decision-makers with adequate detail to compare corridor-level impacts to aquatic resources and make a determination of which corridor will have fewer impacts to aquatic resources.

Recommendations:

- Include the classification and geographic extent of waters and adjacent riparian areas.
- Characterize the functional condition of waters and adjacent riparian areas.

- Include information on wildlife species and sensitive plant taxa that could reasonably be expected to occur in waters or associated riparian habitat.
- Characterize the hydrologic linkage to any impaired water body.

Avoidance and Minimization Measures

To demonstrate compliance with CWA Guidelines, FHWA must explore on-site alternatives to avoid or minimize impacts to specific waters. Typically, transportation projects can accomplish this by using spanned crossings, arched crossings, or oversized buried box culverts over drainages to encourage continuity of sediment transport and hydrological processes and wildlife passage. It is appropriate at the Tier 1 NEPA phase to identify potential sites for crossings and identify types of crossings that will result in the least damage to aquatic resources.

Recommendations:

- The Draft EIS should include an analysis of major drainage crossings which identifies and prioritizes the potential for improvements to the aquatic system and for wildlife use at each crossing.
- Permanent and temporary impacts to waters of the U.S. for each alternative studied should be estimated in the Tier 1 Draft EIS; for example, acres of waters impacted. For each alternative, the Draft EIS should report these numbers in table form for each impacted water and wetland feature.
- Include in the Draft EIS a commitment to use newer technology culverts and less damaging culverts such as large bottomless or arched culverts and a commitment to span washes and major waterway crossings. While newer techniques to reduce impacts may be available in the future when tier 2 projects are implemented, it is appropriate to commit to best available technologies at this time (along with an estimate of the resources that can be avoided by integrating these techniques).

Biological Resources and Impacts to Wildlife

Several special-status wildlife species have the potential to occur within the project area including the Jaguar *(Panthera onca)*, Southwestern Willow Flycatcher (*Empidonax traillii extimus*), and Yellow-billed Cuckoo *(Coccyzus americanus)*, among others. The Draft EIS should describe efforts to avoid and/or minimize impacts to threatened and endangered species and associated habitats, as well as preserves, parks, and restoration and habitat management areas. The Draft EIS should describe the extent and nature of the protected species and their primary habitat(s) and the extent and nature of potential impacts to proposed and designated critical habitat. The Draft EIS should also provide a description of narrow endemics, unique habitat elements, and suitable habitat for native fauna and flora in the project area and the extent to which each proposed corridor alternative may affect each resource. Efforts to minimize or avoid impacts to resources should be presented. EPA recommends continued early coordination with the Arizona Game and Fish Department (AZGFD) and U.S. Fish and Wildlife Service (FWS) in order to avoid and minimize project impacts to biological resources to the greatest extent possible.

Wildlife corridors are crucial to maintain healthy wildlife populations, and research has shown linear transportation facilities to be particularly harmful due to their tendency to fragment habitat and act as a barrier to wildlife movement. The DEIS should provide qualitative information on any

unavoidable impacts to wildlife movement corridors and should proactively address opportunities for removing barriers to wildlife connectivity and to provide improved wildlife movement throughout the I-11 corridor.

Recommendations:

- Document coordination with the FWS and AZGFD regarding appropriate avoidance, minimization, and mitigation measures to address impacts to wildlife movement.
- Identify all petitioned and listed threatened and endangered species and critical habitat within the project area and assess which species and critical habitat might be directly or indirectly affected by each corridor alternative.
- Incorporate information developed for the Arizona Wildlife Linkages Assessment and identify how corridor alternatives will be designed to allow for continued or improved wildlife movement.
- In addition to reviewing the available data indicating where species ranges may be bisected by the interstate corridor, EPA recommends that FHWA facilitate early coordination meetings with the AZGFD and FWS to explore specific locations and design features for each corridor alternative where wildlife crossings will be needed.
- Provide commitments to include specific design measures in future tier 2 projects that: 1) remove wildlife movement barriers; 2) enhance use of modeled wildlife corridors; and 3) provide crossings with suitable habitat and topography to accommodate multiple species.
- Explore opportunities to enhance and restore wildlife connectivity throughout the project corridor. Use the Tier 1 outreach effort to partner with state, local, and tribal stakeholders to determine if there are opportunities to purchase and/or obtain conservation easements on currently unprotected lands considered important for wildlife connectivity in the project study area.

National Parks, Preserves and Recreation Areas

The project study area is adjacent to and/or includes portions of several parks and other protected lands including the Coronado National Forest, Tumacacori National Historical Park, Saguaro National Park, Ironwood National Monument, Sonoran Desert National Monument, Tucson Mountain Park, Picacho Peak State Park, North Maricopa Mountains Wilderness, Skyline Regional Park, White Tank Mountains Regional Park, and the Vulture Mountain Recreation Area, among others. The DEIS should clearly identify such areas and provide an in-depth discussion of efforts to avoid and minimize direct and indirect impacts to these important public resources.

Recommendations:

- Identify all parks, preserves, and recreation areas within the project study area and assess which might be directly or indirectly affected by each corridor alternative. Provide a qualitative discussion of any impacts determined to be unavoidable.
- Focus corridor alternatives in areas away from parks, preserves, and recreation areas wherever possible in order to avoid any potential direct or indirect impacts.
- Document coordination with the National Park Service, Bureau of Land Management, and other responsible agencies regarding appropriate avoidance, minimization, and mitigation measures to address potential impacts to any parks, preserves, and/or recreation areas.

- Explore opportunities and partnerships to provide additional protection to lands adjacent the interstate corridor in order to avoid indirect impacts to park resources.

Air Quality

The Draft EIS should provide a detailed discussion of ambient air conditions (baseline or existing conditions), National Ambient Air Quality Standards (NAAQS), criteria pollutant nonattainment areas, and potential air quality impacts of the project (including cumulative and indirect impacts) for each fully evaluated alternative. The corridor study area passes through areas that are designated as non-attainment for 8-hour Ozone, particulate matter less than 10 microns in diameter (PM_{10}), and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$). Because of the area's non-attainment status, it will be important to reduce emissions of ozone precursors and particulate matter from future Tier 2 projects to the maximum extent.

Recommendations:

- Provide a detailed discussion of ambient air conditions (baseline or existing conditions), National Ambient Air Quality Standards (NAAQS), criteria pollutant nonattainment areas, and potential air quality impacts of the project (including cumulative and indirect impacts) for each alternative.
- Include an analysis of impacts from the construction and operation of the proposed alternatives. Include monitoring data, any anticipated exceedances of NAAQS, and estimates of all criteria pollutant emissions.
- Disclose the available information about the health risks associated with construction emissions, sensitive receptors in the vicinity of the project area, and how the proposed project will affect current emissions levels.

Greenhouse Gas Emissions and Climate Change

Arizona has one of the highest greenhouse gas (GHG) emissions growth-rates of any state, with transportation being one of the greatest contributor to these emissions. EPA recommends that FHWA analyze the potential greenhouse gas emissions and impacts on climate change from the construction and operation of the proposed project, as well as what impacts climate change might have on the proposed project. Recognizing that climate impacts are not attributable to any single action, but are exacerbated by a series of smaller decisions, we do not recommend comparing GHG emissions from a proposed action to global emissions.

Recommendations:

- Consider providing a frame of reference, such as an applicable Federal, state, tribal or local goal for GHG emission reductions, and discuss whether the projected emissions levels are consistent with such goals.
- Identify any specific actions proposed by FHWA to reduce greenhouse gas emissions from the project, including industrial materials re-use, park and ride facilities, use of low or zero-emissions construction equipment, and inclusion of alternative fuel and green technology infrastructure.
- Given the rapid advancement of alternative transportation technologies and alternative fuels, provide information on how FHWA is planning for corridor-wide infrastructure that could accommodate and provide for these technological advances.

- Include adaptation measures necessary to plan for a flexible and resilient highway given anticipated climate change impacts. For example, the Draft EIS should identify any mitigation measures related to highway construction and operation in a scenario with potentially increasing temperatures and increased storm events.
- Consider referring to the Council on Environmental Quality's December 18, 2014 revised draft guidance for Federal agencies' consideration of greenhouse gas (GHG) emissions and climate change impacts in NEPA, which outlines a framework for addressing these issues and an approach for analyzing impacts.

Cumulative Impact Analysis

Cumulative impacts are defined in the Council on Environmental Quality's (CEQ) NEPA regulations as the impact on the environment that results from the incremental impact of the action when added to the other past, present, and reasonably foreseeable future actions, regardless of what agency (Federal or non-Federal) or person undertakes such actions (40 CFR 1508.7). The cumulative impacts analysis should provide the context for understanding the magnitude of the impacts of the alternatives by analyzing the impacts of other past, present, and reasonably foreseeable projects or actions and then considering those cumulative impacts in their entirety. These actions include both transportation and non-transportation activities. Where adverse cumulative impacts are identified, the Draft EIS should disclose the parties that would be responsible for avoiding, minimizing, and mitigating those adverse impacts (CEQ's Forty Most Frequently Asked Questions #19).

Recommendations:

- The cumulative impact analysis should consider transportation and non-transportation projects such as large-scale developments and urban planning projects that are reasonably foreseeable and are identified within city and county planning documents.
- The cumulative impact analysis should describe the "identifiable present effects" to various resources attributed to past actions. The purpose of considering past actions is to determine the current health of resources. This information forms the baseline for assessing potential cumulative impacts and can be used to develop cooperative strategies for resources protection. Identify the current condition of the resource as a measure of past impacts. For example, the percentage of wetlands lost to date.
- Identify the future condition of the resource based on an analysis of the cumulative impacts of reasonably foreseeable projects or actions added to existing conditions and current trends. Identify the trend in the condition of the resource as a measure of present impacts. For example, the health of the resource is improving, declining, or static.
- EPA recommends that FHWA use the Caltrans cumulative impacts guidance, which is applicable to analyses for projects outside the state of California. This guidance can be found at http://www.dot.ca.gov/ser/cumulative_guidance/purpose.htm.

Growth-related Indirect Impact Analysis

EPA is concerned about the potential indirect impacts of this project related to growth-inducement. Improved access to undeveloped areas may affect the location and timing of growth on surrounding lands, leading to indirect impacts to air quality, waters, wildlife, and many other resources of concern. Growth-inducement may also lead to an increased loss of farmlands which have already

been heavily impacted by extensive development throughout the project study area. The project would benefit from an analysis of growth-related impacts early in project development. A growth-related impact analysis assists with compliance requirements of NEPA by considering environmental consequences as early as possible and providing a well-documented and sound basis for government decision making.

Recommendations:

- Use the Guidance for Preparers of Growth-related, Indirect Impact Analyses (http://www.dot.ca.gov/ser/Growth-related_IndirectImpactAnalysis/gri_guidance.htm) which was coauthored by FHWA, Caltrans, and EPA and is applicable to impact analyses for projects outside of California.
- Identify if the project will affect the location and/or timing of planned growth in the area. Specifically, the analysis should identify the potential resources that may be affected by the increased "zone of influence" associated with interchanges and impacting resources outside of the right-of-way.
- Ground truth the results of your growth-related indirect impact analysis by enlisting local expertise involved in land use issues, such as local government officials, land use and transportation planners, home loan officers, and real estate representatives. Use their collective knowledge to validate or modify the results of your analysis.
- Identify the types of resources that are likely to occur in geographic areas that may be affected by growth. If it is determined that there will be no, or insignificant, impacts to resources of concern, then document the analysis process and report the results.
- Include a discussion of actions that can be taken during project development to foster the implementation of smart growth strategies in the project area, including limiting the number of exits in rural areas, increasing distance between exits, and working with transit and rail providers to ensure multi-modal opportunities are available between small communities and job centers. Additionally, we urge FHWA to coordinate with local municipalities in the pursuit of zoning ordinances that encourage smart growth, thus reducing the project's potential for impacts related to growth-inducement.
- In addition to limiting the number of exits, particularly in sensitive habitat areas, consider the use of conservation buffers along the interstate ROW to reduce the possibility for growth-inducing impacts.

Environmental Justice

The Draft EIS should identify whether the proposed corridor alternatives may disproportionately and adversely affect low income or minority populations in the surrounding area and should discuss appropriate mitigation measures for any adverse impacts. Executive Order 12898 addresses Environmental Justice in minority and low-income populations, and the CEQ has developed guidance concerning how to address Environmental Justice in the environmental review process (https://ceq.doe.gov/nepa_information/justice.html).

Recommendations:

- Identify how the proposed corridor alternatives may affect the mobility of low-income or minority populations in the surrounding area.
- Discuss potential mitigation measures for any anticipated adverse impacts to community members that could result from future tier 2 projects.

- Include opportunities for incorporating public input to promote context sensitive design, especially in minority and low-income communities.
- Document the process used for community involvement and communication, including all measures to specifically outreach to low-income and minority communities. Include an analysis of results achieved by reaching out to these populations.

We look forward to maintaining our strong working relationship with FHWA as we continue to coordinate on the proposed I-11 Corridor between Nogales and Wickenburg. If you have any questions or concerns regarding our comments, please feel free to contact me at 415-972-3370 or meek.clifton@epa.gov.

Sincerely,

for Appleton for

Clifton Meek
Environmental Review Section

Cc via email: Rebecca Yedlin, Federal Highway Administration
Jay Van Echo, Arizona Department of Transportation
Jesse Rice, U.S. Army Corps of Engineers
Cheri Boucher, Arizona Game and Fish Department
Robert Lehman, U.S. Fish and Wildlife Service
David Hurd, National Park Service
Nancy Favour, Bureau of Land Managment

United States Department of the Interior
Fish and Wildlife Service
Arizona Ecological Services Office
9828 N. 31st Avenue Ste C3
Phoenix, AZ 85051
Telephone: (602) 242-0210 Fax: (602) 242-2513

AESO/SE
02EAAZ00-2014-TA-0104

August 4, 2016

Ms. Karla S. Petty, Division Administrator
U.S. Department of Transportation
Federal Highway Administration
4000 North Central Avenue, Suite 1500
Phoenix, Arizona 85012-3500

Re. Cooperating Agency Status in the Tier 1 EIS Process for the Interstate 11 Corridor
FHWA File # 999-M(161)S
ADOT File # 999-SW-0-M5180-01P

Dear Ms. Petty:

Thank you for your May 23, 2016 letter, received in our office on May 25, 2016, inviting the U.S. Fish and Wildlife Service (FWS) to participate as a cooperating agency in the preparation of the subject environmental impact statement (EIS) under the National Environmental Policy Act (NEPA). We will participate due to our special expertise and jurisdiction regarding Federal trust species (federally-listed threatened and endangered species, candidate species, bald and golden eagles, and migratory birds). Our specific authorities for cooperation include the Endangered Species Act of 1973, as amended (16 U.S.C. 1531-1544) (Act), the Migratory Bird Treaty Act of 1918, as amended (16 U.S.C. sec. 703-712), and the Bald and Golden Eagle Protection Act of 1940, as amended (16 U.S.C. 668).

The FWS has two main roles in the decision-making process related to the Tier 1 EIS process for the I-11 corridor: to provide technical expertise in assisting with the evaluation of alternatives in the EIS; and to assist the Secretary of Transportation in complying with the Act and other statutes mentioned above. When conducting section 7 consultations under the Act and providing technical assistance for NEPA processes, FWS uses the best scientific and commercial information available. Such information may include the results of studies or surveys conducted by or for Federal agencies, published and unpublished studies and literature, information from past and/or related biological opinions and biological assessments, status reports and listing rules, and recovery plans. However, FWS must often deal with a lack of information and uncertainty. When this is the case, FWS works with the action agency to develop sufficient information to adequately evaluate the effects of the proposed action on fish and wildlife species

and habitats. If it is not possible to develop such information, FWS uses the information that is available and, during section 7 consultations, provides the benefit of the doubt to the species when evaluating the potential for jeopardy to listed species and adverse modification of critical habitat.

We also retain the right to submit comments and independent recommendations on all issues related to the EIS through the normal EIS review and comment process. If you have any comments or questions, please contact Robert Lehman at (602) 242-0210 or Brenda Smith at (928) 556-2157.

Sincerely,

Steven L. Spangle
Field Supervisor

cc: (electronic)

Rebecca Yedlin, FHWA Environmental Coordinator

W:\Bob Lehman\Final Docs\I-11 Cooperating Agency Response Letter.docx cgg

USDA United States Department of Agriculture | Forest Service | Coronado National Forest Supervisor's Office

300 West Congress St.
Tucson, AZ 85701
520-388-8300
FAX: 520-388-8305

File Code: 1900
Date: July 1, 2016

JUI 7 - 2016

Rebecca Yedlin
Environmental Coordinator
Federal Highway Administration
4000 N. Central Avenue, Suite 1500
Phoenix, AZ 85012

Dear Ms. Yedlin:

The Coronado National Forest (CNF) appreciates the opportunity to comment on the Tier 1 Environmental Impact Statement for the Interstate 11 Corridor between Nogales and Wickenburg, AZ. Additionally, we look forward to becoming a cooperating agency with the Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) for this project.

In response to scoping, as requested in the May 23, 2016 Federal Register publication, the CNF does not wish to see any portion of Interstate 11 cross National Forest System lands. Nearly the entire proposed corridor occurring on the CNF lies within inventoried roadless areas, wilderness, and/or is located in Mexican spotted owl and jaguar designated critical habitat as depicted on the enclosed map. Development of a road in an inventoried roadless area or wilderness is prohibited by law under the '2001 Roadless Rule' and Wilderness Act respectively. Further, compliance with the Endangered Species Act (ESA) requires federal actions to be conducted such that they are not likely to jeopardize the continued existence of a listed species or result in the destruction or adverse modification of designated critical habitat. If a project reaches the level of "jeopardy" or "adverse modification" then the U.S. Fish and Wildlife Service has the authority to mandate alternatives to the proposed action. Finally, regarding the Regional Forester's Sensitive Species, Forest Service Manual 2670 regulation directs the Forest Service to develop and implement management practices to ensure that species do not become threatened or endangered and maintain viable populations of all native and desired nonnative wildlife, fish, and plant species in habitats distributed throughout their geographic range on National Forest System lands.

Inventoried Roadless Areas

Much of the proposed corridor west of Interstate 19 lies within three different Inventoried Roadless Areas designated under the Roadless Area Conservation Final Rule ('2001 Roadless Rule'). In accordance with 36 CFR 294.12(a): "A road may not be constructed or reconstructed in inventoried roadless areas of the National Forest System, except as provided in paragraph (b) of this section…."

Wilderness

Two existing Wildernesses (Pajarita and Mt. Wrightson) exist within the proposed corridor. Development of a road within wilderness is prohibited under 36 CFR 293.6 which states: "there shall be in National Forest Wilderness no commercial enterprises; no temporary or permanent

roads; no aircraft landing strips; no heliports or helispots, no use of motor vehicles, motorized equipment, motorboats, or other forms of mechanical transport; no landing of aircraft; no dropping of materials, supplies, or persons from aircraft; no structures or installations; and no cutting of trees for nonwilderness purposes."

Endangered Species Act

The proposed action will be the subject to consultation under Section 7 of the Endangered Species Act (ESA). The CNF supports the largest number of endangered and threatened species in the region and designated or proposed critical habitat for several of them. Specifically, the proposed corridor supports designated critical habitat for Mexican spotted owl, Chiricahua leopard frog, southwestern willow flycatcher, and jaguar as well as proposed critical habitat for western yellow-billed cuckoo. Additionally the area supports known populations of western yellow billed- cuckoo, Mexican spotted owl, jaguar, Sonoran chub, Pima pineapple cactus, lesser long-nosed bat, Chiricahua leopard frog, and northern Mexican gartersnake, all of which are listed as threatened or endangered. Moreover, a number of species that are currently being considered for listing under the ESA as threatened or endangered, as well as 75 Regional Forester's Sensitive Species and the Santa Rita-Tumacacori wildlife corridor, occur in the proposed corridor. Recent experience with high profile large scale projects on the Coronado has shown that ESA issues, in particular, are highly controversial and become the central focus of the project increasing cost and delays and adversely affecting the species themselves.

Based on the aforementioned reasons, we strongly recommend roadway alignment avoid lands managed by the Coronado National Forest.

With regard to becoming a cooperating agency, it is our understanding that roles and responsibilities will be clearly defined in a forthcoming Coordination Plan provided by FHWA. Upon receipt, the document will be reviewed and authorized thereby formalizing our cooperating agency status as required under the FAST Act. In the interim, we understand our role to be reviewing draft and final documents for the EIS and attending monthly cooperating agency meetings and conference calls.

I, along with my staff, appreciate the opportunity for providing review and comment on the proposed Interstate 11 Corridor EIS and we look forward to future coordination with FHWA and ADOT. We support your efforts to analyze alternatives and identify a 2000' corridor from Nogales to Wickenburg.

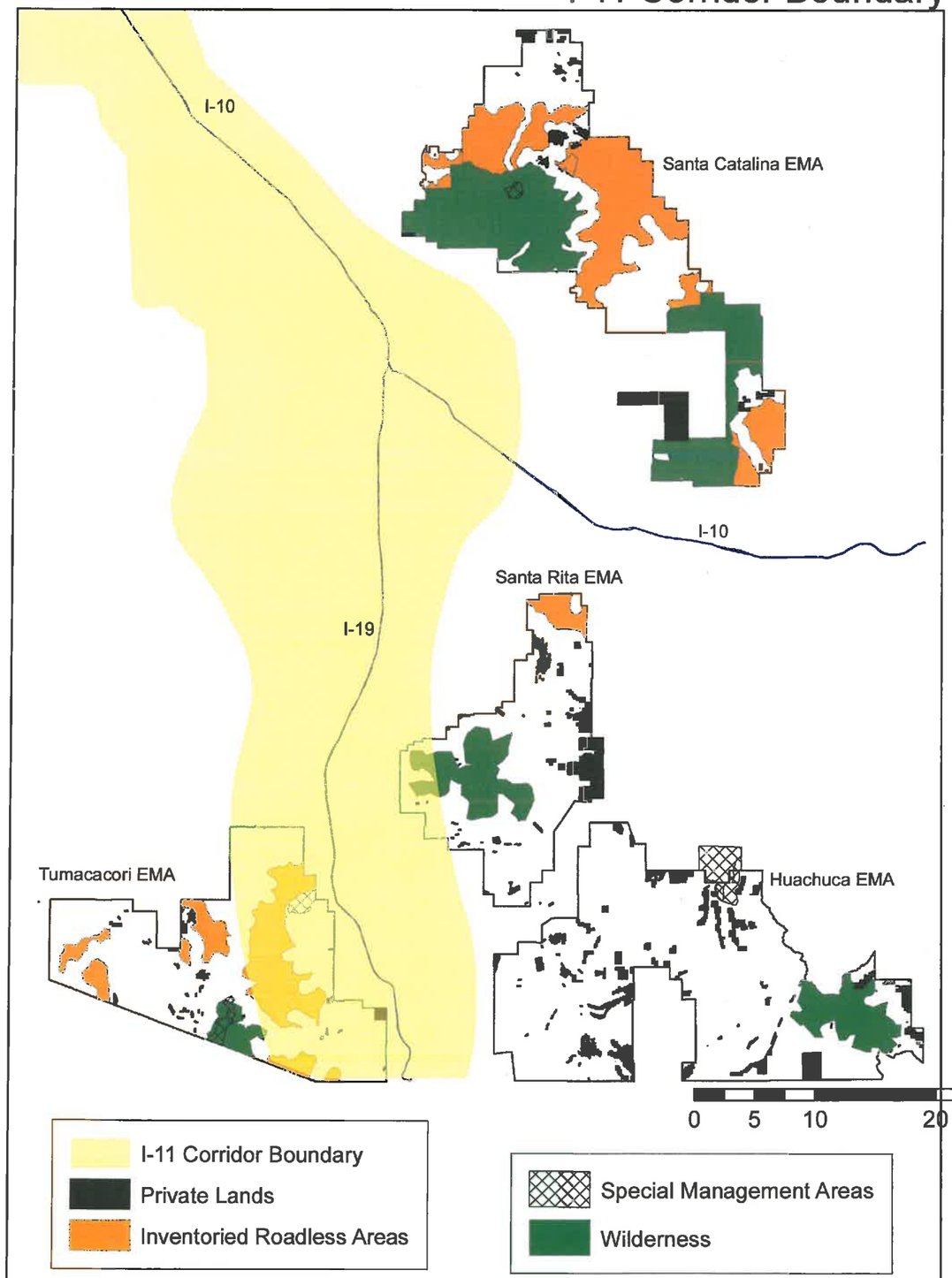
Sincerely,

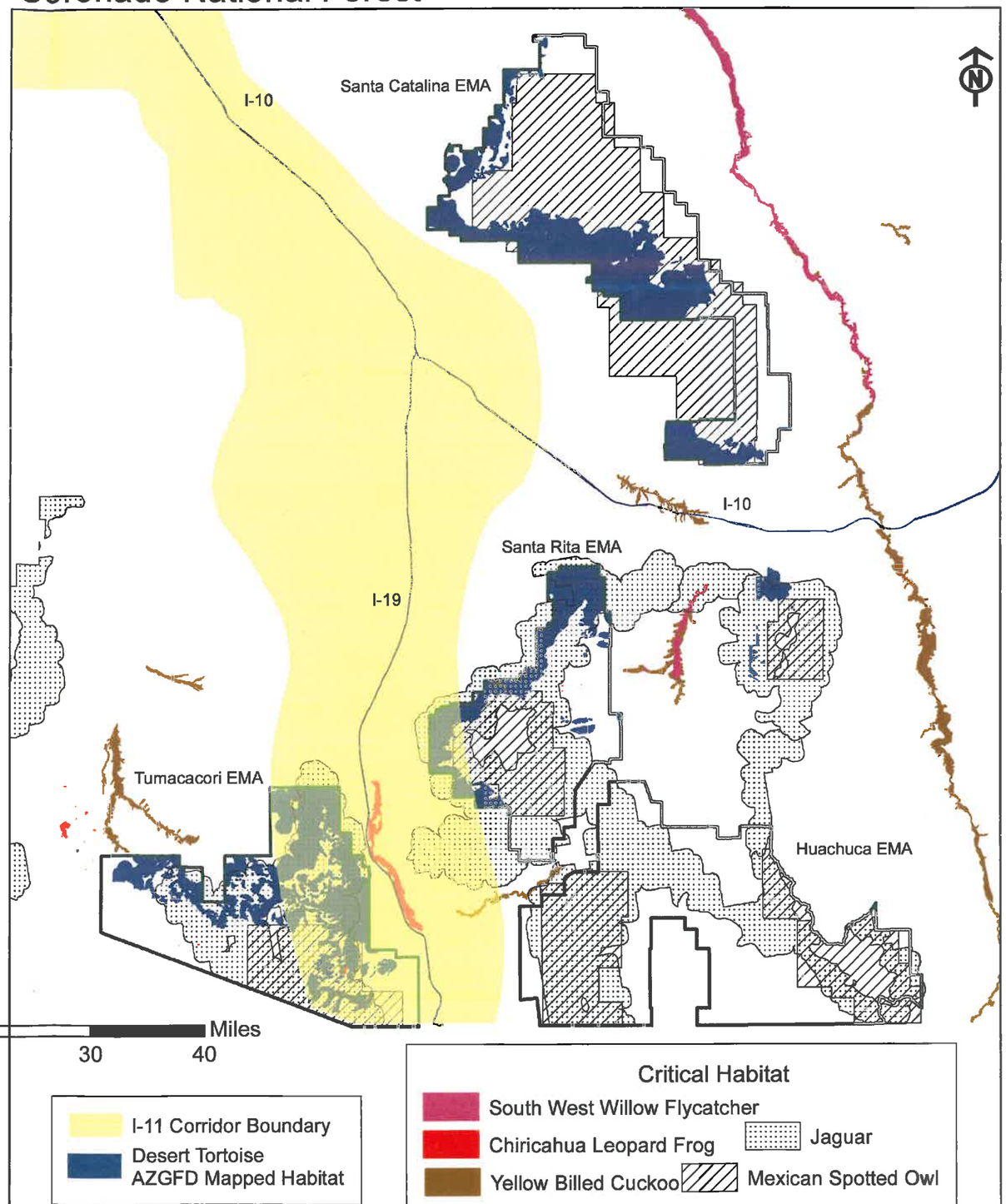
D L Bumpus

FOR KERWIN S. DEWBERRY
Forest Supervisor

Enclosure

I-11 Corridor Boundary - Coronado National Forest





Participating Agency Comments Received

Ak-Chin Indian Community
Arizona Corporation Commission (ACC)
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)
Bureau of Indian Affairs (BIA)
Central Arizona Governments (CAG)
Central Arizona Irrigation and Drainage District
Central Yavapai Metropolitan Planning Organization (CYMPO)
City of Buckeye
City of Casa Grande
City of Eloy
City of Goodyear
City of Maricopa
City of Nogales
City of Surprise
City of South Tucson
City of Tucson
Cortaro-Marana Irrigation District
Federal Emergency Management Agency (FEMA)
Greene Reservoir Flood Control District
Maricopa Association of Governments (MAG)
Maricopa County (including Flood Control District of Maricopa County)
Maricopa Flood Control District
USDA, Natural Resources Conservation Service (NRCS)
Pascua Yaqui Tribe
Pima Association of Governments (PAG)
Pima County
Pima County Flood Control
Pinal County
Pinal County Flood Control District
Sun Corridor Metropolitan Planning Organization (SCMPO)
SouthEastern Arizona Association of Governments (SEAGO)
Arizona State Historic Preservation Office (SHPO)
Salt River Project (SRP)
San Carlos Irrigation and Drainage District (SCIDD)

Santa Cruz County
Town of Gila Bend
Town of Marana
Town of Oro Valley
Town of Sahuarita
Town of Wickenburg
Trico Electric Cooperative
US Army Corps of Engineers (USACE)
US Air Force (USAF), Davis-Monthan Air Force Base
US Customs and Border Protection (CBP)
Western Area Power Administration (WAPA)
Yavapai County
Yavapai County Flood Control

AK-CHIN INDIAN COMMUNITY

Community Government

42507 W. Peters & Nall Road • Maricopa, Arizona 85138 • Telephone: (520) 568-1000 • Fax: (520) 568-1001

June 21, 2016

Ms. Rebecca Yedlin
Environmental Coordinator
Federal Highway Administration
4000 N. Central Ave., Ste. 1500
Phoenix, AZ 85012-3500

Re: I-11 Corridor Tier 1 EIS Participating Agency Invitation Letter

Dear Ms. Yedlin:

The Ak-Chin Indian Community (Community) is in receipt of the Federal Highway Administration's (FHWA's) letter dated May 24, 2016 inviting our Community to be a Participating Agency in the Tier 1 Environmental Impact Statement (EIS) for the I-11 Corridor. Our Community Council has agreed that the Community will serve as a Participating Agency and that staff will work with FHWA and Arizona Department of Transportation (ADOT) staff involved in the study.

Please keep us apprised of any future coordination meetings. Should you have any questions, please contact Sandra Shade, Senior Planner at 520-568-1069 or Sandra.Shade@ak-chin.nsn.us.

Sincerely,

Robert Miguel
Chairman

Cc: Ak-Chin Indian Community Council
Bart Smith, Community Operations Manager, ACIC
Sandra Shade, Senior Planner, ACIC
Caroline Antone, Cultural Resources Manager, ACIC
Brenda Ball, Environmental Director, ACIC
Jay Van Echo, Project Manager, ADOT
Don Sneed, Senior Planner and Tribal Liaison, ADOT

Ives, Lisa

From: Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>
Sent: Monday, October 17, 2016 12:43 PM
To: Jay Van Echo (JVanEcho@azdot.gov); Lirange, Aryan (FHWA)
Cc: Ives, Lisa
Subject: FW: ADOT & FHWA I-11 Corridor Tier 1 EIS

fyi

From: John Mazza [mailto:JMazza@azcc.gov]
Sent: Monday, October 17, 2016 12:38 PM
To: Bodington, Kimberly; Yedlin, Rebecca (FHWA)
Cc: AMER-US-AZ Phoenix-i11doccontrol; Watson, Chris (FRA); Greg Taylor
Subject: RE: ADOT & FHWA I-11 Corridor Tier 1 EIS

Kimberly-
Thanks for including us in the initial discussions and EIS process for the I-11 project.

I'd love to be part of future discussions…I've Cc'd my Railroad and Pipeline supervisors for reference as they will most likely be joining me in future discussions/meetings.

John

John M. Mazza
Safety Division Director
AZ Corporation Commission
1300 W. Washington Street
Phoenix, AZ 85007
(602) 262-5601 (Office)
jmazza@azcc.gov

From: Bodington, Kimberly [mailto:Kimberly.Bodington@aecom.com]
Sent: Friday, October 14, 2016 2:09 PM
To: John Mazza <JMazza@azcc.gov>
Cc: AMER-US-AZ Phoenix-i11doccontrol <i11doccontrol@aecom.com>
Subject: ADOT & FHWA I-11 Corridor Tier 1 EIS

Dear Mr. Mazza,

Thank you for taking the time to discuss the I-11 Corridor Tier 1 EIS project with me on the phone this afternoon. As promised, the invitation letter that was previously sent to Mr. Dwight Nodes is attached to this email. If you are interested in moving forward as a Participating Agency, *please respond to Rebecca Yedlin of FHWA* as noted in the attached letter at your earliest convenience.

Following your acceptance, we can then follow-up with you on a project update, which will include providing you with any work products that have been circulated to the Participating Agencies to date. I have updated our records, and going forward you will be the ACC point of contact.

Please do not hesitate to reach out if you have any questions. We look forward to hearing from you.

Best,
Kimberly

Kimberly Bodington
Transportation Planner
Multimodal Planning Department
D +1-602-648-2580
kimberly.bodington@aecom.com

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Arizona Department of Corrections

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(602) 542-5497
www.azcorrections.gov

DOUGLAS A. DUCEY
GOVERNOR

CHARLES L. RYAN
DIRECTOR

JUN 10 2016

June 7, 2016

Federal Highway Administration
Attention: Karla S. Petty, Division Administrator
Arizona Division Office
4000 North Central Avenue, Suite 1500
Phoenix, AZ 85012-3500

RE: 999-M(161)S
I-11, I-19/SR 189 to US 93/SR 89
TRACS No. 999 SW 0 M5180 01P
I-11 Corridor Tier 1 EIS

Dear Ms. Petty:

The Arizona Department of Corrections (Department) appreciates the invitation to participate in the Tier 1 EIS for the I-11 corridor. The Department would be most interested in participating in the Tier 1 EIS study.

Mr. Michael Landry, Engineering and Facilities Administrator will be the point of contact for our agency. Mr. Landry can be reached by email at mlandry@azcorrections.gov or by phone at (602) 364-4292.

Thank you for providing our agency the opportunity to participate in this planning process.

Sincerely,

Charles L. Ryan
Director

CLR/MPK/ml

Enclosure

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

May 24, 2016

In Reply Refer To:

999-M(161)S
I-11, I-19/SR 189 to US 93/SR 89
TRACS No. 999 SW 0 M5180 01P
I-11 Corridor Tier 1 EIS
Participating Agency Invitation Letter

Mr. Charles Ryan, Director
Arizona Department of Corrections
1601 West Jefferson
Phoenix, Arizona 85007

Dear Mr. Ryan:

The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) are initiating an Alternatives Selection Report (ASR) and Tier 1 Environmental Impact Statement (EIS) for the I-11 Corridor located between Nogales and Wickenburg in the counties of Santa Cruz, Pima, Pinal, Maricopa, and Yavapai, Arizona in accordance with the National Environmental Policy Act (NEPA) and other regulatory requirements. A copy of the Notice of Intent (NOI) to prepare the Tier 1 EIS published in the Federal Register is enclosed, which officially begins the 45-day scoping period on May 23, 2016. The FHWA is the Federal Lead Agency and ADOT is the Local Project Sponsor for the Tier 1 EIS under NEPA.

This letter invites your agency to be a Participating Agency in the Tier 1 EIS process for the I-11 Corridor. If you were previously involved in any prior studies or pre-scoping activities related to I-11, we encourage your agency to formally respond to this invitation and submit any comments and input now that we are beginning the formal scoping process.

The ASR and Tier 1 EIS will build upon the prior I-11 and Intermountain West Corridor Study (IWCS) completed in 2014, which was a multimodal planning effort that involved ADOT, the Nevada Department of Transportation (NDOT), FHWA, Federal Railroad Administration (FRA), Maricopa Association of Governments (MAG), Regional Transportation Commission of Southern Nevada (RTC), and other key stakeholders. The I-11 Corridor was identified as a critical piece of multimodal infrastructure that would diversify, support, and connect the economies of Arizona and Nevada. It also could be connected to a larger north-south transportation corridor, linking Mexico and Canada.

In December 2015, the United States (US) Congress approved the Fixing America's Surface Transportation (FAST) Act, which is a 5-year legislation to improve the Nation's surface transportation infrastructure. The FAST Act formally designates I-11 throughout Arizona, reinforcing ADOT's overall concept for the I-11 Corridor that emerged from the IWCS study.

The FHWA and ADOT are continuing to study the I-11 Corridor in Arizona for the approximate 280-mile section between Nogales and Wickenburg, as shown on the enclosed map. Initially, the ASR will assess a wide range of corridor alternatives through a robust evaluation process that

uses various topographical, environmental, and other planning information to help identify opportunities and constraints. The number of corridor alternatives will then be reduced to a reasonable range and carried forward into the Draft Tier 1 EIS along with the No Build Alternative (i.e., do-nothing option). The Tier 1 EIS will continue to assess in more detail the potential social, economic, and natural environmental impacts of the No Build Alternative and remaining corridor alternatives (i.e., Build Alternatives). Phased Implementation Plans will be developed for the Build Alternatives, which will be comprised of smaller proposed projects that could be implemented in the future following completion of the Tier 1 EIS. The primary goal of the ASR and Tier 1 EIS is to reach consensus on a Selected Corridor Alternative (2,000 feet wide) from Nogales to Wickenburg.

In accordance with Title 40 Code of Federal Regulations (CFR) 1501.6 and 23 CFR 771.111(d), the FWHA and ADOT invite your organization to be a Participating Agency during the Tier 1 EIS process. As a Participating Agency, you would be requested to provide the following during the development of the Tier 1 EIS:

- Participation in coordination meetings, and/or field visits, as appropriate; and
- Identification of the impacts and important issues to be addressed in the Tier 1 EIS pertaining to the intersection of the alternatives with the resource(s) in your jurisdiction.

If your agency does not wish to be a Participating Agency, the FHWA respectfully requests that you decline this invitation in writing indicating that your agency has no jurisdiction or authority with respect to the I-11 Corridor; has no expertise or information relevant to the I-11 Corridor; or does not intend to submit comments on the I-11 Corridor at this time. Your written response may be transmitted electronically to Rebecca Yedlin, FHWA Environmental Coordinator, at rebecca.yedlin@dot.gov or by mail to 4000 N. Central Ave., Suite 1500, Phoenix, AZ 85012.

The FHWA and ADOT greatly appreciate your input, and we invite you to participate in any of the following Agency Scoping Meetings for the Tier 1 EIS:

Tuesday, June 7, 2016 from 1:30 to 3:30 PM
Arizona Department of Transportation
Leadership and Employee Engagement Conference Room
2739 East Washington Street, Phoenix, Arizona

Wednesday, June 8, 2016 from 1:30 to 3:00 PM
Dorothy Powell Senior Adult Center, Dining Room
405 East 6th Street, Casa Grande, Arizona

Wednesday, June 22, 2016 from 10:00 to 11:30 AM
Pima Association of Governments, Large Conference Room
1 East Broadway Boulevard, Suite 401, Tucson, Arizona

If you are not able to attend any of these Agency Scoping Meetings in person, we will also set up a webinar so you can join the meetings on-line. The information is as follows:

Click Here: https://www.connectmeeting.att.com
Meeting Number/Call-In: 1-888-369-1427; Access Code: 6874525#

In addition, we invite you to attend the Public Scoping Meetings that will also be held for the I-11 Corridor Tier 1 EIS. Information on these meetings can be found on-line at http://i11study.com/Arizona.

In order to give your agency adequate opportunity to weigh the relevance of your participation as a Participating Agency in this environmental review process, a written response to accept or decline this invitation is not due until the **end of the scoping period on Friday, July 8, 2016.**

If you have any questions or would like additional information, please contact Rebecca Yedlin, FHWA Environmental Coordinator, at 602-382-8979 or rebecca.yedlin@dot.gov. Thank you for your cooperation and interest in the I-11 Corridor Tier 1 EIS.

Sincerely,

for Karla S. Petty
Division Administrator

JUN 10 2016

Enclosures

cc:
Rebecca Yedlin, FHWA Environmental Coordinator
Jay Van Echo, ADOT Project Manager, MD T100
Lisa Ives, AECOM Consultant Team Project Manager
RYedlin:cdm

Assessment (Final EA) for the project, approved in the Finding of No Significant Impact (FONSI) issued on April 26, 2016, and in other documents in the TxDOT administrative record. The Final EA, FONSI, and other documents in the administrative record file are available by contacting TxDOT at the address provided above. The Final EA and FONSI can be viewed on the project Web site at *www.183north.com*.

This notice applies to all TxDOT decisions and Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

1. General: National Environmental Policy Act (NEPA) [42 U.S.C. 4321–4351]; Federal-Aid Highway Act [23 U.S.C. 109].
2. Air: Clean Air Act [42 U.S.C. 7401–7671(q)].
3. Land: Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303]; Landscaping and Scenic Enhancement (Wildflowers) [23 U.S.C. 319].
4. Wildlife: Endangered Species Act [16 U.S.C. 1531–1544 and Section 1536]; Fish and Wildlife Coordination Act [16 U.S.C. 661–667(d)]; Migratory Bird Treaty Act [16 U.S.C. 703–712].
5. Historic and Cultural Resources: Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470(f) *et seq.*]; Archeological Resources Protection Act of 1977 [16 U.S.C. 470(aa)–11]; Archeological and Historic Preservation Act [16 U.S.C. 469–469(c)]; Native American Grave Protection and Repatriation Act (NAGPRA) [25 U.S.C. 3001–3013].
6. Social and Economic: Civil Rights Act of 1964 [42 U.S.C. 2000(d)–2000(d)(1)]; American Indian Religious Freedom Act [42 U.S.C. 1996]; Farmland Protection Policy Act (FPPA) [7 U.S.C. 4201–4209].
7. Wetlands and Water Resources: Clean Water Act [33 U.S.C. 1251–1377]; Land and Water Conservation Fund (LWCF) [16 U.S.C. 4601–4604]; Safe Drinking Water Act (SDWA) [42 U.S.C. 300(f)–300(j)(6)]; Rivers and Harbors Act of 1899 [33 U.S.C. 401–406]; Wild and Scenic Rivers Act [16 U.S.C. 1271–1287]; Emergency Wetlands Resources Act [16 U.S.C. 3921, 3931]; TEA–21 Wetlands Mitigation [23 U.S.C. 103(b)(6)(m), 133(b)(11)]; Flood Disaster Protection Act [42 U.S.C. 4001–4128].
8. Executive Orders: E.O. 11990, Protection of Wetlands; E.O. 11988, Floodplain Management; E.O. 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations; E.O. 11593, Protection and Enhancement of Cultural Resources; E.O. 13007, Indian Sacred Sites; E.O. 13287, Preserve America; E.O. 13175, Consultation and Coordination with Indian Tribal Governments; E.O. 11514, Protection and Enhancement of Environmental Quality; E.O. 13112, Invasive Species; E.O. 12372, Intergovernmental Review of Federal Programs.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

Authority: 23 U.S.C. 139(l)(1).

Issued on: May 5, 2016.

Michael T. Leary,

Director, Planning and Program Development, Federal Highway Administration.

[FR Doc. 2016–11060 Filed 5–19–16; 8:45 am]
BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Tier 1 Environmental Impact Statement for Interstate 11 Corridor Between Nogales and Wickenburg, Arizona

AGENCY: Federal Highway Administration (FHWA), Arizona Department of Transportation (ADOT), DOT.

ACTION: Notice of intent to prepare a Tier 1 Environmental Impact Statement (EIS).

SUMMARY: The FHWA, as the Federal Lead Agency, and the ADOT, as the Local Project Sponsor, are issuing this notice to advise the public of our intention to prepare a Tier 1 EIS for the Interstate 11 (I–11) Corridor between Nogales and Wickenburg, AZ (I–11 Corridor). The Tier 1 EIS will assess the potential social, economic, and natural environmental impacts of a vehicular transportation facility and potential multimodal facility (rail and utility) opportunities in the designated I–11 Corridor across a range of alternatives, including a "No Build" alternative. The Tier 1 EIS will be prepared in accordance with regulations implementing the National Environmental Policy Act (NEPA), and provisions of Fixing America's Surface Transportation Act (FAST) Act.

FOR FURTHER INFORMATION CONTACT: For FHWA, contact Mr. Aryan Lirange, Senior Urban Engineer, Federal Highway Administration, 4000 North Central Avenue, Suite 1500, Phoenix, AZ 85012, telephone at 602–382–8973, or via email at *Aryan.Lirange@dot.gov*. Regular office hours are from 7:30 a.m. to 4:30 p.m., Monday through Friday, except Federal holidays. For ADOT, contact Mr. Jay Van Echo, I–11 Corridor Project Manager, Arizona Department of Transportation, 206 South 17th Avenue, Mail Drop 310B, Phoenix, AZ 85007, telephone at 520–400–6207, or via email at *JVanEcho@azdot.gov*. Regular office hours are from 8:00 a.m. to 5:00 p.m., Monday through Friday, except Federal holidays. Project information can be obtained from the project Web site at *http://www.i11study.com/Arizona*.

SUPPLEMENTARY INFORMATION: The purpose of this notice is to: (1) Alert interested parties to FHWA's plan to prepare the Tier 1 EIS; (2) provide information on the nature of the proposed action; (3) solicit public and agency input regarding the scope of the Tier 1 EIS, including the purpose and need, alternatives to be considered, and impacts to be evaluated; and (4) announce that public and agency scoping meetings will be conducted. The FHWA intends to issue a single Final Tier 1 EIS and Record of Decision (ROD) document pursuant to FAST Act Section 1311 requirements, unless FHWA determines statutory criteria or practicability considerations preclude issuance of a combined document.

The Tier 1 EIS will build upon the prior I–11 and Intermountain West Corridor Study (IWCS) completed in 2014. This Planning and Environmental Linkages study was a multimodal planning effort that included ADOT, Federal Railroad Administration, FHWA, Maricopa Association of Governments, Nevada Department of Transportation, Regional Transportation Commission of Southern Nevada, and other key stakeholders. The I–11 and Intermountain West Corridor was identified as a critical piece of multimodal infrastructure that would diversify, support, and connect the economies of Arizona and Nevada. The I–11 and Intermountain West Corridor could also be connected to a larger north-south transportation corridor, linking Mexico and Canada.

On December 4, 2015, the President signed into law the FAST Act, which is a 5-year legislation to improve the Nation's surface transportation infrastructure. The FAST Act formally designates I–11 throughout Arizona, reinforcing ADOT's overall concept for the Arizona I–11 Corridor that emerged from the IWCS study. The FHWA and ADOT continue to advance the I–11 Corridor in Arizona for the approximately 280-mile section between Nogales and Wickenburg with this Tier I EIS study.

The FHWA and ADOT will undertake a scoping process for the I–11 Corridor that will allow the public and interested agencies to comment on the scope of the environmental review process. The FHWA and ADOT will invite all interested individuals, organizations, public agencies, and Native American Tribes to comment on the scope of the

Notice of Intent

999-M(161)S
I-11, I-19/SR 189 to US 93/SR 89
TRACS No. 999 SW 0 M5180 01P
I-11 Corridor Tier 1 EIS

Tier 1 EIS, including the purpose and need, alternatives to be studied, impacts to be evaluated, and evaluation methods to be used. The formal scoping period is from the date of this notice until July 8, 2016. Six public scoping meetings and three interagency scoping meetings for Federal, State, regional and local resource and regulatory agencies will be held during the formal scoping period. In addition, cooperating and participating agency invitation letters will be sent to agencies that have jurisdiction or may have an interest in the I–11 Corridor.

The buildings used for the meetings are accessible to persons with disabilities. Any person who requires special assistance, such as a language interpreter, should contact the Interstate 11 Tier 1 EIS Study Team at telephone 844–544–8049 or via email at *I-11ADOTStudy@hdrinc.com* at least 48 hours before the meeting.

Written comments on the scope of the Tier 1 EIS should be mailed to: Interstate 11 Tier 1 EIS Study Team, c/o ADOT Communications, 1655 West Jackson Street, Mail Drop 126F, Phoenix, AZ 85007; sent via email to *I-11ADOTStudy@hdrinc.com*; or submitted on the study's Web site at *http://www.i11study.com/Arizona*.

The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use dissemination, and disposition of information. Accordingly, unless a specific request for a complete hardcopy of the NEPA document is received before it is printed, the FHWA and ADOT will distribute only electronic versions of the NEPA document. A complete copy of the environmental document will be available for review at locations throughout the study area. An electronic copy of the complete environmental document will be available on the study's Web site at *http://www.i11study.com/Arizona*.

Authority: 23 U.S.C. 315; 23 CFR 771.123.

Issued on: May 11, 2016.

Karla S. Petty,

Arizona Division Administrator, Federal Highway Administration.

[FR Doc. 2016–11604 Filed 5–19–16; 8:45 am]

BILLING CODE P

DEPARTMENT OF THE TREASURY

Office of the Comptroller of the Currency

Agency Information Collection Activities: Information Collection Renewal; Submission for OMB Review; Consumer Protections for Depository Institution Sales of Insurance

AGENCY: Office of the Comptroller of the Currency (OCC), Treasury.

ACTION: Notice and request for comment.

SUMMARY: The OCC, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on a continuing information collection, as required by the Paperwork Reduction Act of 1995 (PRA).

In accordance with the requirements of the PRA, the OCC may not conduct or sponsor, and the respondent is not required to respond to, an information collection unless it displays a currently valid Office of Management and Budget (OMB) control number.

The OCC is soliciting comment concerning the renewal of its information collection titled, "Consumer Protections for Depository Institution Sales of Insurance." The OCC also is giving notice that it has sent the collection to OMB for review.

DATES: Comments must be received by June 20, 2016.

ADDRESSES: Because paper mail in the Washington, DC area and at the OCC is subject to delay, commenters are encouraged to submit comments by email, if possible. Comments may be sent to: Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, Attention: 1557–0220, 400 7th Street SW., Suite 3E–218, Mail Stop 9W–11, Washington, DC 20219. In addition, comments may be sent by fax to (571) 465–4326 or by electronic mail to *prainfo@occ.treas.gov*. You may personally inspect and photocopy comments at the OCC, 400 7th Street SW., Washington, DC 20219. For security reasons, the OCC requires that visitors make an appointment to inspect comments. You may do so by calling (202) 649–6700 or, for persons who are deaf or hard of hearing, TTY, (202) 649–5597. Upon arrival, visitors will be required to present valid government-issued photo identification and submit to security screening in order to inspect and photocopy comments.

All comments received, including attachments and other supporting materials, are part of the public record and subject to public disclosure. Do not include any information in your comment or supporting materials that you consider confidential or inappropriate for public disclosure.

Additionally, please send a copy of your comments by mail to: OCC Desk Officer, 1557–0220, U.S. Office of Management and Budget, 725 17th Street NW., #10235, Washington, DC 20503, or by email to: *oira_submission@omb.eop.gov*.

FOR FURTHER INFORMATION CONTACT: Shaquita Merritt, Clearance Officer, (202) 649–5490 or, for persons who are deaf or hard of hearing, TTY, (202) 649–5597, Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, 400 7th Street SW., Suite 3E–218, Mail Stop 9W–11, Washington, DC 20219.

SUPPLEMENTARY INFORMATION: The OCC is proposing to extend OMB approval of the following information collection:

Title: Consumer Protections for Depository Institution Sales of Insurance.

OMB Control No.: 1557–0220.

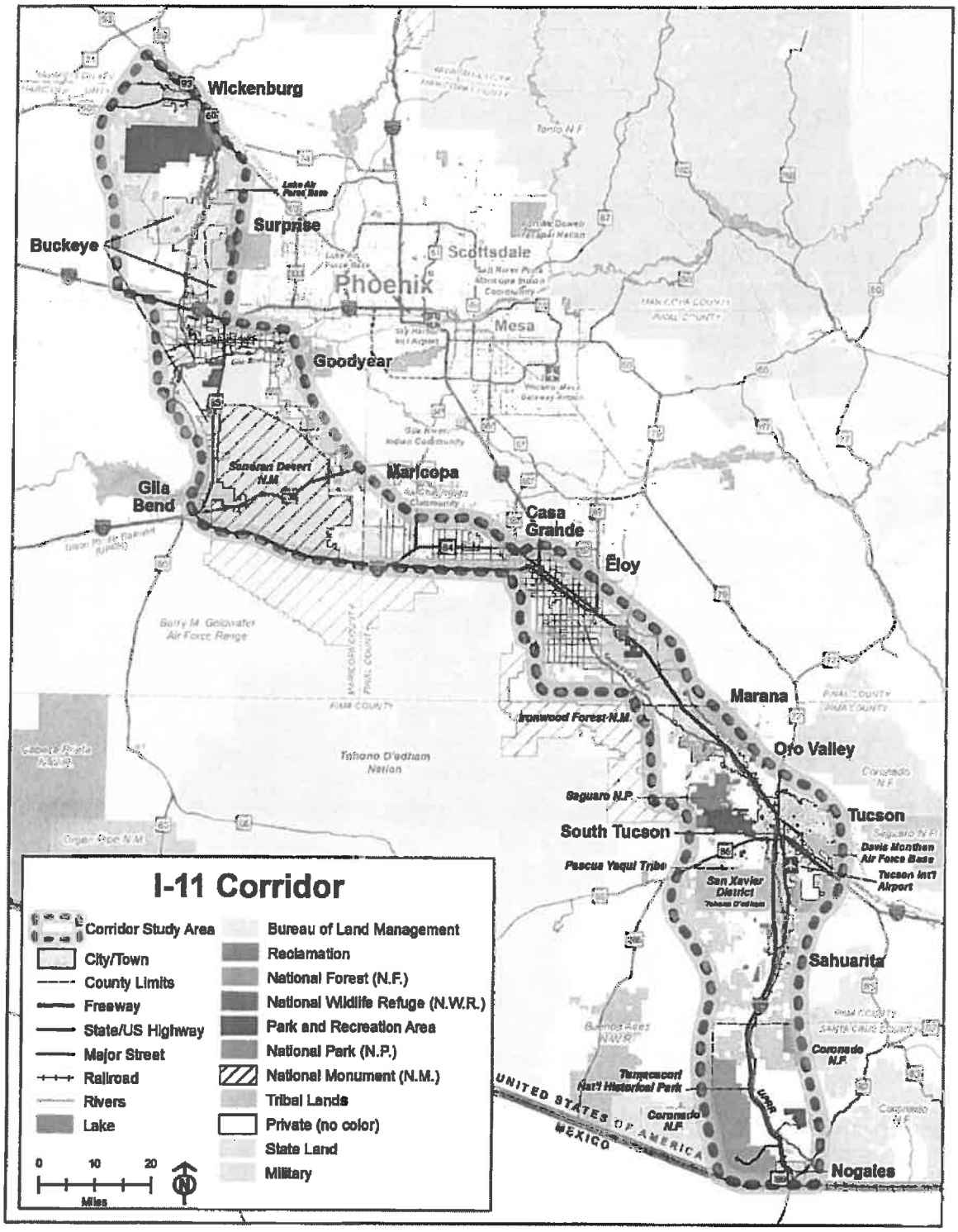
Type of Review: Extension, without revision, of a currently approved collection.

Description: This information collection is required under section 305 of the Gramm-Leach-Bliley Act (GLB Act), Public Law 106–102. Section 305 of the GLB Act requires the OCC, the Board of Governors of the Federal Reserve System, and the Federal Deposit Insurance Corporation (collectively, the Agencies) to prescribe joint consumer protection regulations that apply to retail sales practices, solicitations, advertising, and offers of any insurance product by a depository institution or by other persons performing these activities at an office of the institution or on behalf of the institution (other covered persons). Section 305 also requires those performing such activities to disclose certain information to consumers (*e.g.*, that insurance products and annuities are not FDIC-insured).

This information collection requires national banks, Federal savings associations, and other covered persons, as defined in 12 CFR 14.20(f) and 136.20, involved in insurance sales to make two separate disclosures to consumers. Under §§ 14.40 and 136.40, a national bank, Federal savings association, or other covered person must prepare and provide orally and in writing: (1) Certain insurance disclosures to consumers before the completion of the initial sale of an insurance product or annuity to a consumer and (2) certain credit

Notice of Intent

999-M(161)S
I-11, I-19/SR 189 to US 93/SR 89
TRACS No. 999 SW 0 M5180 01P
I-11 Corridor Tier 1 EIS



I-11 Corridor Study Area

999-M(161)S
I-11, I-19/SR 189 to US 93/SR 89
TRACS No. 999 SW 0 M5180 01P
I-11 Corridor Tier 1 EIS

Ives, Lisa

Subject: FW: GIS Data for Scoping Area

From: Catherine Lucke-McDowell [mailto:Lucke-McDowell.Catherine@azdeq.gov]
Sent: Tuesday, June 07, 2016 3:43 PM
To: I-11ADOTstudy
Subject: GIS Data for Scoping Area

Hello,

I attended the agency scoping meeting this afternoon at ADOT. I was told that I could obtain a GIS shape file of the scoping area to further refine our comments to specific nonattainment areas and monitors. ADEQ would request a GIS shapefile of the scoping area for refining our comments for the comment period. Thank you for all your help.

Very respectfully,

Catherine Lucke-McDowell E.I.T.
State Implementation Planning
Arizona Department of Environmental Quality – Air Quality
602-771-4216

ARIZONA DEPARTMENT OF PUBLIC SAFETY

2102 WEST ENCANTO BLVD. P.O. BOX 6638 PHOENIX, ARIZONA 85005-6638 (602) 223-2000

"Courteous Vigilance"

DOUGLAS A. DUCEY Governor
FRANK L. MILSTEAD Director

June 7, 2016

VIA EMAIL ***rebecca.yedlin@dot.gov***

Rebecca Yedlin
FHWA Environmental Coordinator
U.S. Department of Transportation
Federal Highway Administration
4000 N. Central Ave., Suite 1500
Phoenix, AZ 85012-3500

Dear Ms. Yedlin:

The Highway Patrol Division of the Arizona Department of Public Safety appreciates the opportunity to participate in the Tier 1 EIS process for the I-11 Corridor. Captain Eric Anspach will be the point of contact here at DPS. He can be reached at eanspach@azdps.gov or 602.223.5041.

Thank you again.

Sincerely,

EA ANSPACH FOR

Lt. Colonel Daniel Lugo, Assistant Director
Highway Patrol Division

/ll

Douglas A. Ducey
Governor

Lisa A. Atkins
Commissioner

Arizona State Land Department

1616 West Adams, Phoenix, Arizona 85007
(602) 542-4631

July 7, 2016

Karla S. Petty, Division Administrator
Federal Highway Administration
4000 North Central Avenue, Suite 1500
Phoenix, AZ 85012-3500

Thank you for the invitation to be a Participating Agency in the Tier 1 Environmental Impact Statement (the "EIS") for the I-11 Corridor located between Nogales and Wickenburg. Please allow this letter to serve as a formal acceptance of the invitation to be a Participating Agency on behalf of the Arizona State Land Department ("ASLD" or the "Department").

As you may be aware, the EIS Study Area includes a significant amount of State Trust land. ASLD is charged with managing approximately 9.2 million acres of Trust land throughout the State which was granted to the State of Arizona under the provisions of the Federal Enabling Act that provided for Arizona's Statehood in 1912. The land is held in Trust and managed for the economic benefit of the Trust beneficiaries, which include the State's K-12 public schools and 12 other public institutions including the School for the Deaf and Blind, the State Hospital, the State's Universities, Penal Institutions and others.

The Department recognizes the importance of the I-11 EIS as a critical piece of multi-modal infrastructure which will function as transportation corridor linking the economies of Arizona, Nevada, Mexico and beyond. ASLD views the development of this corridor as a great opportunity to strengthen the economy and generate economic development for the Trust beneficiaries and for the State of Arizona.

ASLD looks forward to working with The Federal Highway Administration ("FHWA") and the Arizona Department of Transportation ("ADOT") on this important study. Please keep us appraised of project related developments as the study progresses. Should you have any questions or require any assistance, please do not hesitate to contact myself at latkins@azland.gov or Micah Horowitz at mhorowitz@azland.gov or at 620-542-2643.

Sincerely,

Lisa A. Atkins
Commissioner

Ives, Lisa

From: Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>
Sent: Monday, June 20, 2016 11:02 AM
To: Jay Van Echo (JVanEcho@azdot.gov); Ives, Lisa
Cc: Lirange, Aryan (FHWA); AMER-US-AZ Phoenix-i11doccontrol
Subject: FW: I-11 Corridor Tier 1 EIS - Participating Agency Invitation Letter

fyi

From: Leigh Johnson [mailto:ljohnson@azstateparks.gov]
Sent: Monday, June 20, 2016 7:39 AM
To: Yedlin, Rebecca (FHWA)
Cc: Russell Moore; Skip Varney; James Keegan; Lirange, Aryan (FHWA)
Subject: Re: I-11 Corridor Tier 1 EIS - Participating Agency Invitation Letter

Hi Rebecca –

We would like participate as a Participating Agency. We will provide initial comments during the scoping meeting.

Thank you,
Leigh

From: "Yedlin, Rebecca (FHWA)" <Rebecca.Yedlin@dot.gov>
Date: Monday, June 13, 2016 at 5:53 AM
To: Leigh Johnson <ljohnson@azstateparks.gov>
Cc: Russell Moore <rmoore@azstateparks.gov>, Skip Varney <wvarney@azstateparks.gov>, James Keegan <jkeegan@azstateparks.gov>, "Lirange, Aryan (FHWA)" <Aryan.lirange@dot.gov>
Subject: RE: I-11 Corridor Tier 1 EIS - Participating Agency Invitation Letter

The I-11 project team looks forward to your participation and comments during the June 22nd agency scoping meeting. Has Arizona State Parks decided to become a Participating Agency on the project, or are you still considering this option and will let us know when you submit your formal scoping comments? Thanks, Rebecca

---

From: Leigh Johnson [mailto:ljohnson@azstateparks.gov]
Sent: Friday, June 10, 2016 1:33 PM
To: Yedlin, Rebecca (FHWA)
Cc: Russell Moore; Skip Varney; James Keegan
Subject: I-11 Corridor Tier 1 EIS - Participating Agency Invitation Letter

Rebecca,

I just reviewed your letter dated May 24, 2016 regarding the Tier 1 Environmental Impact Statement for the I-11 Corridor that invites Arizona State Parks to be a participating agency.

We will either attend the June 22 meeting in person, or join in via the webinar option.

In the meantime, please keep us informed of all activities related to this project.

Kind Regards,
Leigh Johnson

Leigh Johnson, AICP
State Parks Planner
Arizona State Parks
23751 N. 23rd Ave.
Phoenix, AZ 85085
602-364-2059

Ives, Lisa

From: Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>
Sent: Monday, July 18, 2016 4:20 PM
To: Jay Van Echo (JVanEcho@azdot.gov); Ives, Lisa
Cc: Lirange, Aryan (FHWA); AMER-US-AZ Phoenix-i11doccontrol
Subject: FW: I-11 Corridor Tier 1 EIS - Participating Agency Invitation Letter

fyi

From: Leigh Johnson [mailto:ljohnson@azstateparks.gov]
Sent: Friday, July 08, 2016 3:19 PM
To: Yedlin, Rebecca (FHWA)
Subject: Re: I-11 Corridor Tier 1 EIS - Participating Agency Invitation Letter

Hi Rebecca,

Here are some thoughts we had on this phase of the EIS process. We are happy to be a part of this process and we will continue to fine-tune our comments as this process unfolds and actual alignments come to the forefront.

Arizona State Parks (ASP) is responsible for the stewardship of the State Park system, trails, and maintains the State Historic Preservation Office. The State Park system is a State asset and should be protected as such. As State assets, they are important economic drivers to the local areas in which they occur. As stewards for the natural and historic resources of the State, ASP has an interest in making sure that any proposed alignments within the study area do not impact present or future environmentally important lands and/or historic/archaeological resources yet to be designated as such.

ASP values the potential improvement in access to State Parks from existing interstates or from the proposed I-11 interstate. For example, providing proximate exits, access roads, signage, etc. would be a benefit to the State Park system. Likewise, to improve or provide interpretive pull-out areas for historic sites, trail, events, etc. may increase tourism. Rest Areas often act as visitor orientation stations for the State's historic and natural resources, parks, and trails and provide another opportunity to showcase the State's assets.

ASP views the proposed interstate as a potential opportunity for funding proposed trail sections that run adjacent to or are within the same corridor as the proposed I-11 alignment. (e.g. bikeways, hiking trails, equestrian trails, OHV trails, etc.) and will contribute to the multi-modal goals of I-11 and could contribute to a future statewide active transportation plan. However, the project should avoid or minimize negative impacts to statewide trails or provide multi-use trail crossings when those impacts are unavoidable.

All proposed and existing parks, open spaces, monuments, wilderness, etc. designations within the study area should be mapped more clearly on I-11 project materials so that all impacts can be evaluated by staff and the public. ASP prefers that State Park properties within study area are avoided; for example, but not limited to: Sonoita Creek Natural Area, Patagonia Lake State Park, Tubac Presidio State Historic Park, and Picacho Peak State Park. Specifically, avoiding Picacho Peak State Park by keeping any alignment expansions east of the existing interstate.

ASP prefers that the Vulture Mountain Recreation Area is avoided by keeping any proposed alignments westward towards the existing power line alignment. ASP has already invested in the Vulture area via grant funding to other agencies for various Off-Highway Vehicle programs or projects in this area. Off-Highway Vehicle usage is a popular activity in this area and provides a positive economic impact to the local area and to the State. This area is valued by the community and is a popular recreational area for a number of activities while also maintaining ecological value.

ASP appreciates the opportunity to serve a Participating Agency and looks forward to future discussions regarding this project.

Again, we look forward to working with you.

Kind Regards,
Leigh

Leigh Johnson, AICP
State Parks Planner
Arizona State Parks
23751 N. 23rd Ave.
Phoenix, AZ 85085
602-364-2059
http://azstateparks.gov

From: "Yedlin, Rebecca (FHWA)" <Rebecca.Yedlin@dot.gov>
Date: Monday, June 20, 2016 at 8:01 AM
To: Leigh Johnson <ljohnson@azstateparks.gov>
Subject: RE: I-11 Corridor Tier 1 EIS - Participating Agency Invitation Letter

Thanks Leigh

From: Leigh Johnson [mailto:ljohnson@azstateparks.gov]
Sent: Monday, June 20, 2016 7:39 AM
To: Yedlin, Rebecca (FHWA)
Cc: Russell Moore; Skip Varney; James Keegan; Lirange, Aryan (FHWA)
Subject: Re: I-11 Corridor Tier 1 EIS - Participating Agency Invitation Letter

Hi Rebecca –

We would like participate as a Participating Agency. We will provide initial comments during the scoping meeting.

Thank you,

Leigh

From: "Yedlin, Rebecca (FHWA)" <Rebecca.Yedlin@dot.gov>
Date: Monday, June 13, 2016 at 5:53 AM
To: Leigh Johnson <ljohnson@azstateparks.gov>
Cc: Russell Moore <rmoore@azstateparks.gov>, Skip Varney <wvarney@azstateparks.gov>, James Keegan <jkeegan@azstateparks.gov>, "Lirange, Aryan (FHWA)" <Aryan.lirange@dot.gov>
Subject: RE: I-11 Corridor Tier 1 EIS - Participating Agency Invitation Letter

The I-11 project team looks forward to your participation and comments during the June 22nd agency scoping meeting. Has Arizona State Parks decided to become a Participating Agency on the project, or are you still considering this option and will let us know when you submit your formal scoping comments? Thanks, Rebecca

---

From: Leigh Johnson [mailto:ljohnson@azstateparks.gov]
Sent: Friday, June 10, 2016 1:33 PM
To: Yedlin, Rebecca (FHWA)
Cc: Russell Moore; Skip Varney; James Keegan
Subject: I-11 Corridor Tier 1 EIS - Participating Agency Invitation Letter

Rebecca,

I just reviewed your letter dated May 24, 2016 regarding the Tier 1 Environmental Impact Statement for the I-11 Corridor that invites Arizona State Parks to be a participating agency.

We will either attend the June 22 meeting in person, or join in via the webinar option.

In the meantime, please keep us informed of all activities related to this project.

Kind Regards,
Leigh Johnson

Leigh Johnson, AICP
State Parks Planner
Arizona State Parks
23751 N. 23rd Ave.
Phoenix, AZ 85085
602-364-2059

United States Department of the Interior
BUREAU OF INDIAN AFFAIRS
WESTERN REGIONAL OFFICE
2600 North Central Avenue
Phoenix, Arizona 85004-3008

TAKE PRIDE IN AMERICA

IN REPLY REFER TO:
Environmental Quality Services
MS620-EQS

OCT 2 8 2016

Ms. Karla S. Petty
Division Administrator
Federal Highway Administration
4000 North Central Avenue, Suite 1500
Phoenix, Arizona 85012-3500

Attn: Rebecca Yedlin

Dear Ms. Petty:

Thank you for your letter dated May 24, 2016, inviting the Bureau of Indian Affairs (BIA), Western Region, to be a Participating Agency in the Tier 1 Environmental Impact Statement (EIS) process for the Interstate-11 (I-11) Corridor. Please accept our apology for the delayed response.

The BIA accepts the invitation to become a Participating Agency for the purposes of preparing the I-11 Corridor Tier 1 EIS. The Corridor Study Area encompasses tribal trust land associated with the San Xavier District of the Tohono O'odham Nation (TON) and is at the least, adjacent to or very near to several other reservations. The BIA has expertise and information about tribal lands in the study corridor as well as jurisdiction and authority by law should tribal trust lands be required to enable the project in the form of right-of-way acquisitions.

Principal topics of discussion remain the same as discussed in the April 11, 2016, pre-scoping meeting. These include the suggestion that the Federal Highway Administration (FHWA) consult with potentially affected tribes, not just for cultural purposes as may be required by Section 106 of the National Historic Preservation Act, but as independent governments and landholders that may be impacted directly or indirectly by the proposed I-11 Corridor or the roadway itself. FHWA should be aware that the BIA cannot grant new right-of-way without tribal consent, which should be kept in mind as the corridor analysis process moves forward.

A new concern raised by BIA and Tribal Transportation planners is the idea that the full build-out of the I-11 Corridor conceptual plan includes multi-modal transportation elements that could limit reservation access. There is a great worry that existing access points could be eliminated. In addition, several tribes have expressed concerns to BIA about I-11 project funding and have specifically asked where the funds are coming from. The tribes which have contacted us are concerned about state dollars funding a project that

may not provide as many in-state benefits as improving other State Routes (SR) such as SR 86 and SR 264, which are in need of repairs and upgrades.

The BIA looks forward to working with FHWA on the I-11 Corridor Tier 1 EIS and is willing to assist in any way we can. If you have any questions, please contact Mr. Chip Lewis, Regional Environmental Protection Officer, at (602) 379-6750 extension 1257 or chip.lewis@bia.gov. Mr. Lewis will be the point of contact for this project.

Sincerely,

Regional Director

Ives, Lisa

From: Jay Van Echo <JVanEcho@azdot.gov>
Sent: Monday, October 17, 2016 2:05 PM
To: Ives, Lisa; Bodington, Kimberly
Subject: FW: ADOT & FHWA I-11 Corridor Tier 1 EIS

Jay Van Echo
ADOT I-11 Study Manager
jvanecho@azdot.gov
520-388-4224 office
520-400-6207 cell

From: Travis Ashbaugh [mailto:tashbaugh@cagaz.org]
Sent: Monday, October 17, 2016 10:59 AM
To: Yedlin, Rebecca (FHWA)
Cc: Jay Van Echo; Aryan Lirange; i11doccontrol@aecom.com
Subject: RE: ADOT & FHWA I-11 Corridor Tier 1 EIS

Thank you. And Yes, I will be the point of contact for CAG regarding the ADOT & FHWA I-11 Corridor Tier 1 EIS.

Thank you,

Travis Ashbaugh, AICP | Transportation Planning Manager
1075 S. Idaho Rd #300 | Apache Junction, AZ 85119
Phone: (480) 474-9300 | FAX: (480) 474-9306

From: Yedlin, Rebecca (FHWA) [mailto:Rebecca.Yedlin@dot.gov]
Sent: Monday, October 17, 2016 10:58 AM
To: Travis Ashbaugh
Cc: Jay Van Echo (JVanEcho@azdot.gov); Lirange, Aryan (FHWA); i11doccontrol@aecom.com
Subject: RE: ADOT & FHWA I-11 Corridor Tier 1 EIS

Your e-mail is sufficient for us and we look forward to working with you on this project.
Will you be the point of contact for CAG? Thanks, Rebecca

From: Travis Ashbaugh [mailto:tashbaugh@cagaz.org]
Sent: Monday, October 17, 2016 1:53 PM
To: Yedlin, Rebecca (FHWA)
Subject: FW: ADOT & FHWA I-11 Corridor Tier 1 EIS

Dear Ms. Yedlin,

CAG accepts the invitation to move forward as a Participating Agency for the I-11 Corridor Tier 1 EIS project. Please let me know if there are additional steps I need to do in order to secure such acceptance.

Thank you,

Travis Ashbaugh, AICP | Transportation Planning Manager
1075 S. Idaho Rd #300 | Apache Junction, AZ 85119
Phone: (480) 474-9300 | FAX: (480) 474-9306

From: Bodington, Kimberly [mailto:Kimberly.Bodington@aecom.com]
Sent: Monday, October 17, 2016 9:23 AM
To: Travis Ashbaugh
Cc: AMER-US-AZ Phoenix-i11doccontrol
Subject: ADOT & FHWA I-11 Corridor Tier 1 EIS

Dear Mr. Ashbaugh,

Thank you for taking the time this morning to discuss the I-11 Corridor Tier 1 EIS project with me. As promised, the invitation letter that was previously sent to Mr. Kenneth Hall is attached to this email. If you are interested in moving forward as a Participating Agency, *please respond to Rebecca Yedlin of FHWA* as noted in the attached letter at your earliest convenience.

Following your acceptance, we can then follow-up with you on a project update, which will include providing you with any work products that have been circulated to the Participating Agencies to date. I have updated our records, and going forward you will be the CAG point of contact.

Please do not hesitate to reach out if you have any questions. We look forward to hearing from you.

Best,
Kimberly

Kimberly Bodington
Transportation Planner
Multimodal Planning Department
D +1-602-648-2580
kimberly.bodington@aecom.com

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7720 North 16th St.
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Phoenix, AZ 85020, USA
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CENTRAL ARIZONA IRRIGATION AND DRAINAGE DISTRICT

231 SOUTH SUNSHINE BLVD. • P.O. BOX 605
ELOY, ARIZONA 85131
(520) 466-7336 or (602) 258-3756

August 30, 2016

Karla S. Petty
Arizona Division Administrator
Federal Highway Administration
Arizona Division Office
4000 N Central Avenue, Suite 1500
Phoenix, Arizona 85012-3500

Re: I-11 Corridor Study Area - Your letter dated August 24, 2016

Dear Ms. Petty,

Central Arizona Irrigation and Drainage District (CAIDD) has been invited to be a Participating Agency in the Tier 1 EIS process for the I-11 Corridor. CAIDD would like to be involved in this process and would like your agency to know that the U. S. Bureau of Reclamation holds the rights-of-way to the canal system.

Additionally, CAIDD would like you to know that Electrical District Number Four, Pinal County, Arizona (ED4) is also within the I-11 Corridor Study Area and would like to be a Participating Agency as well. The General Manager, Ron McEachern, of CAIDD is also the General Manager of ED4.

These Districts look forward to participating in the coordination meetings, and/or filed visits as well as working to identify impacts and important issues to be addressed in the Tier 1 EIS pertaining to the intersection of the alternatives with the Districts' canals and electrical lines.

Thank you for the opportunity to participate in this process.

Sincerely,

Ron McEachern
General Manager

RM:gw

Ives, Lisa

From: Bodington, Kimberly
Sent: Thursday, October 20, 2016 12:12 PM
To: aryan.lirange@dot.gov; JVanEcho@azdot.gov; Ives, Lisa
Subject: Fwd: ADOT & FHWA I-11 Corridor Tier 1 EIS

Please see below!

Sent from my iPhone

Begin forwarded message:

> From: Christopher Bridges <Christopher.Bridges@yavapai.us>
> Date: October 20, 2016 at 8:27:52 AM MST
> To: "'rebecca.yedlin@dot.gov'" <rebecca.yedlin@dot.gov>
> Cc: AMER-US-AZ Phoenix-i11doccontrol <i11doccontrol@aecom.com>, "'Bodington, Kimberly'" <Kimberly.Bodington@aecom.com>
> Subject: RE: ADOT & FHWA I-11 Corridor Tier 1 EIS
>
> Good morning Rebecca,
>
> I would like to participate in the EIS for I-11. I apologize for not responding earlier and thank you Kimberly for reaching out as a reminder. I appreciate it.
>
> Thank you,
> Chris
>
> Christopher Bridges
> Administrator
> Central Yavapai Metropolitan Planning Organization
> 1971 Commerce Center Circle - Suite E
> Prescott, AZ 86301
> Phone: 928-442-5730
> Email: Christopher.Bridges@yavapai.us
> Web: www.cympo.org
>
>

From: Bodington, Kimberly [mailto:Kimberly.Bodington@aecom.com]
Sent: Wednesday, October 19, 2016 3:03 PM
To: Christopher Bridges <Christopher.Bridges@yavapai.us>

Cc: AMER-US-AZ Phoenix-i11doccontrol <i11doccontrol@aecom.com>
Subject: ADOT & FHWA I-11 Corridor Tier 1 EIS

Dear Mr. Bridges,

Thank you for taking the time to discuss the I-11 Corridor Tier 1 EIS project with me on the phone this afternoon. As promised, the Participating Agency invitation that was previously sent to you is attached to this email. If you are interested in moving forward, *please respond to Rebecca Yedlin of FHWA* as noted in the attached letter at your earliest convenience.

Following your acceptance, we can then follow-up with you on a project update, which will include providing you with any work products that have been circulated to the Participating Agencies to date.

Please do not hesitate to reach out if you have any questions. We look forward to hearing from you.

Best,
Kimberly

Kimberly Bodington
Transportation Planner
Multimodal Planning Department
D +1-602-648-2580
kimberly.bodington@aecom.com

AECOM
7720 North 16th St.
Suite 100
Phoenix, AZ 85020, USA
T +1-602-371-1100
aecom.com

Ives, Lisa

From: Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>
Sent: Tuesday, July 26, 2016 4:44 PM
To: Jay Van Echo (JVanEcho@azdot.gov); Ives, Lisa
Cc: Lirange, Aryan (FHWA); AMER-US-AZ Phoenix-i11doccontrol
Subject: FW: Particiapting Agency in Tier 1 EIS for I-11 Corridor

fyi

From: George Diaz [mailto:gdiaz@buckeyeaz.gov]
Sent: Tuesday, July 26, 2016 11:32 AM
To: Yedlin, Rebecca (FHWA)
Cc: Roger Klingler
Subject: Particiapting Agency in Tier 1 EIS for I-11 Corridor

Rebecca, thank you for taking the time to talk to me this morning. I appreciate the information you shared with me.

The City of Buckeye accepts your invitation to act as a Participating Agency in the Tier 1 EIS for the I-11 Corridor. I will follow up with a hard copy letter formally accepting the invitation and sharing a few bullet points on the city's position on the I-11 alignment.

Please include the following as contacts for the City of Buckeye on this topic -
City Engineer Scott Zipprich, (623) 349-6217 szipprich@buckeyeaz.gov
Deputy City Engineer Jason Mahkovtz, (623) 349-6204 jmahkovtz@buckeyeaz.gov
Deputy Director of Planning Terri Hogan, (623) 349-6214 thogan@buckeyeaz.gov
Public Works Director Scott Lowe, (623) 349-6815 slowe@buckeyeaz.gov
Government Relations Manager George Diaz, (623) 349-6996 gdiaz@buckeyeaz.gov

Thanks again and please call or email me with any questions.

George

George Díaz
City of Buckeye
Government Relations Manager
530 East Monroe Avenue
Buckeye, AZ 85326
gdiaz@buckeyeaz.gov
623.349.6996 ofc
623.980.0956 cell

BUCKEYE, AZ

CITY OF BUCKEYE
OFFICE OF THE MAYOR

August 2, 2016

Mr. Michael Kies, PE
Director, Multimodal Planning Division
Arizona Department of Transportation
206 South 17th Avenue, Room 340B
Phoenix, Arizona 85007

RE: Tier One I-11 EIS

Dear Mr. Kies:

We appreciate the opportunity to host one of your public meetings on the I-11 Corridor Tier One EIS and the opportunity to share our support for, and perceptions on, this future facility. The corridor will finally connect two of the largest metropolitan areas not currently linked by an Interstate System facility, and will also help accommodate future travel demand and freight movement in the *Sun Corridor Megapolitan Area*. This roadway will contribute to enhanced economic vitality for both Arizona and the intermountain west region at large, as it hopefully extends north of the Las Vegas, Nevada area. We acknowledge the need for this roadway and support efforts to obtain needed regional, state and federal funds to make this a reality.

The City of Buckeye was a stakeholder in the 2008 Interstate 10/Hassayampa Valley Roadway Framework Study led by the Maricopa Association of Governments. Representatives of a large number of planned developments within the Buckeye Municipal Planning Area participated in the public participation efforts of that study, and several have adjusted their site plans to accommodate planned regional roadway facilities, including the Douglas Ranch project. The City of Buckeye also followed the lead of the framework by incorporating a number of those regional facilities in our Transportation Master Plan.

We have several comments which outline our position on the alignment of I-11:

- It is our opinion that an alignment east of the White Tank Mountains would be problematic due to existing developments, utilities and other infrastructure.

530 East Monroe Avenue • Buckeye, Arizona 85326
Phone 623-349-6950 • Fax 623-349-6951 • www.buckeyeaz.gov

- An alignment proximal to SR 85 between I-10 and I-8 might appear rational at first glance, but we believe that both facilities are needed; and a close alignment would offer the temptation to co-locate them, with less lanes resulting than if two separate facilities were built. We support the improvement of SR 85 as needed in the future, and steps to protect its right of way and manage access to assure that needed improvements can be built as warranted.

- We think that the framework study's proposed alignment for the Hassayampa Freeway between Wickenburg and the Union Pacific rail line is the most appropriate location for the I-11 facility. As mentioned above, that corridor has already been factored in to our planning and development activities. South of that point, the alignment will need to be coordinated with other stakeholders including the Town of Gila Bend and the City of Goodyear.

On behalf of the City of Buckeye, I want to thank you for the opportunity to participate as a stakeholder and to share our comments at this point in the process. We look forward to continuing our partnership on this project through to corridor selection, design, and ultimate construction of this new roadway through *Arizona's Greatest Opportunity*.

Sincerely,

Jackie A. Meck, Mayor
City of Buckeye

City of
Casa Grande

Public Works Department
North Operations Center

August 19, 2016

Rebecca Yedlin
FHWA Environmental Coordinator
4000 N. Central Ave., Suite 1500
Phoenix, AZ 85012

RE: I-11 Corridor Tier 1 EIS
TRACS No. 999 SW 0 M5180 01P
Participation Agency Invitation Letter

Dear Ms. Yedlin,

The City Of Casa Grande would like to be a Participating Agency of the I-11 Corridor Tier 1 EIS.

Sincerely,

Duane S. Eitel

Duane S. Eitel, P.E.
Traffic/Transportation Engineer
City Of Casa Grande

3181 N. Lear Avenue · Casa Grande, Arizona 85122
Phone: 520-421-8625 · Fax: 520-421-8626 ·
www.casagrandeaz.gov

RESOLUTION NO. 16-1394

A RESOLUTION OF THE ELOY CITY COUNCIL DECLARING SUPPORT FOR THE ARIZONA DEPARTMENT OF TRANSPORTATION'S INTERSTATE 11 CORRIDOR TIER 1 ENVIRONMENTAL IMPACT STATEMENT.

WHEREAS, in November 2014, the Arizona Department of Transportation (ADOT), Nevada Department of Transportation (NDOT), Federal Highway Administration (FHWA), Maricopa Association of Governments (MAG), Regional Transportation Commission of Southern Nevada (RTC), and other key stakeholders completed an initial two-year feasibility study known as the Interstate 11 (I-11) and Intermountain West Corridor Study (IWCS); and,

WHEREAS, upon completion of the IWCS, ADOT, FHWA, and the partner regional planning agencies commenced with a three-year tier 1 environmental impact statement to select a corridor alternative between Nogales and Wickenburg to locate I-11; and,

WHEREAS, the I-11 Corridor Study Area is approximately 280 miles long, varies in width from approximately 5 to 50 miles and traverses the counties of Maricopa, Pinal, Pima and Santa Cruz through central and southern Arizona and,

WHEREAS, it is in the best interests of the City of Eloy and all of the cities, towns, Indian communities and unincorporated areas within Pinal County to promote the I-11 planning process that encompasses the identified Study Area Corridor; and,

WHEREAS, the City of Eloy declares its support for the West Pinal Freeway along the route identified in the Pinal Regional Transportation Plan, as approved by the Pinal Regional Transportation Authority (PRTA) on May 11, 2016 as a high capacity transportation route.

NOW THEREFORE, IT IS HEREBY RESOLVED that the Eloy City Council declares its support for the West Pinal Freeway along the route identified in the Pinal Regional Transportation Plan approved by the Pinal Regional Transportation Authority on May 11, 2016 as a high capacity transportation route as it promotes freight movement, links communities, and enhances job growth in Eloy and county-wide.

IT IS FURTHER RESOLVED that this Resolution is effective upon its approval and execution.

PASSED AND ADOPTED by the City Council of the City of Eloy, Arizona, this 27th day of June, 2016.

Joel G. Belloc, Mayor

ATTEST:

Mary Myers, City Clerk

APPROVED AS TO FORM:

Stephen R. Cooper, City Attorney

City of Goodyear
City Manager's Office

JUN 30 2016

June 28, 2016

Ms. Karla S. Petty, Division Administrator
U.S. Department of Transportation
Federal Highway Administration
4000 North Central Avenue
Suite 1500
Phoenix, AZ 85012-3500

RE: 999-M(161)S
I-11, I-19/SR 189 to US 93/SR 89
TRACS No. 999 SW 0 M5180 01P
I-11 Corridor Tier 1 EIS
Participating Agency Invitation Letter

Dear Ms. Petty:

Thank you for your letter of May 24, 2016 inviting the City of Goodyear to be a Participating Agency in the Tier 1 EIS process for the I-11 Corridor located between Nogales and Wickenburg, AZ. We appreciate this opportunity and accept your invitation.

Our Engineering and Planning Department staff have already engaged the ADOT I-11 Project Team regarding transportation projects that should be considered during the environmental review for I-11. They also attended the public scoping meetings offered by FHWA earlier this month. One of the most significant projects currently underway in Goodyear is the EIS for the Sonoran Valley Parkway Project (Project Ref. No. DOI-BLM-AZ-P020-2011-013-EIS AZA-34177). The EIS for this project is nearing completion and should provide valuable information regarding potential impacts that may be pertinent to the I-11 project.

The City also has several recently adopted planning documents which should be consulted during the I-11 EIS process. The Goodyear 2025 General Plan was adopted on June 23, 2014 and ratified by the voters on November 14, 2014. Chapter 8 of that document contains policy statements and a future Land Use and Transportation Plan map (Figure 8.12, Page 110) which expresses the City's preference for freeway alignments through the city. In addition, on July 14, 2014, the Goodyear City Council adopted a Transportation Master Plan which likewise contains policy statements and a Future Functional Classification map (Figures 3-9 and 3-10, Pages 28 and 29).

The City would appreciate your thoughtful consideration of our comments and look forward to working with FHWA and ADOT as a Participating Agency in the Tier 1 EIS process for the I-11 Corridor.

190 N Litchfield Road, Goodyear, AZ 85338
P. 623-932-3910 **F.** 623-882-7091 **goodyearaz.gov**

Provided below is the contact information for two representatives from our Engineering Department. Please include them in all future correspondence related to this project.

Luke Albert
City Traffic Engineer
Engineering Department
City of Goodyear
14455 W. Van Buren St.
Suite D101
Goodyear, AZ 85338
623.882.7519 – Direct
Luke.Albert@goodyearaz.gov

Rebecca Zook, P.E.
Director of Engineering
Engineering Department
City of Goodyear
14455 W. Van Buren St.
Suite D101
Goodyear, AZ 85338
623.882.7950 - Direct
Rebecca.Zook@goodyearaz.gov

We heartily agree with FHWA that the I-11 corridor is a critical piece of multi-modal infrastructure which is vital to the future development of the southwest region of the U.S.

Thank you for the opportunity to participate in this project.

Sincerely,

CITY OF GOODYEAR

Brian Dalke, CEcD
City Manager

cc: Wynette Reed, Deputy City Manager
Rebecca Zook, Director of Engineering
Luke Albert, City Traffic Engineer

Ives, Lisa

From: David Maestas <David.Maestas@maricopa-az.gov>
Sent: Wednesday, July 20, 2016 8:13 PM
To: Jay Van Echo; Martin Scribner
Cc: Yedlin, Rebecca (FHWA); Aryan Lirange; Ives, Lisa; AMER-US-AZ Phoenix-i11doccontrol
Subject: RE: Town of Maricopa
Attachments: RES 16-19.pdf

Hi Jay,

Thanks for sending. We definitely do want to be an ACTIVE Participating Agency!
Here is a signed copy of the Resolution our Council approved on June 21st to that effect. I will follow up and make sure we get a letter to ADOT and FHWA, stating our desire to be a Participating Agency.

Thanks and we look forward to working with you!

_____
David R. Maestas, MPA
Transportation/Transit Planner
Development Services

p: 520-316-6948
C: 520-709-2323
f: 520-568-9120
david.maestas@maricopa-az.gov

From: Jay Van Echo [mailto:JVanEcho@azdot.gov]
Sent: Wednesday, July 20, 2016 4:58 PM
To: David Maestas
Cc: Yedlin, Rebecca (FHWA); Aryan Lirange; Ives, Lisa; AMER-US-AZ Phoenix-i11doccontrol
Subject: FW: Town of Maricopa

As requested. I look forward to working with you.

Jay Van Echo, PE
ADOT I-11 Study Manager
520-388-4224

CITY OF MARICOPA
PROUD HISTORY · PROSPEROUS FUTURE

39700 W. Civic Center Plaza
Maricopa, AZ 85138
Ph: 520.568.9098
Fx: 520.568.9120
www.maricopa-az.gov

AUG 1 - 2016

July 21, 2016

Rebecca Yedlin
Federal Highway Administration Environmental Coordinator
4000 North Central Avenue
Suite 1500
Phoenix, AZ 85012-3500

Re: 999-M(161)S
I-11, I-19/SR 189 to US 93/SR89
TRACS No. 999 SW 0 M5180 01P
I-11 Corridor Tier 1 EIS
Participating Agency Invitation Letter

Dear Rebecca,

Please accept this letter as the City Of Maricopa's statement of desire to serve as a Participating Agency in the Tier 1 EIS process for the I-11 Corridor. As our Mayor and Council asserted in our enclosed Resolution 16-19, we recognize great importance in the I-11 Corridor passing through Maricopa's planning area as depicted in the MAG Hidden Valley Framework Study map which was approved by the MAG Regional Council on September 30, 2009 and by the CAAG Regional Council on September 24, 2009. This corridor alternative would be a tremendous benefit to our residents and property owners and we therefore plan to maintain an active presence with the Project Team as the Tier 1 EIS goes forward.

Thank you very much for including The City of Maricopa in this critically important project.

Sincerely,

Gregory E. Rose
City Manager

Cc: Martin Scribner, Development Services Director
Bill Fay, Public Works Director
David Maestas, Transportation/Transit Planner

Enc.: Resolutions 16-19

RESOLUTION NO. 16-19

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF MARICOPA, ARIZONA, SUPPORTING THE INTERSTATE 11 ALIGNMENT SET FORTH IN THE OCTOBER 2009 INTERSTATES 8 AND 10 HIDDEN VALLEY TRANSPORTATION FRAMEWORK STUDY APPROVED BY BOTH THE MAG REGIONAL COUNCIL AND THE CAAG REGIONAL COUNCIL AND IN THE PINAL REGIONAL TRANSPORTATION PLAN APPROVED BY THE PINAL REGIONAL TRANSPORTATION AUTHORITY.

WHEREAS, the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) have started a formal corridor study to evaluate potential routes for a proposed Interstate 11; and

WHEREAS, the October 2009 Interstates 8 and 10 Hidden Valley Transportation Study was approved by the MAG Regional Council on September 30, 2009 and the CAAG Regional Council on September 24, 2009 (the "Study"); and

WHEREAS, the corridor that has been identified for the alignment of Interstate 11 in the Study, which is attached hereto as Exhibit "A," runs through part of the City of Maricopa and its planning area; and

WHEREAS, this alignment is also supported by the West Pinal Freeway identified in the Pinal Regional Transportation Plan, which was approved by the Pinal Regional Transportation Authority on May 11, 2016; and

WHEREAS, the proposed Interstate 11 will provide significant opportunities for enhancement of the City's economy and will affect traffic patterns in and around the City; and

WHEREAS, the City wants to have input into the alignment in the hope that ADOT and FHWA identify an alignment that best serves the needs of our residents and property owners; and

WHEREAS, ADOT and FHWA are nearing the completion of the study to determine a possible alignment for Interstate 11 and are currently accepting comments on the proposed alignment; and

WHEREAS, the City Council finds that the preferred alignment advances the public health, safety and welfare in a number of ways including but not limited to: 1) enhancing the community's infrastructure and transportation; 2) providing opportunities for commercial and residential development, and 3) promoting the City's development goals.

NOW, THEREFORE, BE IT RESOLVED that the Mayor and City Council hereby support the alignment of Interstate 11 shown in the October 2009 Interstates 8 and 10 Hidden Valley Transportation Study approved by the MAG Regional Council on September 30, 2009

and the CAAG Regional Council on September 24, 2009 and in the Pinal Regional Transportation Plan approved by the Pinal Regional Transportation Authority on May 11, 2016, which is attached as Exhibit A.

PASSED AND ADOPTED by the Mayor and City Council of the City of Maricopa, Arizona, this 21st day of June, 2016.

Christian Price
Mayor

ATTEST:

Vanessa Bueras
City Clerk

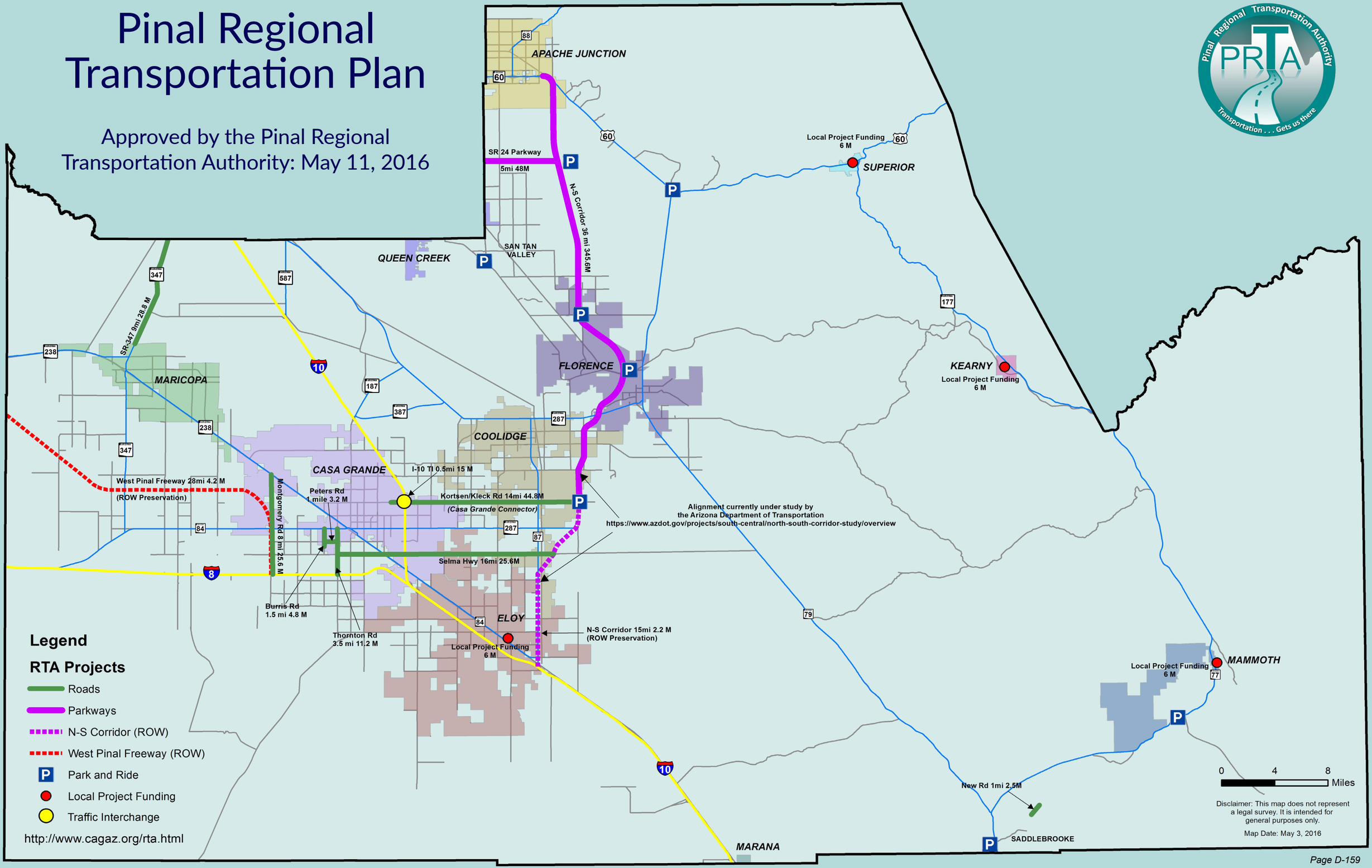
APPROVED AS TO FORM:

Denis Fitzgibbons
City Attorney

EXHIBIT A

Pinal Regional Transportation Plan

Approved by the Pinal Regional Transportation Authority: May 11, 2016



Ives, Lisa

From:	Jay Van Echo <JVanEcho@azdot.gov>
Sent:	Thursday, July 21, 2016 5:07 PM
To:	Juan Guerra
Cc:	Carlos Rivera; Aryan Lirange; Yedlin, Rebecca (FHWA); Ives, Lisa; Randy Heiss; AMER-US-AZ Phoenix-i11doccontrol; Jan Gordley; Alice Templeton (Gordley Designs); Lori Lantz
Subject:	RE: FW: ADOT/FHWA Interstate 11 Tier 1 Environmental Impact Statement and Alternative Report TRACS No. M5180 - Nogales, AZ
Attachments:	999-M(161)CityNogales.pdf

Mr. Guerra:
Thank you for your timely response. Follow up:

1. Our preliminary 'pre-scoping' meeting with Nogales was held on April 7, 2016 in the Mayor and Council chambers. This meeting was, as I presented, an opportunity to introduce the I-11 EIS team and the project to Nogales (and Santa Cruz County) representatives. At that meeting I emphasized that while we were taking notes that the meeting was for all practical purposes 'off-the-record' and an initial meeting more of a meet-and-greet and introduction to the opportunities and constraints of a new I-11, and not an official scoping meeting. We discussed that after a Notice of Intent (NOI) publication and during the 45-day official scoping period that Nogales (and all other listed governmental agencies) would be sent a letter of invitation to be a Participating Agency and that any comments should be addressed officially in writing to FHWA regarding the project. This was also reiterated in the invitation letter (attached).
2. The public meetings (one held in Nogales, AZ on June 21, 2016, as well as 5 additional ones) were indeed as you expertly pointed out an opportunity for FHWA and ADOT to collect input directly from the public. We have collected all of the input from the public meeting and do not need Nogales to collect that information. This information will be summarized in a Scoping Document that will be sent directly to Nogales and all other participating agencies upon completion
3. Additionally, there were three (3) Agency Scoping Meetings that were held for any and all Arizona governmental and resource agencies for official input, including a meeting in southern Arizona at Pima Association of Governments on June 22, 2016 that all agencies were invited to attend.
4. The NEPA process is set up to capture all comment up to a Record of Decision, which is well off chronologically in the future. Nogales will have ample time and opportunity to provide input.
5. I recognize your willingness to be a Participating Agency by your post and look forward to written comments at your earliest convenience.
6. Additionally, Nogales is represented on a monthly basis at our Project Management Team meetings with SEAGO representative Mr. Randy Heiss at the table as a PMT liaison.
7. We will also be setting up a Participating Agency teleconference meeting with all of the Participating Agencies that will meet at key-milestones during the project. You will be sent information of these meetings with a Project Coordination Plan in the very near future.

Thank you for your valuable insight, your response to my most recent query, and your proactive attention to this important project. Nogales' participation will be paramount to the project's success.

Thank you,
Jay Van Echo, PE
ADOT I-11 Study Manager
520-388-4224
jvanecho@azdot.gov

From: Juan Guerra [mailto:jguerra@nogalesaz.gov]
Sent: Thursday, July 21, 2016 11:58 AM
To: Jay Van Echo
Cc: Carlos Rivera
Subject: Re: FW: ADOT/FHWA Interstate 11 Tier 1 Environmental Impact Statement and Alternative Report TRACS No. M5180 - Nogales, AZ

Mr. Echo:

For your information, during our past two ADOT I-11 meetings in Nogales, we were able to provide our comments/concerns to both, your ADOT Project Management team and to Lori Lantz from Gordley Group. I did not know that in addition to providing comments to your project management team we should also send those comments directly to FWHA. I apologize for the confusion.

My understanding was that the purpose of conducting public meetings was to not only inform local communities about the I-11 corridor project scope of work but also to collect comments/concerns directly from participants to be incorporated to the study.

As part of the study, do you need provide all the collected comments on the public meetings to FHWA?

I appreciate your courtesy reminder about the opportunity to provide our comments directly to FWHA. By means of this email I would like to reiterate you that City of Nogales will be an active participant through the life of the I-11 corridor project.

Let me know if you have any questions.

Sincerely,

Juan C. Guerra, PE, MM, CFM
City Engineer
1450 N. Hohokam Drive
Nogales, AZ 85621
(520) 285-5753
jguerra@nogalesaz.gov

On Jul 21, 2016 10:35 AM, "Jay Van Echo" <JVanEcho@azdot.gov> wrote:

Carlos Rivera

City Manager

crivera@nogalesaz.gov

Juan Guerra

City Engineer

jguerra@nogalesaz.gov

My Friends:

In May 2016 you should have received an invitation/correspondence to be a Participating Agency in the above project. As we discussed in our pre-scoping meeting and as was spelled out in the correspondence (attached) it was imperative that if you had any opportunities, constraints, issues, or anything to share that they should be submitted directly to FHWA by end of the official 45-day scoping period which ended July 8, 2016.

As of today ADOT/FHWA has not received any scoping comments nor acceptance correspondence as to being a Participating Agency. As a courtesy I am reaching out to inform you of this information. I look forward to future participation from your organization.

Jay Van Echo, PE

ADOT I-11 Study Project Manager

520-388-4224

jvanecho@azdot.gov

Ives, Lisa

Subject: FW: I-11 - Voicemail Regarding City of Surprise Participation

Importance: High

From: Martin Lucero [mailto:Martin.Lucero@surpriseaz.gov]
Sent: Wednesday, August 17, 2016 10:18 AM
To: Yedlin, Rebecca (FHWA)
Cc: Aryan Lirange; Jay Van Echo
Subject: RE: I-11 - Voicemail Regarding City of Surprise Participation

Dear Mrs. Yedlin and Mr. Aryan,

The City formally requests to be a participating agency to the I-11 project and the Tier 1 Environmental Impact Statement. Please list me as the point of contact for this project. I have included my contact information below.

Sincerely,

Martin Lucero
Transportation Planning Manager
City of Surprise | 16000 N. Civic Center Plaza | Surprise, AZ 85374
phone: 623.222.3142 | fax: 623.222.3001

From: Yedlin, Rebecca (FHWA) [mailto:Rebecca.Yedlin@dot.gov]
Sent: Monday, August 15, 2016 6:26 AM
To: Martin Lucero
Cc: Lirange, Aryan (FHWA); Jay Van Echo (JVanEcho@azdot.gov)
Subject: I-11 - Voicemail Regarding City of Surprise Participation

Good morning.
I received your voicemail regarding the I-11 project and some questions that the City of Surprise has on the team's request for documentation related to participation.
I believe the e-mail from Jay Van Echo was to ask the City if you would like to be a participating agency on the I-11 project. As a participating agency, City representatives would attend coordination meetings, possible field visits, and identify concerns or issues to be addressed as part of the development of corridor alternatives and the Tier 1 Environmental Impact Statement for the I-11 project.

The attached letter was our invitation to the City to become a participating agency. Please review the attached letter and notify us (can be as simple as a response to this e-mail) if the City accepts and who the point of contact should be. If you have any additional questions or concerns, please let me know. Thanks, Rebecca

Rebecca Yedlin
Environmental Coordinator
FHWA - Arizona Division

4000 N. Central Ave., Suite 1500
Phoenix, AZ 85012
(602) 382-8979
rebecca.yedlin@dot.gov

City Hall offices open at 8 a.m. and close at 5 p.m. Monday through Friday. More info at www.surpriseaz.gov.

0.1

17 Aug 2016 17:17:57 -0000

.

Ives, Lisa

From: Jay Van Echo <JVanEcho@azdot.gov>
Sent: Wednesday, August 24, 2016 12:00 PM
To: AMER-US-AZ Phoenix-i11doccontrol
Cc: Ives, Lisa; Aryan Lirange; 'Yedlin, Rebecca (FHWA)'; 'Joel Gastelum'; 'Mick Jensen'; 'John Liosatos'; JBrown@pagregion.com; Lauren Clementino; Joanie Cady
Subject: RE: City of South Tucson and the ADOT I-11 Tier 1 EIS and ASR

South Tucson has responded positively as to being a participating Agency and Section 106 Consulting party. Thank you Joel for your response. We look forward to talking again and working with the City on this project.

Jay Van Echo
I-11 Study Manager
jvanecho@azdot.gov
520-388-4224

From: Jamison Brown [mailto:jbrown@pagregion.com]
Sent: Wednesday, August 24, 2016 8:42 AM
To: Jay Van Echo
Cc: 'Ives, Lisa'; Aryan Lirange; 'Yedlin, Rebecca (FHWA)'; 'Joel Gastelum'; 'Mick Jensen'; 'John Liosatos'
Subject: FW: City of South Tucson and the ADOT I-11 Tier 1 EIS and ASR

Hi Jay,

Regarding the I-11 Tier 1 EIS and ASR and FHWA invitations to affected agencies, below is a message from Mr. Joel Gastelum of the City of South Tucson. I've copied both Mr. Gastelum and Mr. Mick Jensen to this message.

If there is anything that we can do to assist, please let me know.

Thank you,

Jamie

Jamison (Jamie) Brown
Transportation Planning Manager
Pima Association of Governments
1 E. Broadway Blvd, Suite 401
Tucson, Arizona 85701
(520) 792-1093 (PAG front desk)
(520) 495-1473 (Direct)
(520) 620-6981 (Fax)

www.PAGregion.com

From: Joel Gastelum [mailto:jgastelum@southtucson.org]
Sent: Tuesday, August 23, 2016 2:09 PM
To: JBrown@pagregion.com
Cc: Mick Jensen; 'John Liosatos'
Subject: RE: City of South Tucson and the ADOT I-11 Tier 1 EIS and ASR

My apologies our lack of response was an administrative oversight. We would like to be involved

Thanks
Joel

Joel Gastelum
Planning and Zoning and Interim Personnel Director
City of South Tucson
1601 South 6th Avenue
South Tucson, Arizona 85713
(520) 792-2424, *ext. 572* (office)
(520) 628-9619 (fax)

From: Jamison Brown [mailto:jbrown@pagregion.com]
Sent: Thursday, August 18, 2016 5:23 PM
To: Joel Gastelum <jgastelum@southtucson.org>
Cc: Mick Jensen <mjensen@southtucson.org>; 'John Liosatos' <jliosatos@pagnet.org>
Subject: City of South Tucson and the ADOT I-11 Tier 1 EIS and ASR

Dear Mr. Gastelum,

As you may know, ADOT and its consultant team are developing an Alternatives Selection Report (ASR) and Tier 1 Environmental Impact Statement (EIS) for the Interstate 11 corridor between Wickenburg and Nogales, Arizona. Below is a brief summary describing this in more detail.

As part of this planning process, they are reaching out to the affected agencies along the corridor, inviting them to serve as Participating Agencies and also to serve as consulting parties under Section 106 of the National Historic Preservation Act. The attached letters from FHWA describe each of these invitations in more detail.

According to the ADOT Project Manager, he is unaware of a response from the City of South Tucson, either accepting or declining these invitations. Do you happen to know if the City of South Tucson has responded? We want to make sure that the City of South Tucson has had an opportunity to accept or decline these invitations.

Thank you for any assistance that you can provide.

Respectfully,

Jamie

PAG summary of the ADOT I-11 Tier 1 EIS and ASR

In March of this year, ADOT launched the next phase of study for Interstate 11 (I-11). This three year environmental study will help to further define I-11 for the 280-mile study area between Wickenburg and Nogales, Arizona. This follows a two-plus year feasibility study that concluded in 2014 and was jointly conducted by ADOT and the Nevada Department of Transportation. According to ADOT, “As a multimodal corridor, I-11 has the potential to support large-scale manufacturing, enhance movement of people and freight, and be a corridor for trade, communications and technology.”

The purpose of the I-11 environmental study – in this case, development of a Tier 1 Environmental Impact Statement (EIS) and Alternatives Selection Report (ASR) – is to identify and evaluate corridor alternatives while considering impacts to the environment through a formal National Environmental Policy Act (NEPA) compliant public process. At the conclusion of the I-11 environmental study, a federal Record of Decision on the preferred corridor alternative would allow the project to advance to the next phase of delivery. Once funding for a particular phase of the project is later identified, a more detailed NEPA-compliant environmental analysis, such as a Tier 2 EIS, can be conducted within the corridor at the specificity necessary for final design and construction.

The web page for the study is located at: http://i11study.com/Arizona/

Jamison (Jamie) Brown
Transportation Planning Manager
Pima Association of Governments
1 E. Broadway Blvd, Suite 401
Tucson, Arizona 85701
(520) 792-1093 (PAG front desk)
(520) 495-1473 (Direct)
(520) 620-6981 (Fax)
www.PAGregion.com

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CITY OF TUCSON
OFFICE OF THE CITY MANAGER

July 8, 2016

Mr. Aryan Lirange, Senior Urban Engineer
Federal Highway Administration
4000 North Central Avenue, Suite 1500
Phoenix, Arizona 85012

RE:
999-M(161)S
I-11, I-19/SR 189 to US 93/SR 89
TRACS No. 999 SW 0 M5180 01P
I-11 Corridor Tier 1 EIS
Participating Agency Invitation Letter

Dear Mr. Lirange,

The City of Tucson will serve as a Participating Agency during the Tier 1 EIS process for the I-11 Corridor. City staff participated in the Agency Scoping Meeting of Wednesday, June 22 at Pima Association of Governments in Tucson.

At this time, the City's comments on the Scope pertain to the alternatives to be studied and impacts to be evaluated. To provide additional context, relevant policies are cited from *Plan Tucson: City of Tucson General and Sustainability Plan,* which was ratified by voters in 2013. The comments provided in this letter should not be construed as a policy position on the I-11 project or EIS process. Rather, they are provided as information to be considered in your analysis. City staff will discuss the I-11 project with Mayor and Council at the appropriate time in the future; and they may choose to direct staff to submit additional comments at that time.

Consideration of Alternatives

Related Plan Tucson policy:

> *Policy LT22:* Participate in efforts to develop a coordinated regional, multi-modal transportation system that improves the efficiency, safety, and reliability of transporting people and goods within the region and to destinations outside the region *(Built Environment Focus Area: Land Use, Transportation, & Urban Design Element).*

The City requests that the Tier 1 EIS consider innovative approaches to alternatives that locate I-11 approximately within the existing rights of way for I-10 and I-19 (including frontage roads). Developing the interstate within already disturbed areas has the potential to have fewer impacts to natural resources, lower cost, easier access to I-10 East for both freight and passenger travelers, and shorter routes to already developed freight hubs along I-10 and I-19. Any alternatives along existing facilities in the urban area need to study a smaller than 2,000' wide study area, using a reasonable width of dual designated highway.

One such innovative approach is detailed in the collector-distributor roadway alternative (System Alternative IV) as described in the ADOT/FHWA *Interstate 10: Junction Interstate 19 to State Route 83/State Route 210: Golf Links Road to I-10 Feasibility Report Update* completed in February 2015. This approach separates local and through traffic, and has the potential to greatly facilitate freight movement without adding as much physical infrastructure (i.e. lanes) as would otherwise be required. A collector-distributor roadway would also provide a consistent approach along I-10 through the city if that alternative is selected on the eastern portion of the urban area along I-10.

Potential Economic Impacts

Related Plan Tucson policies:

> *Policy RG1:* Increase international partnerships and trade opportunities, with particular focus on Tucson's strong economic, cultural, and geographic ties to Mexico *(Economic Environment Focus Area: Regional & Global Positioning Element).*
>
> *Policy RG2:* Capitalize on Tucson's strategic location by maintaining and enhancing Tucson as an international port and center for commerce and logistics *(Economic Environment Focus Area: Regional & Global Positioning Element).*
>
> *Policy LT22:* Participate in efforts to develop a coordinated regional, multi-modal transportation system that improves the efficiency, safety, and reliability of transporting people and goods within the region and to destinations outside the region *(Built Environment Focus Area: Land Use, Transportation, & Urban Design Element).*
>
> *Policy TQ2:* Preserve and celebrate the beauty of Tucson's natural landscape and the wonder of the Sonoran Desert *(Social Environment Focus Area: Tourism & Quality of Life Element).*

While the overall economic impact of any roadway alternative would need to be verified by a formal economic impact study, the initial economic development impact of I-11 (any alternative) to the City of Tucson would be the creation of construction jobs and businesses supporting the construction industry. I-11 would further support efforts of the Port of Tucson to continue to build its inland port services. This would further position Tucson as a major logistics center in the Southwest, allowing Tucson to be more competitive in the global economy.

For roadway alternatives that skirt or bypass the majority of the Tucson metro area, there are pros and cons to consider. Potential negative impacts to the City include loss of sales tax revenue from frontage hotels, restaurants and gas stations that cater to the trucking industry. However, the types of businesses typically associated with the trucking industry are retail and basic service industry related jobs, which tend to have low wages with limited positive spinoffs. As further due diligence, the City can undertake an analysis of the sales tax generated from businesses ¼-mile on either side of I-10 from Kolb Road to Ruthrauff Road to fully understand the extent of the revenue impact.

Additionally, there could be substantial loss of revenue from domestic and Mexican visitors who would then have an option to bypass the City of Tucson. Currently, visitors from Mexico spend nearly $1 billion in Tucson and Pima County each year. This accounts for more than 5% of the total taxable sales in Pima County, the majority of which occurs within the City of Tucson.

Also, roadway alternatives that pass through undeveloped or rural areas would have the potential to affect tourism, a large portion of which is driven by the region's unique natural assets such as plants and wildlife, scenic views, natural quiet, and dark skies. Conversely, studies show that a decrease in urban truck traffic could also improve the quality of life of existing Tucson residents and assist in further downtown redevelopment.

For roadway alternatives using the existing I-10/I-19 rights of way, the inverse would be true. Mexican and domestic visitors would not have the option to bypass Tucson and would continue to visit Tucson for shopping and leisure services. The frontage hotels, restaurants, retailer and gas stations along the interstate would see an increase in sales corresponding to the increase in truck traffic. Additionally, an increase in traffic could cause congestion, increased pollution and ambient noise for the neighborhoods immediately surrounding the interstate.

Potential Social Impacts

Related Plan Tucson Policy:

> *Policy LT1:* Integrate land use, transportation, and urban design to achieve an urban form that supports more effective use of resources, mobility options, more aesthetically-pleasing and active public spaces, and sensitivity to historic and natural resources and neighborhood character *(Built Environment Focus Area: Land Use, Transportation, & Urban Design Element).*

Potential impacts to neighborhoods adjacent to proposed roadway alternatives (noise, air pollution, etc.) need to be evaluated. It should be noted that many neighborhoods along the existing alignments of I-10 and I-19 already experience high stress levels (based on *City of Tucson Indicators of Neighborhood Stress*, 2016).

Potential Impacts to Tucson Water Properties in Avra Valley

Related Plan Tucson Policies:

> *Policy WR1:* Continue to plan and manage the City's water supplies, quality, and infrastructure for long-term reliability and efficiency *(Natural Environment Focus Area: Water Resources Element).*
>
> *Policy WR5:* Protect groundwater, surface water, and stormwater from contamination *(Natural Environment Focus Area: Water Resources Element).*
>
> *Policy WR6:* Integrate land use and water resources planning *(Natural Environment Focus Area: Water Resources Element).*
>
> *Policy WR7*: Collaborate on multi-jurisdictional and regional water planning and conservation efforts *(Natural Environment Focus Area: Water Resources Element).*
>
> *Policy WR10*: Continue to manage the City's Water Service Area, considering service area expansion only when it furthers the long-term social, economic, and environmental interest of City residents *(Natural Environment Focus Area: Water Resources Element).*

Any alternatives that are studied that traverse the Avra Valley will need to consider impacts to City-owned (Tucson Water) water facilities in the area. These facilities are depicted in the attached map, and include both the Central and Southern Avra Valley

Storage and Recovery Project (CAVSARP and SAVSARP). These water facilities (collectively referred to as "Clearwater") represent the primary source of Tucson's renewable water supply.

Alignment through Clearwater could present significant challenges to the utility's operations, and there could be significant costs in the event that Tucson Water infrastructure was required to be moved in order to make way for a new Interstate. Recharge basins, wells, transmission lines, and more have cost the utility's ratepayers over $250 million, and the timeframe for their development, including studies, permitting, and construction, takes many years. It is unclear at this time what the costs and timelines would be for moving infrastructure to alternate locations.

In addition, the current location of the project, including both CAVSARP and SAVSARP, was selected because of the hydro-geological advantages of the area. It is unknown at this time whether—and if feasible, where—replacement infrastructure could be relocated under similar conditions as those that exist in the present location. Any reduction in Tucson Water's recharge and recovery capacity in the area could increase our dependence on non-renewable groundwater supplies to meet customer demand.

Other considerations include:

- Habitat Conservation Plan (HCP): For almost a decade, Tucson Water has worked with the U.S. Fish and Wildlife Service in order to secure a Section 10 permit for all Tucson Water properties in Avra Valley. Tucson Water strongly recommends that any new development in the area comply with our Section 10 permit.

- Water quality concerns: Locating an Interstate Highway in close proximity to Tucson's drinking water supply must account for potential introduction of incompatible land uses and activities in the area such as land development, gas stations, and the movement of hazardous materials.

- Tucson-Phoenix water exchange: Current plans include the expansion of recharge operations at CAVSARP and SAVSARP to accommodate the increased storage of City of Phoenix (and potentially other municipal partners') water in our facilities. Any reduction of current recharge capacity—or limitations on future recharge basin construction and recharge capacity—by a new Interstate could reduce or eliminate Tucson's ability to fulfill its obligations under the proposed agreement.

- Water rights: Tucson Water purchased these retired farm properties in Avra Valley for their water rights. Due to the nexus between land ownership and water rights, sale and/or lease of the properties can complicate Tucson's water rights in the area.

- Restrictive covenants: Separate from the HCP, portions of Clearwater are limited by permanent restrictive covenants, tied to the deed, that apply to both current and future owners of the land. These covenants restrict both the ability to route an Interstate through Clearwater, as well as Tucson Water's ability to relocate infrastructure.

City staff is available to provide further information to the I-11 Project Team as needed. Specifically, we would like to request an in-person consultation between City staff and I-11 Project Team members to address any questions you might have, and to provide further detail if needed. James MacAdam (James.MacAdam@tucsonaz.gov, 520-837-4068) in the City Manager's Office will serve as the City's point of contact on this project.

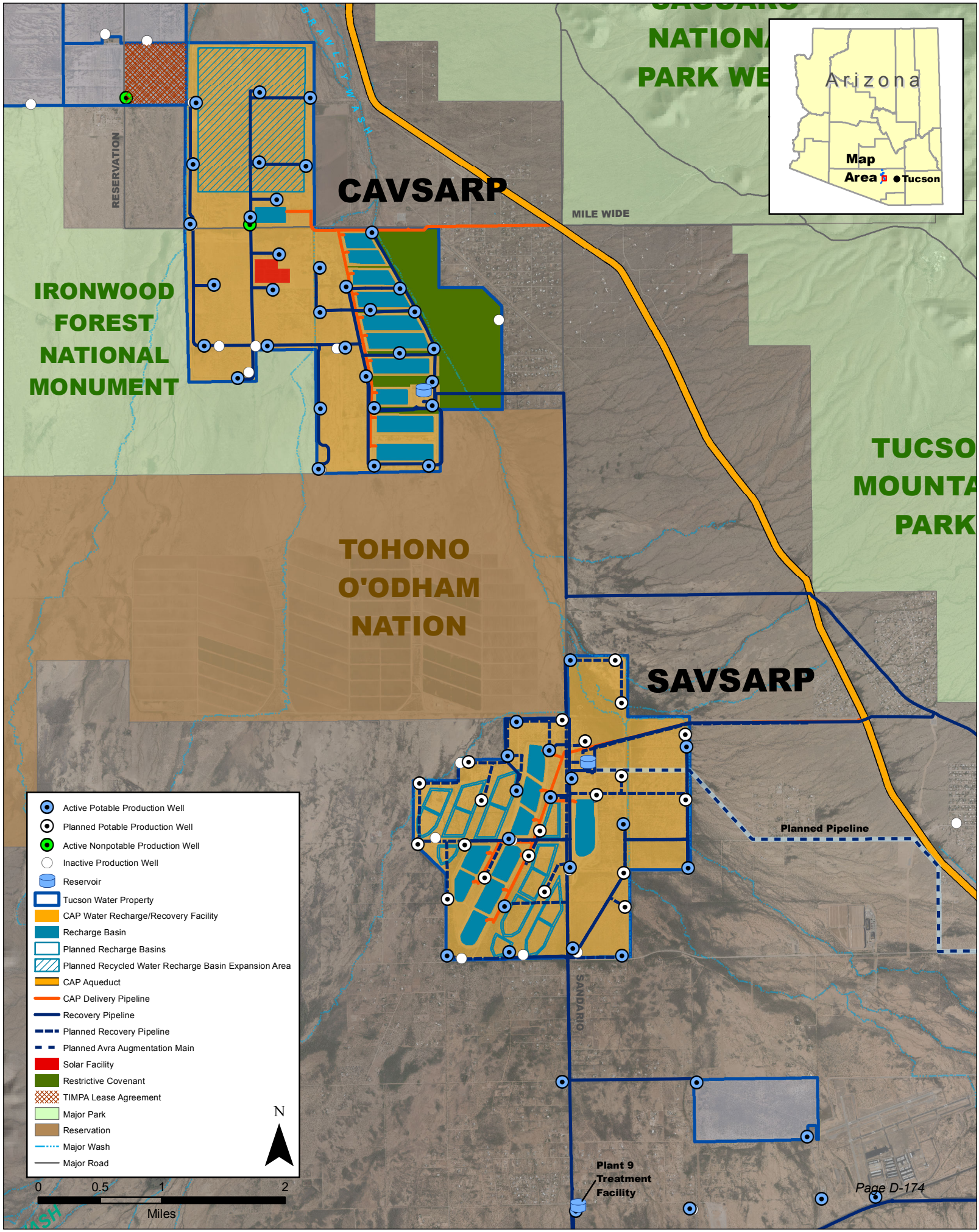
Sincerely,

Michael J. Ortega, P.E.
City Manager

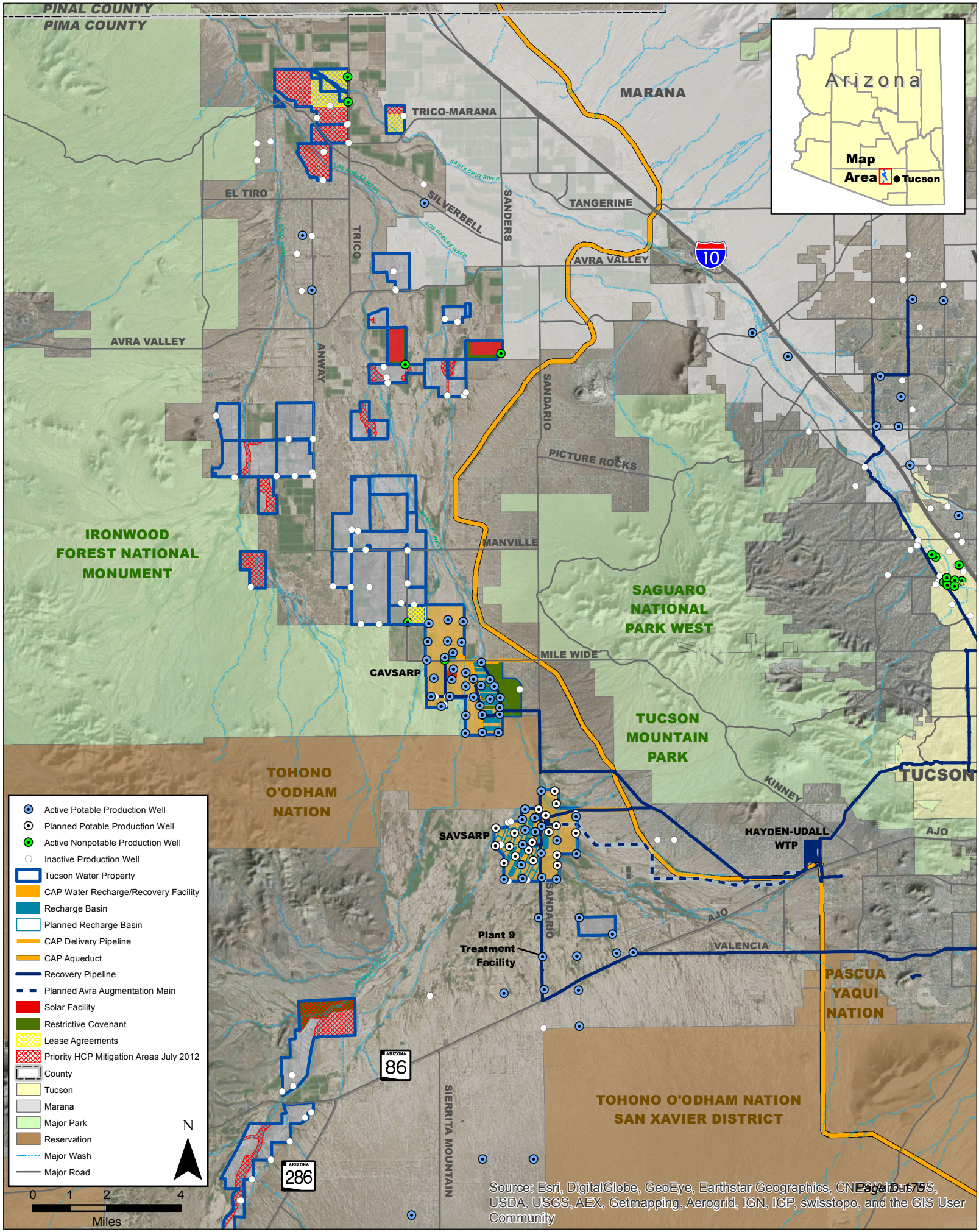
Attachments: Map of Tucson Water Avra Valley Recharge Projects
Map of Tucson Water Avra Valley Property

cc: Farhad Moghimi, Executive Director, Pima Association of Governments
Albert Elias, Assistant City Manager
Joyce Garland, Assistant City Manager
Timothy Thomure, Director, Tucson Water
Daryl Cole, Director, Tucson Department of Transportation
Nicole Ewing-Gavin, Interim Director, Planning and Development Services Department
Greg Jackson, Management Coordinator, Economic Initiatives Office

Tucson Water Avra Valley Recharge Projects



Tucson Water Retired Avra Valley Farm Property



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Ives, Lisa

From: Bodington, Kimberly
Sent: Tuesday, November 08, 2016 1:25 PM
To: Ives, Lisa
Cc: Lauren Clementino; Jaclyn.Kuechenmeister@ch2m.com
Subject: FW: I-11 Corridor Study Participation - CMID

Cortaro-Marana Irrigation District has accepted both Participating Agency and Section 106 involvement.

From: Lirange, Aryan (FHWA) [mailto:Aryan.lirange@dot.gov]
Sent: Wednesday, October 19, 2016 9:16 AM
To: Bodington, Kimberly; Jay Van Echo (JVanEcho@azdot.gov); AMER-US-AZ Phoenix-i11doccontrol; Ives, Lisa
Cc: Yedlin, Rebecca (FHWA)
Subject: FW: I-11 Corridor Study Participation - CMID

Please see the follow-up questions and acceptance from the CMID for both Participating and Section 106.

Aryan
Arizona FHWA – Senior Urban Engineer
(eMail) aryan.lirange@dot.gov
(602) 382 8973 | cell (602) 999 2921

From: Lirange, Aryan (FHWA)
Sent: Wednesday, October 19, 2016 9:15 AM
To: 'CMID/CWUA'
Cc: Yedlin, Rebecca (FHWA)
Subject: RE: I-11 Corridor Study Participation - CMID

Ok, I will direct the team by forwarded copy of this email to include you as accepting Participating and Section 106 involvement on this project using the contact information below. Thanks for the reply.

David Bateman
General Manager
Cortaro-Marana Irrigation District
Cortaro Water Users' Association
12253 W. Grier Road - Marana, AZ 85653
Tel: 520-682-3233
Fax: 520-682-3456
Cell: 520-609-9059

Aryan
Arizona FHWA – Senior Urban Engineer
(eMail) aryan.lirange@dot.gov
(602) 382 8973 | cell (602) 999 2921

From: CMID/CWUA [mailto:cmid12253@comcast.net]
Sent: Wednesday, October 19, 2016 9:09 AM
To: Lirange, Aryan (FHWA)
Cc: Yedlin, Rebecca (FHWA)
Subject: RE: I-11 Corridor Study Participation - CMID

Keep me involved for now, I am going go out on a limb and say that you are NOT going to be installing I-11 between the Santa Cruz river and existing I-10 between avra valley road and the Pima/Pinal County line and THAT is the crux of the District and most likely NOT really in your planning area.

David Bateman
General Manager
Cortaro-Marana Irrigation District
Cortaro Water Users' Association
12253 W. Grier Road - Marana, AZ 85653
Tel: 520-682-3233
Fax: 520-682-3456
Cell: 520-609-9059
Email: CMID12253@COMCAST.NET

-------Original Message-------

From: Lirange, Aryan (FHWA)
Date: 10/19/2016 8:59:36 AM
To: cmid12253@comcast.net
Cc: Yedlin, Rebecca (FHWA)
Subject: RE: I-11 Corridor Study Participation - CMID

Mr. Bateman..

I appreciate you contacting us related to the inquiries from Kimberly who has been asked to follow-up with Agencies in the area to be doubly sure that we have not missed any interested or impacted agencies.

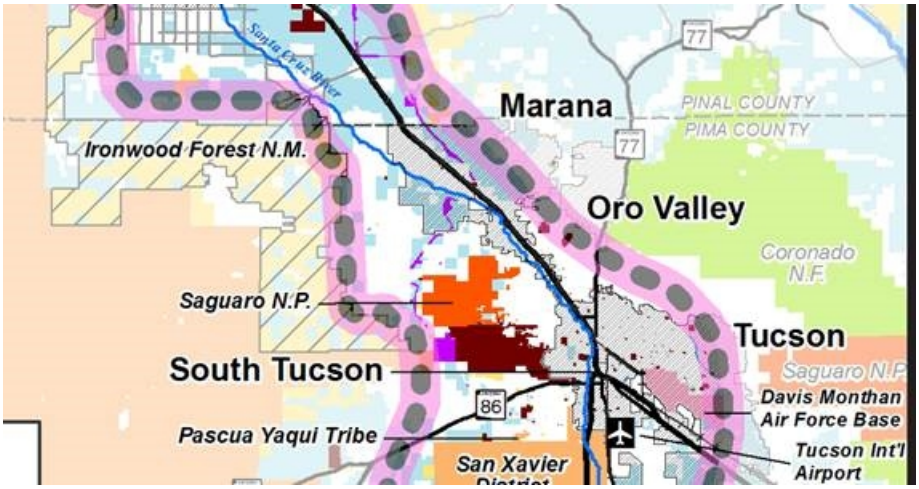
To answer your question about where the corridor will be located is a premature since we are evaluating a large study area and have not at this time defined any distinct corridors. We are currently collecting data to help define constraints and opportunities within the Study area boundaries to allow the team to develop a range of potential Corridor alternatives to study in further detail. The range of potential corridor alternatives are expected to be developed and announced within the next 4 to 6 months.

However, to answer your question about IF your infrastructure is inside the study area, the attached link and map should provide enough detail for you to determine if your infrastructure is indeed within the study boundaries.

http://www.i11study.com/Arizona/study-area.asp

In addition, I've attempted to zoom into the map and cropped out what might be the area your infrastructure is located. As you can see it spans from the Ironwood Forest National Monument boundary eastward to several miles east of I-10. The study team will be evaluating possible corridor alternatives in this entire area. The Tier 1 EIS process will provide a reasonable range of alternatives for agencies and the public to review and comment.

From your web page map (http://www.cmid-cwua.com/service-area1.html) it appears that your entire operation is well within our study area.



We would appreciate a reply, either positive or negative to the two letters so we can be sure you have the opportunity to make a decision on behalf of your agency on how you would like to be engaged in the study. Declining the invitations does not prohibit you from providing comments at a later time during the Tier 1 EIS process, but you will not be receiving any material directly from the Study team, you will have to engage the project on your own. We would be glad to add your contact info into our general contact database so you would receive general information notifications from time to time as the study reaches key milestones.

Please do not hesitate to contact me if you have any follow-up questions.

Aryan
Arizona FHWA – Senior Urban Engineer
(eMail) aryan.lirange@dot.gov
(602) 382 8973 | cell (602) 999 2921

From: CMID/CWUA [
Sent: Tuesday, October 18, 2016 6:25 PM

To: Yedlin, Rebecca (FHWA)
Subject: I-11 Corridor Study Participation - CMID

Rebecca - I have been hounded by Kelly Bodington to respond to you. As I told her from the descriptions given in the 2 letters it is impossible to actually know whe
re I-11 is being planned and as a manager of a water district that delivers to approximately 13,000 acres of farm land -knowing exactly where the corridor IS would directly relate it IF I wanted to be a part of the group.

So can you direct me to a map with detail, that shows the corridor so I can tell you to continue to include me or not?

Thanks,

David Bateman
General Manager
Cortaro-Marana Irrigation District
Cortaro Water Users' Association
12253 W. Grier Road - Marana, AZ 85653
Tel: 520-682-3233
Fax: 520-682-3456
Cell: 520-609-9059
Email: CMID12253@COMCAST.NET

Ives, Lisa

From: Bodington, Kimberly
Sent: Tuesday, October 18, 2016 11:23 AM
To: Ives, Lisa; Jay Van Echo
Subject: FW: ADOT & FHWA I-11 Corridor Tier 1 EIS

FYI….

From: Amaglio, Alessandro [mailto:Alessandro.Amaglio@fema.dhs.gov]
Sent: Tuesday, October 18, 2016 8:19 AM
To: Bodington, Kimberly; rebecca.yedlin@dot.gov
Cc: AMER-US-AZ Phoenix-i11doccontrol
Subject: RE: ADOT & FHWA I-11 Corridor Tier 1 EIS

Good morning Kimberly and Rebecca.

Yes, FEMA will be glad to be participating, focusing on floodplain issues.

Thank you.

a^2

Alessandro Amaglio
Regional Environmental Officer
FEMA R IX-U.S. Department of Homeland Security
1111 Broadway, Suite 1200
Oakland, California 94607-4052
Phone: 510-627-7284
Fax: 510-627-7138
Cell phone: 510-610-1587
Email: alessandro.amaglio@fema.dhs.gov
https://www.fema.gov/environmental-and-historic-preservation

From: Bodington, Kimberly [mailto:Kimberly.Bodington@aecom.com]
Sent: Friday, October 14, 2016 1:28 PM
To: Amaglio, Alessandro <Alessandro.Amaglio@fema.dhs.gov>
Cc: AMER-US-AZ Phoenix-i11doccontrol <i11doccontrol@aecom.com>
Subject: ADOT & FHWA I-11 Corridor Tier 1 EIS

Dear Mr. Amaglio,

Thank you for taking the time to discuss the I-11 Corridor Tier 1 EIS project with me on the phone this morning. As promised, the invitation letter that was previously sent to Mr. Hammill is attached to this email. If you are interested in moving forward as a Participating Agency, please respond to Rebecca Yedlin of FHWA as noted in the attached letter at your earliest convenience.

Following your acceptance, we can then follow-up with you on a project update, which will include providing you with any work products that have been circulated to the Participating Agencies to date.

Please do not hesitate to reach out if you have any questions. We look forward to hearing from you.

Best,
Kimberly

Kimberly Bodington
Transportation Planner
Multimodal Planning Department
D +1-602-648-2580
kimberly.bodington@aecom.com

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Ives, Lisa

From: Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>
Sent: Monday, September 12, 2016 11:05 AM
To: Jay Van Echo (JVanEcho@azdot.gov); Ives, Lisa
Cc: Lirange, Aryan (FHWA); AMER-US-AZ Phoenix-i11doccontrol
Subject: FW: 999-M(161)S - Greene Reservoir Flood Control District

fyi

From: Jerry Witt [mailto:jerryw@wholdings.com]
Sent: Tuesday, September 06, 2016 9:34 AM
To: Yedlin, Rebecca (FHWA)
Cc: 'Susan Goodwin'
Subject: 999-M(161)S - Greene Reservoir Flood Control District

Dear Ms. Yedlin,

This is in response to your letter of August 24, 2016 requesting that the District accept FHWA's invitation to participate in the I-11 corridor studies.
On behalf of the Greene Reservoir Flood Control District please consider this email as acceptance of the Agency's invitation.
Communication about this project can be mailed to the address below or emailed to jerryw@wholdings.com or I can be called at 602-550-2999.

Thank you,

Jerry Witt

On behalf of
Greene Reservoir Flood Control District
1121 W. Warner Rd., Ste. 109
Tempe, AZ 85284
602-550-2999

MARICOPA ASSOCIATION of GOVERNMENTS

302 North 1st Avenue, Suite 300 ▲ Phoenix, Arizona 85003
Phone (602) 254-6300 ▲ FAX (602) 254-6490
E-mail: mag@azmag.gov ▲ Web site: www.azmag.gov

June 29, 2016

Ms. Karla S. Petty
Division Manager
Federal Highway Administration
4000 N. Central Avenue, Suite 1500
Phoenix, Arizona 85012

JUN 5 - 2016

SUBJECT: I-11 Corridor Tier 1 Environmental Impact Statement

Dear Ms. Petty: Karla

Thank you for inviting the Maricopa Association of Governments (MAG) to be a participating agency in the Tier 1 Environmental Impact Statement for the Interstate 11 Corridor. MAG accepts the invitation and will assist the project team as needed. MAG is participating on this project as a member of the project management team and has discussed in prior meetings the level of planning MAG and its member agencies have completed in the proposed I-11 EIS corridor study area over the past eight years.

MAG has completed three transportation framework studies within the I-11 corridor study area that include an interconnected transportation system consisting of arterials, parkways and the proposed Interstate 11. Countless meetings have been held with a variety of resource agencies, towns, cities and members of the public to gain approval of the framework study recommendations. Listed below are the three frameworks and the acceptance dates.

- Interstate 10/Hassayampa Valley Roadway Framework Study (Accepted by the MAG Regional Council February 27, 2008)
- Interstates 8 and 10 Hidden Valley Transportation Framework Study (Accepted by the MAG Regional Council September 30, 2009 and by the Central Arizona Governments on September 24, 2009)
- Hassayampa Framework Study for the Wickenburg Area (Approved by the Wickenburg Town Council on November 15, 2010)

MAG staff completely understands that a transportation project has to go through various levels of planning before the final alignment can be set and the project can be constructed. We respectfully request that past planning efforts in the study area be included and evaluated in the I-11 Corridor Tier 1 EIS process.

I want to thank you again for the invitation to participate on this effort and MAG will continue to support and work with the Federal Highway Administration and the Arizona Department of Transportation on this effort and others in the region.

Sincerely,

Eric Anderson
Transportation Director
Maricopa Association of Governments

Maricopa County
County Manager's Office

301 West Jefferson Street
10th Floor
Phoenix, AZ 85003-2143
Phone: 602-506-3098
Fax: 602-506-3328
www.maricopa.gov

July 6, 2016

Rebecca Yedlin
FHWA Environmental Coordinator
4000 N. Central Ave., Suite 1500
Phoenix, AZ 85012

Subject:
999-M(161)S
I-11, I-19/SR 189 to US 93/SR 89
TRACS No. 999 SW 0 M5180 01P
I-11 Corridor Tier 1 EIS
Participating Agency Invitation Letter

Dear Ms. Yedlin:

Maricopa County received your letter dated May 24, 2016, inviting Maricopa County to become a participating agency with the Federal Highway Administration and the Arizona Department of Transportation in the development of the I-11 Corridor Tier 1 Environmental Impact Study. We accept your invitation to become a participating agency for this project, and will endeavor to participate in project activities as applicable. Maricopa County was represented at the Agency Scoping Meeting on June 7, 2016 and appreciates the opportunity to coordinate as the project proceeds.

As there are a number of Maricopa County Departments affected by this project, including but not limited to the Department of Transportation, Parks and Recreation, Air Quality and Flood Control District, I have selected Jennifer Toth, County Engineer, as our primary agency representative for this project. Please contact Jennifer directly via phone, 602-506-4700, or email, jennifertoth@mail.maricopa.gov, with project related correspondence.

We appreciate the opportunity to work with FHWA and ADOT as a participating agency on this important statewide project.

Sincerely,

Joy Rich

Cc:

Jennifer Toth, Department of Transportation
RJ Cardin, Parks and Recreation
Bill Wiley, Flood Control District
Phil McNeely, Air Quality
Jay Van Echo, ADOT Project Manager
Lisa Ives, AECOM Consultant Team Project Manager

Maricopa County
Department of Transportation

Director's Office
2901 W. Durango Street
Phoenix, AZ 85009
Phone: 602-506-4700
Fax: 602-506-4858
www.mcdot.maricopa.gov

July 7, 2016

Aryan Lirange
FHWA Senior Urban Engineer
4000 N. Central Ave., Suite 1500
Phoenix, AZ 85012

Subject:
999-M(161)S
I-11, I-19/SR 189 to US 93/SR 89
TRACS No. 999 SW 0 M5180 01P
I-11 Corridor Tier 1 EIS
Agency Scoping Comments

Dear Mr. Lirange:

Thank you for the opportunity to provide written comments on the I-11 Corridor Tier 1 Environmental Impact Statement. The below are collective comments from the following Departments and Districts within Maricopa County: Air Quality, Flood Control, Parks and Recreation, and Transportation. After attending the Agency Scoping Meeting on June 7, 2016, Maricopa County provides the following general comments on the Corridor Study Area.

1. Near or in close proximity to Vulture Mine Road
    a. Vulture Mine Road is a regional roadway carrying vehicles from I-10 to Wickenburg. Impact to this roadway may cause concern to local traffic.
    b. The Corridor Study Area includes the Vulture Mountain Recreation Area (VMRA) Master Plan area. Concerns related to this Master Plan include:
        i. Conflict with existing and planned Off Highway Vehicle recreation area
        ii. Conflict with proposed Campground
        iii. Conflict with Day Use area
        iv. Conflict with Trails System
        v. Potential limits to east/west cross recreational opportunities
        vi. Potential restricted access to the area
    c. Coordination with the approved circulation plans of multiple master planned communities.
    d. Topography in this area is diverse and may require special considerations.
    e. Wildlife activity is high in this area resulting in concerns with wildlife connectivity.

2. US 60 and future Turner Parkway area
    a. Potential wildlife impact to the Hassayampa Preserve
    b. Increase of traffic on US 60 and impact to the Hassayampa Preserve
    c. Potential impact to existing communities (e.g. Festival Ranch)
    d. Potential impact to wildlife corridors traversing to and from the White Tank Mountains
3. Impact to Flood Retarding Structures (FRS) and Dams
    a. Buckeye FRS #1 is an earthen embankment dam approximately 7 miles long and is located immediately north of and parallel to Interstate 10 south of the White Tank Mountains and east of the Hassayampa River. The purpose of the dam is to provide 100 yr. flood protection to Interstate 10 and the lower portions of the Buckeye watershed area. The dam was designed to detain water only during times of flooding. Storm water is released from the dam through an ungated Principal Spillway which outlets into the Hassayampa River. Buckeye FRS 1 is one of three dams that impound and drain storm water from a 90-square mile watershed. Buckeye FRS 2 & 3 is east of this dam and are collectively part of an overall system.
    b. Sunset FRS is an earthen embankment dam approximately 488-ft long and is located in the Town of Wickenburg south of the intersection of U.S. 60 and east of Mariposa Dr. The drainage area contributing to the dam is approximately 0.6 square miles. The dam is designed to contain the 100-yr flood and outlets into the Sunset/Sunnycove pipeline and outfall into the Hassayampa River, approximately 1.5 miles away.
    c. Sunnycove FRS is an earthen embankment dam approximately 714-ft long and is located in the Town of Wickenburg south of the U.S. 60 and west of Kellis Rd. The drainage area contributing to the dam is approximately 1.4 square miles. The dam is designed to contain the 100-yr. flood and outlets into the Sunset/Sunnycove pipeline and outfall into the Hassayampa River, approximately 1.5 miles away.
    d. Casandro Wash Dam is an earthen embankment dam approximately 1,011 feet long and is located in the Town of Wickenburg immediately north of U.S. 60 and 1500-ft west of Mariposa Dr. The drainage area contributing to the dam is approximately 3.0 square miles. The dam is designed to contain the 100-yr flood and outlets into the Casandro Wash pipeline and outfall into Sols Wash approximately 1 mile downstream near Tegner St.

*****Note: Each of these dams are under an Operating Agreement with State and Federal Regulatory agencies and any impacts to these dams will require involvement with the AZ Dept. of Water Resources Dam Safety Section and the Natural Resource Conservation Service.*

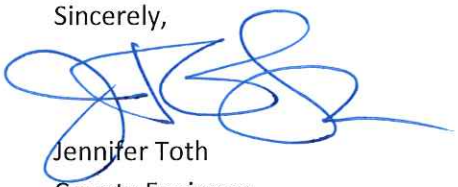
4. Impact to Loop 303 Outfall Drainage Channel
   The L 303 Channel is a 5-mile long regional drainage channel located in the City of Goodyear west of Cotton Lane from Van Buren St. to the Gila River. The upstream 3.7 miles of the channel is within the corridor of the L 303 freeway. This project provides a regional drainage outfall as well as a 100-yr. level of flood protection for the freeway and is an outfall for two dams west of located west of the channel. Connections or impacts to the system will involve the Flood Control District and ADOT.
5. Floodplain Impacts
   The Flood Control District performs floodplain management and regulations duties for unincorporated Maricopa County and the following Cities/Towns that appear to be within the corridor: Buckeye, Surprise, Goodyear, Gila Bend and Wickenburg.
6. The Maricopa Regional trail will connect Lake Pleasant Regional Park to the Vulture Mountains and Wickenburg area from the east. The planned Regional Trail would then likely exit the Vulture Mountains area and head southwest to connect with White Tank Mountain Regional Park. Consideration should be made to accommodate connectivity to those areas.
7. Potential impacts on air quality will need to be considered.

In addition, please add Michael Duncan with Flood Control District to your distribution list. He can be reached at 602-506-4732 or via email at mwd@mail.maricopa.gov.

Maricopa County appreciates the opportunity to provide comments on the Corridor Study Area and looks forward to working with the Federal Highway Administration and the Arizona Department of Transportation as Corridor Alternatives are developed.

Please feel free to contact me if there is clarification needed on any of the comments provided.

Sincerely,



Jennifer Toth
County Engineer

Cc:

RJ Cardin, Parks and Recreation
Bill Wiley, Flood Control District
Phil McNeely, Air Quality
Jay Van Echo, ADOT Project Manager
Lisa Ives, AECOM Consultant Team Project Manager

Ives, Lisa

From: Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>
Sent: Monday, September 12, 2016 8:41 AM
To: Jay Van Echo (JVanEcho@azdot.gov); Ives, Lisa
Cc: Lirange, Aryan (FHWA); AMER-US-AZ Phoenix-i11doccontrol
Subject: FW: 999-M(161)S

fyi

From: dalley@maricopafcd.com [mailto:dalley@maricopafcd.com]
Sent: Saturday, September 10, 2016 8:23 AM
To: Yedlin, Rebecca (FHWA)
Subject: 999-M(161)S

Rebecca:

Thank you for inviting MFCD to become a participating agency in the Tier 1 EIS process for the I-11 Corridor.

We accept your invitation and I will be your main point of contact.

Regards,

David Alley
District Manager
Maricopa Flood Control District
480.980.0531

Ives, Lisa

From: Lambert, Cheryl - NRCS, Phoenix, AZ <Cheryl.Lambert@az.usda.gov>
Sent: Wednesday, July 20, 2016 2:35 PM
To: Ives, Lisa; Paty, Laura
Cc: Jay Van Echo (JVanEcho@azdot.gov)
Subject: RE: I-11 Corridor Study
Attachments: Web Soil Survey_nrcs142p2_050731.pdf; CPA106.pdf

Hi Lisa, Laura and Jay,
Thank you for the zipped shapefiles for the I-11 Corridor Study. We did received an invitation for the public scoping meetings and letters that were given to me by Steve Smarik. By then, some of the meetings had already taken place and I was not able to attend the Buckeye meeting. I am sure that NRCS Arizona cannot be a Cooperating Agency for the DEIS, but I would be happy to assist with the Prime and Unique Farmland (FPPA). I can provided a Custom Soils Report and look at the Urban Area relative to the study. Attached is a brochure for the Web Soil Survey so you can take a look at this tool that is available to the public. My determination will be reviewed by the State Soil Scientist, D'Andre Yancey, and if Positive for Prime or Unique Farmland, a letter will be signed by Keisha Tatem, State Conservationist. Since this is a corridor project, form NRCS-CPA-106 will be needed to complete the determination for the alternatives. The blank form is attached for your reference. Normally, this would be filled out and sent to the requestor when the positive letter is signed by the STC. It will take up to 45 days to complete this process.

Best regards, Cheryl Lambert
State Environmental Liaison and Technical Service Provider (TSP) Coordinator
Arizona NRCS Asian American and Pacific Islander- Special Emphasis Program Manager
USDA, Natural Resources Conservation Service
230 N. 1st Ave. Suite 509, Phoenix, AZ 85003
Office: (602) 280-8787 Fax: (855)844-9177 Website: www.az.nrcs.usda.gov
NRCS Helping People Help the Land

From: Ives, Lisa [mailto:Lisa.Ives@aecom.com]
Sent: Wednesday, July 20, 2016 9:52 AM
To: Paty, Laura <Laura.Paty@hdrinc.com>; Lambert, Cheryl - NRCS, Phoenix, AZ <Cheryl.Lambert@az.usda.gov>
Cc: Jay Van Echo (JVanEcho@azdot.gov) <JVanEcho@azdot.gov>
Subject: RE: I-11 Corridor Study

Hi Cheryl –

For your benefit, I am attaching the GIS shapefiles of the study area boundary for the I-11 Corridor. Any information you can provide to assist in the analysis would be much appreciated. I would also encourage your agency to follow-up on the letter Laura provided below (reattached), if you have an interest in being a Participating Agency.

I am also including Jay Van Echo on this e-mail who is ADOT's Project Manager for the I-11 Corridor Tier 1 EIS. His phone number is 520-400-6207.

Please let me know if you have any questions.

Thanks.

Lisa
616-334-1875

From: Paty, Laura [mailto:Laura.Paty@hdrinc.com]
Sent: Wednesday, July 20, 2016 12:47 PM
To: cheryl.lambert@az.usda.gov
Cc: Ives, Lisa
Subject: I-11 Corridor Study

Cheryl
I don't know if you saw this letter? I believe it's the request for NCRS participation.
I can work with Lisa to get you the shapefile you need for your research. I just need to confirm what boundary(ies) you need. I presume just the corridor study area but is there something else needed?
Thank you.

Laura Paty, RLA
Landscape Architect

HDR
101 N. 1st Avenue, Suite 1950
Phoenix, AZ 85003-1923
D 602.792.8836 **T** 602.792.8800
laura.paty@hdrinc.com

hdrinc.com/follow-us

Soil Survey Data

Soil survey data are a product of the National Cooperative Soil Survey, a joint effort of the USDA Natural Resources Conservation Service and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants.

Web Soil Survey (WSS)

The Web Soil Survey provides agricultural producers, agencies, Technical Service Providers, and others electronic access to relevant soil and related information needed to make land-use and management decisions. The WSS:

- Provides an alternative to traditional hardcopy publication,
- Provides the means for quicker delivery of information,
- Provides electronic access to full soil survey report content,
- Provides access to the most current data,
- Allows customers to get just the information they want, and
- Provides customers with the ability to download spatial and tabular soils data for use in GIS (replaces functionality of former Soil Data Mart).
- Additional help is available at "Contact Us" or by emailing soilshotline@lin.usda.gov.

Current, Custom
Soil Maps & Reports:
Fast.
Free.
Friendly.

Print a Hydric Soil Map

- Complete Steps 1, 2, and 3
- From the "Soil Data Explorer" tab, click on the "Suitabilities and Limitations for Use" tab
- Click on "Land Classifications"
- Click on "Hydric Rating by Map Unit"
- Click the "View Rating" button
- Click the "Legend" tab to open or close the map symbol legend
- Click the "Printable Version" button
- Click the "View" button
- On the browser menu bar, select File and Print; or click the print icon

Print a Soil Chemical Properties Report

- Complete Steps 1, 2, and 3
- From the "Soil Data Explorer" tab, click the "Soil Reports" tab
- Click on "Soil Chemical Properties"
- Click on "Chemical Soil Properties"
- Click the "View Soil Report" button
- Click the "Printable Version" button
- Click the "View" button
- On the browser menu bar, select File and Print; or click the print icon

USDA Natural Resources Conservation Service
United States Department of Agriculture

National Cooperative Soil Survey

USDA is an equal opportunity provider and employer.

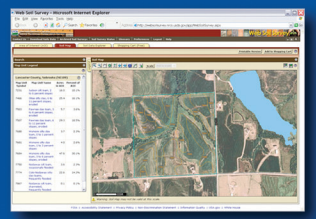
March 2014

USDA Natural Resources Conservation Service
United States Department of Agriculture

Web Soil Survey

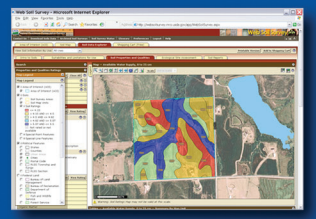
http://websoilsurvey.nrcs.usda.gov

Define.



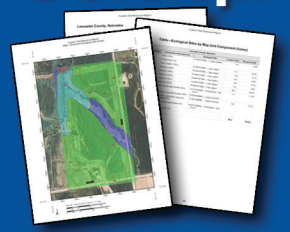
Search / Locate

Collect.



Analyze Data

Develop.



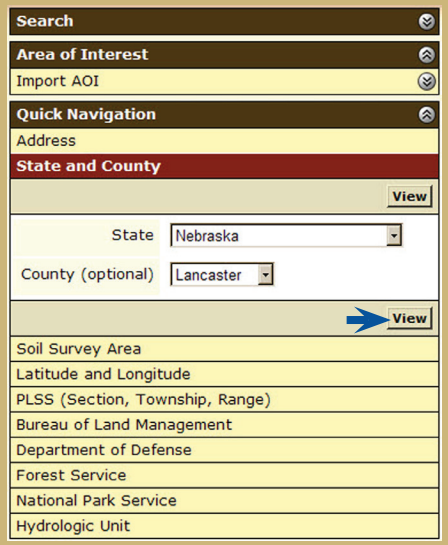
Custom Reports & Maps

"Helping People Help the Land"

Accessing Web Soil Survey

- Open the Web Soil Survey (WSS) site at: http://websoilsurvey.nrcs.usda.gov and click the "Start WSS" button.

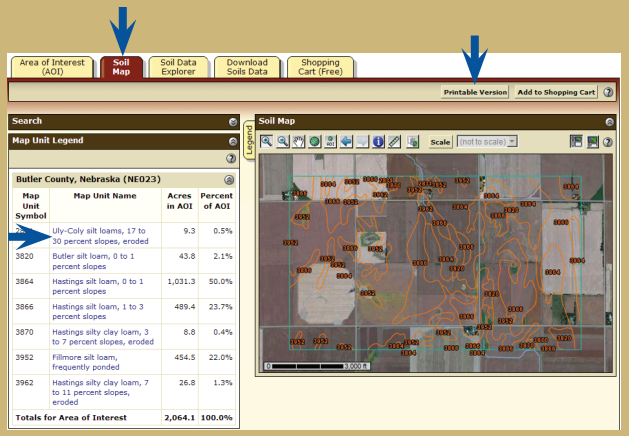
Step 1. Define Your Area of Interest (AOI)



- Several methods are available to zoom into a geographic area of interest. You can enter an address; select a state and county; enter section, township, and range information; or you can import a boundary file from your local computer to set the AOI.
- Click the "View" button to see the area.

- Use the zoom in tool (plus sign) to click and drag a rectangular box around a specific area. Repeat, as necessary, to zoom further.
- Select an AOI tool to draw a rectangular box or irregular polygon that defines the AOI and allows selection of associated soil data. Once the AOI has been defined, you can save it for use at a later date.

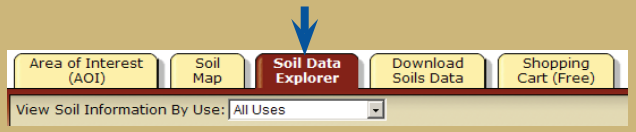
Step 2. View and Print Your Soil Map



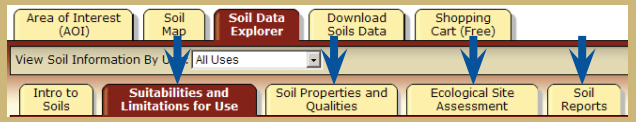
- Click on the "Soil Map" tab.
- Click on a map unit name to view a map unit description. Click the X to close the narrative.
- Print your soil map by clicking on the "Printable Version" button; then click the "View" button. On the browser menu bar, select File and Print; or click the print icon. Close the window.

Step 3. Explore Your Soil Information

WSS generates thematic maps of soil interpretations and chemical or physical properties. Tabular data reports are also available.



- Click on the "Soil Data Explorer" tab.

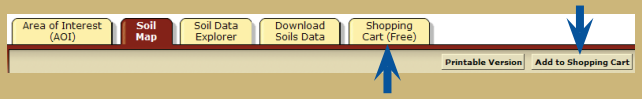


- Click on the tabs below "Soil Data Explorer" and explore available information (default tab is "Suitabilities and Limitations for Use").

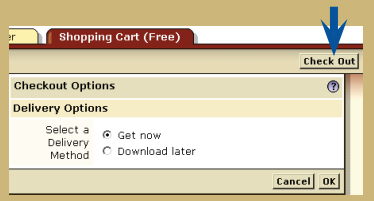
Step 4. Add Items to the Free Shopping Cart and Check Out

WSS allows you to collect a variety of thematic maps and reports in the Shopping Cart, then print or download the content into one file or document.

- Soil map, map unit legend, and map unit descriptions are automatically added.

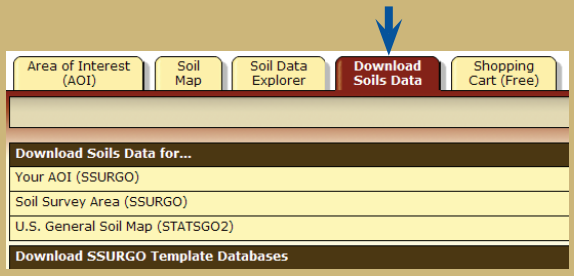


- Items viewed in Step 3 can be added by clicking the "Add to Shopping Cart" button.
- View your cart contents by clicking the "Shopping Cart (Free)" tab. Items checked on the Table of Contents are included.



- Get your Custom Soil Resource report.
  - -- Click the "Check Out" button
  - -- Select a delivery option and click OK

Step 5. Download Soils Data for Use in GIS



WSS now allows you to download spatial and tabular SSURGO and STATSGO2 soils data for use in your local GIS. SSURGO data can be downloaded for your defined AOI or for a soil survey area. STATSGO2 data can be downloaded for individual states or for the whole U.S.

NOTE: At any time during Steps 2, 3, 4, or 5, you can redefine the soil map location by clicking on the "Area of Interest" tab and clicking the "Clear AOI" button. Repeat Step 1.

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*	3. Date of Land Evaluation Request	4. Sheet 1 of _____
1. Name of Project	5. Federal Agency Involved	
2. Type of Project	6. County and State	

PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS	2. Person Completing Form
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES ☐ NO ☐		4. Acres Irrigated | Average Farm Size
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: %	7. Amount of Farmland As Defined in FPPA Acres: %
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS

PART III *(To be completed by Federal Agency)*	Alternative Corridor For Segment _____			
	Corridor A	**Corridor B**	**Corridor C**	**Corridor D**
A. Total Acres To Be Converted Directly				
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor	0	0	0	0
PART IV *(To be completed by NRCS) Land Evaluation Information*				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				
PART V *(To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)*				
PART VI *(To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))* — **Maximum Points**				
1. Area in Nonurban Use — 15				
2. Perimeter in Nonurban Use — 10				
3. Percent Of Corridor Being Farmed — 20				
4. Protection Provided By State And Local Government — 20				
5. Size of Present Farm Unit Compared To Average — 10				
6. Creation Of Nonfarmable Farmland — 25				
7. Availablility Of Farm Support Services — 5				
8. On-Farm Investments — 20				
9. Effects Of Conversion On Farm Support Services — 25				
10. Compatibility With Existing Agricultural Use — 10				
TOTAL CORRIDOR ASSESSMENT POINTS — 160	0	0	0	0
PART VII *(To be completed by Federal Agency)*				
Relative Value Of Farmland (From Part V) — 100				
Total Corridor Assessment (From Part VI above or a local site assessment) — 160	0	0	0	0
TOTAL POINTS *(Total of above 2 lines)* — 260	0	0	0	0

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES ☐ NO ☐

5. Reason For Selection:

Signature of Person Completing this Part: | DATE

NOTE: Complete a form for each segment with more than one Alternate Corridor

Clear Form

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?
More than 90 percent - 15 points
90 to 20 percent - 14 to 1 point(s)
Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?
More than 90 percent - 10 points
90 to 20 percent - 9 to 1 point(s)
Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?
More than 90 percent - 20 points
90 to 20 percent - 19 to 1 point(s)
Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?
Site is protected - 20 points
Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ? (Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with $1,000 or more in sales.)
As large or larger - 10 points
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?
Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?
All required services are available - 5 points
Some required services are available - 4 to 1 point(s)
No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?
High amount of on-farm investment - 20 points
Moderate amount of on-farm investment - 19 to 1 point(s)
No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?
Substantial reduction in demand for support services if the site is converted - 25 points
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?
Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

RECORD OF CONVERSATION

CONTACT DATE: July 14, 2016	**CONTACT TIME:** 2:00 PM
STAKEHOLDER NAME: Pascua-Yaqui Nation Ian Geitner (organizer)	**ADDRESS:** 7474 South Camino de Oeste Tucson, AZ 85746 520-883-5000
PHONE: 520-883-5000	**EMAIL:**
CONTACT METHOD: Face-to-face meeting	**RECORDED BY (STAFF NAME):** Carlos Lopez, ADOT

Comments/Questions:

I-11 Tier 1 EIS: Nogales to Wickenburg

Meeting: Pascua Yaqui Tribe

Date: 7/14/16 at 2pm

Attendees:

Pascua Yaqui Tribe

Cruzita Armenta, Councilwoman
Antonia Campoy, Councilwoman
Francisco R Valencia, Councilman
Mary Jane Buenamea, Secretary
Terry Baird, Office of Attorney General
Veronica Darnell, Assistant Attorney General
Ian Geitner, Project Manager

FHWA
Aryan Lirange
Rebecca Yedlin

ADOT
Jay Van Echo
Carlos Lopez

Jay kicked off meeting 2pm

Introductions

I-11 presentation

- Councilman Valencia – "Which Tribes have you talked to?" – We have met with Ak Chin and TO.
- Terry Baird office of Attorney General (AG) – If the Tribe had a preference for a route when do we need to submit that?
- FHWA – Our starting point is we will not consider routes on your nation property; if you would like us to consider routes please submit that request
- Terry Baird – What documentation would you like to see? Maps, letter, etc.? Yes all of the above.
- Terry Baird – What do we submit? Do we have to do an MOU?
    - FHWA – It is up to the Tribe. If they would like a formal process we can do that.
- Terry Baird – A letter from the Chairman suffice? Yes
- FHWA – does Tribe have other pockets around State? Yes
- ADOT – any maps/files of those areas that can be shared would be appreciated.
- FHWA – If the Tribe has an area that would not like us to consider that is helpful too
- Terry Baird – what's the long term connection to Wickenburg North? Previous I-11 PEL document identified US93 as logical consideration. Should funds be available to upgrade to interstate standards it would need environmental process.
- Councilman Valencia – I'm glad there is dialogue with Tribe. Is BLM contacting Tribe if they plan to use BLM land?
- Ian Geitner, Tribal manager – I will verify
- FHWA – initial section 106 letters have been delivered.
- Mary Jane Buenamea, Secretary – when would construction happen? Many years possibly decades for the first construction phase. Currently no funding in place for future environmental studies, design or construction.
- Councilman Valencia – this project is not on the 10-year plan? What about Sandario Rd route?
- ADOT – No, I-11 is not on the 10-year plan. The Sandario route is an alignment defined by Pima County.
- FHWA – at the end of this study we will have a corridor that is defined and approved (with the caveat of the no –build being possible). Then what will happen each local region/jurisdiction will purse funding for their phase.
- Councilwoman Armenta – the way I see it everybody has to put in their part.
- Councilman Valencia – any discussion with Mexico? The previous I-11 PEL study identified Nogales as the primary connection for future I-11. Nogales would serve as the connection with Mexico. Mexico is aware of I-11 corridor study.
- Terry Baird – looking at study area, what is the possibility expanding to the east of the Coronado National Forest? Based on previous study the study area was defined. Provide input if you would like to see other areas studied.
- Councilwoman Armenta- My experience when they built I-10 [Phoenix metro area] it had many health impacts to our community. For example, many air quality issues and noise. We got organized and we were able to put a barrier and wall to minimize impacts.

Meeting adjourned at 2:50pm.			
Response:			
DATE	**TIME**	**RESPONDER (STAFF NAME)**	**CONTENT OF RESPONSE**

ADOT

I-11 ENVIRONMENTAL IMPACT STATEMENT

Meeting Purpose: I-11 EIS overview

Location: PASCUA Yaqui Admin Conference Room

Date: 7/14/2016 **Time:** 2:00PM

SIGN-IN SHEET

Name	Organization	Phone	E-mail	Address
Jay Van Echo	ADOT	520-400-6207	jvanecho@AZdot.gov	
Carlos Lopez	ADOT	602-712-4786	CLOPEZ@AZDOT.GOV	
Ian Geitner	PYT PM	520-345-1976	ian.geitner@pascuayaqui-nsn.gov	
Cruzita M. Armenta	PYT Council	480 284-3375	Cruzita.Armenta@pascuayaqui-NSN.gov	
Francisco R. Valencia	PYT Council	520-444-4531	francisco.valencia@pascuayaqui-nsn.com	
ARYAN LIRANGE	FHWA	6023828973	ARYAN.LIRANGE@DOT.GOV	
Mary Jane Bustamea	P.Y.T. Council	(520) 488-0706	Mary_Jane.Bustamea@pascuayaqui-pstr.gov	
Rebecca Yedlin	FHWA	602.382.8979	rebecca.yedlin@dot.gov	
Veronica Darnell	Pascua Yaqui Tribe	520-883-5104	Veronica.L.Darnell@pascuayaqui-nsn.gov	
Antonia Campoy	Assistant AG PYT Tribal Council	480 487-8841	antonia.campoy@pascuayaqui-nsn.gov	
TERRY BAIRD	PASCUA YAQUI OAG	520 883 5104	Terence.Baird@pascuayaqui-nsn.gov	

June 27, 2016

Karla S. Petty, Division Administrator
Arizona Division Office
Federal Highway Administration
4000 North Central Avenue, Suite 1500
Phoenix, Arizona 85102

Re: 999-M (161) S
I-11, I-19/SR 189 to US 93/SR 89
TRACS No. 999 SW 0 M5180 01P
I-11 Corridor Tier 1 EIS
Participating Agency Invitation Letter

Dear Ms. Petty:

Thank you for your May 24, 2016 letter inviting PAG to serve as a Participating Agency in the Tier 1 EIS process for the I-11 Corridor. We would be glad to serve in this capacity and appreciate the invitation. Additionally, members of my staff continue to participate in the Project Management Team and I will continue to serve on the Executive Leadership Team.

The PAG Regional Council understands the importance of this Tier 1 EIS process. In the attached Resolution supporting further study of the I-11 Corridor in the PAG region, the Regional Council recognized that "the I-11 and the Intermountain West Corridor is an important surface transportation facility for trade, economic development, economic expansion, and mobility." Thus, we appreciate FHWA's and ADOT's efforts to advance this process.

Thank you again for the invitation. We look forward to our continued involvement.

Sincerely,

Farhad Moghimi
Executive Director

Enclosure: PAG Regional Council Resolution No. 2014-1

cc: Cherie Campbell, Deputy Director
John Liosatos, Transportation Planning Director
Jamison Brown, Transportation Planning Manager

RESOLUTION NO. 2014-1

Resolution of the Pima Association of Governments supporting further study of the Southern Arizona Connectivity Segment's Alternative C through eastern Pima County as identified as part of the I-11 and Intermountain West Corridor Study

Recitals

Whereas:

A. Two interstate highways pass through Pima County – Interstate 19 (I-19) and Interstate 10 (I-10) – which connect communities within and outside of the region and the state of Arizona. Moreover, both of these facilities include segments of the CANAMEX Corridor, which is a federally designated high priority corridor of the National Highway System (P.L. 102-240 Section 1105, as amended), connecting Mexico, the United States, and Canada.

B. Current Arizona Department of Transportation (ADOT) plans for I-10 and I-19 in Pima County show the ultimate, future roadway configuration. While some segments have already been widened, ADOT may build out additional capacity on those roadways.

C. The most recently enacted federal surface transportation funding legislation, Moving Ahead for Progress in the 21st Century Act (MAP-21), amended the CANAMEX Corridor by adding the interstate I-11 (I-11) designation to U.S. Route 93 from the vicinity of Phoenix to Las Vegas.

D. ADOT and the Nevada Department of Transportation (NDOT) are jointly conducting a transportation planning study called the I-11 and Intermountain West Corridor Study (hereinafter "I-11 Study"), which was initiated in 2012 and is scheduled for completion in mid-2014.

E. According to the I-11 Study's "Corridor Vision Summary" from October 2012, "The Intermountain West is confronted with a rapidly growing population, expanding global trade, and aging transportation infrastructure that is reaching capacity." The document also states that, "If extended north of Las Vegas and south of Phoenix, this corridor has the potential to become a major multimodal north-south transcontinental corridor through the Intermountain West. The Corridor would connect major cities, existing and future trade hubs, existing and future domestic and international deep-water ports, intersecting Interstate highways, and railroads."

F. The current I-11 Study involves two levels of effort. Detailed alternatives analysis is being conducted for the segment between Phoenix and Las Vegas, while high level visioning is being conducted for the Southern Arizona Connectivity Segment from Phoenix to the Arizona/Mexico border.

G. For the universe of potential alternatives identified for the Southern Arizona Connectivity Segment of the I-11 Study, an October 2013 technical memorandum was developed, entitled "Draft Level 1 Evaluation Results Summary." This document recommends only one of the Southern Arizona Connectivity Segment alternatives for future analysis, which is Alternative C. This alternative travels through the Tucson region to connect to Mexico at Nogales. The opportunities for this alternative identified through this evaluation include connecting major freight and economic activity centers within Arizona and Mexico throughout the entire corridor. It also references the capacity of land ports of entry in Nogales to accommodate major passenger and freight traffic.

H. Federal guidance for MPO planning includes activities that increase the accessibility and mobility of people and freight. It also includes projects and strategies to "support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency" (23 USC 134(h)).

Resolution

Therefore, be it resolved that:

1. The PAG Regional Council understands that the I-11 and Intermountain West Corridor is an important surface transportation facility for trade, economic development, economic expansion, and mobility.

2. The PAG Regional Council supports the draft recommendation for the Southern Arizona Connectivity Segment calling for further study of Alternative C through eastern Pima County. Such further study should integrate efforts with those of the Phoenix to Las Vegas segment, resulting in a contiguous corridor from Arizona's southern border with Mexico to the state's northern border with Nevada. The comprehensive, statewide corridor plan could then be advanced as part of a federal funding request.

3. The PAG Regional Council understands that detailed analysis of the Southern Arizona Connectivity Segment's Alternative C must involve examining a range of feasible alternatives as required by the Federal Highway Administration's National Environmental Policy Act compliance regulations, guidelines, and policies.

4. The PAG Regional Council clarifies that this resolution only supports further study of Alternative C and, therefore, no support for any particular alignment is explicit or implied. Additionally, no regional transportation infrastructure project funding or programming priorities are implied based upon this resolution.

Pima Association of Governments
PAG Regional Council Chair

ED Honea
Print Name

Ed Honea
Signature

Date: 2/14/14

COUNTY ADMINISTRATOR'S OFFICE
PIMA COUNTY GOVERNMENTAL CENTER
130 W. CONGRESS, FLOOR 10, TUCSON, AZ 85701-1317
(520) 724-8661 FAX (520) 724-8171

C.H. HUCKELBERRY
County Administrator

June 7, 2016

Karla S. Petty, Division Administrator
Federal Highway Administration
US Department of Transportation
4000 N. Central Avenue, Suite 1500
Phoenix, Arizona 85012-3500

Re: **I-11 Corridor Tier 1 Environmental Impact Statement Participating Agency**

Dear Ms. Petty:

Thank you for your May 24, 2016 letter regarding the I-11 studies (Attachment 1). Pima County formally accepts the invitation to be a Participating Agency in the Tier 1 Environmental Impact Statement (EIS) process for the I-11 Corridor.

As you may be aware, Pima County in 2013 developed a conceptual route for the I-11 Corridor through Avra Valley west of Tucson. This route connects to I-19 in the vicinity of the Town of Sahuarita and continues west and north to the Pima/Pinal County line in the vicinity of Pinal Air Park. In developing this route, we sought to demonstrate that a potential route exists through this undeveloped region rather than employing the existing I-19 and I-10 corridors, which are congested and have limited expansion potential, especially near downtown Tucson. We sought to minimize social and environmental impacts, and we employed our robust Geographic Information Systems database to analyze several types of impacts, including land use, land ownership, cultural and environmental resources and utilities. Our analysis was limited to only one alternative, but it demonstrates a potential route and presents the known impacts of this route. A copy of our report is Attachment 2 to this letter.

Pima County will be attending your Public Agency Scoping meeting on June 22, 2016, as well as your I-11 public meeting later that day. Our Transportation Department Director,

Ms. Priscilla Cornelio, and her staff will participate in your coordination meetings and work with you in the identification of impacts and issues to be investigated in this planning effort.

We appreciate the opportunity to be a Participating Agency and look forward to sharing more information about alignment alternatives to be studied in this important study.

Sincerely,

C.H. Huckelberry
County Administrator

CHH/mjk

Attachments

c: John Bernal Deputy County Administrator for Public Works
Priscilla Cornelio, Director, Department of Transportation
Dr. John Moffatt, Director, Economic Development Office

ATTACHMENT 1

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

May 24, 2016

In Reply Refer To:

999-M(161)S
I-11, I-19/SR 189 to US 93/SR 89
TRACS No. 999 SW 0 M5180 01P
I-11 Corridor Tier 1 EIS
Participating Agency Invitation Letter

Mr. Chuck Huckelberry, County Administrator
Pima County
130 West Congress Street, 10th Floor
Tucson, Arizona 85701

Dear Mr. Huckelberry:

The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) are initiating an Alternatives Selection Report (ASR) and Tier 1 Environmental Impact Statement (EIS) for the I-11 Corridor located between Nogales and Wickenburg in the counties of Santa Cruz, Pima, Pinal, Maricopa, and Yavapai, Arizona in accordance with the National Environmental Policy Act (NEPA) and other regulatory requirements. A copy of the Notice of Intent (NOI) to prepare the Tier 1 EIS published in the Federal Register is enclosed, which officially begins the 45-day scoping period on May 23, 2016. The FHWA is the Federal Lead Agency and ADOT is the Local Project Sponsor for the Tier 1 EIS under NEPA.

This letter invites your agency to be a Participating Agency in the Tier 1 EIS process for the I-11 Corridor. If you were previously involved in any prior studies or pre-scoping activities related to I-11, we encourage your agency to formally respond to this invitation and submit any comments and input now that we are beginning the formal scoping process.

The ASR and Tier 1 EIS will build upon the prior I-11 and Intermountain West Corridor Study (IWCS) completed in 2014, which was a multimodal planning effort that involved ADOT, the Nevada Department of Transportation (NDOT), FHWA, Federal Railroad Administration (FRA), Maricopa Association of Governments (MAG), Regional Transportation Commission of Southern Nevada (RTC), and other key stakeholders. The I-11 Corridor was identified as a critical piece of multimodal infrastructure that would diversify, support, and connect the economies of Arizona and Nevada. It also could be connected to a larger north-south transportation corridor, linking Mexico and Canada.

In December 2015, the United States (US) Congress approved the Fixing America's Surface Transportation (FAST) Act, which is a 5-year legislation to improve the Nation's surface transportation infrastructure. The FAST Act formally designates I-11 throughout Arizona, reinforcing ADOT's overall concept for the I-11 Corridor that emerged from the IWCS study.

The FHWA and ADOT are continuing to study the I-11 Corridor in Arizona for the approximate 280-mile section between Nogales and Wickenburg, as shown on the enclosed map. Initially, the ASR will assess a wide range of corridor alternatives through a robust evaluation process that

uses various topographical, environmental, and other planning information to help identify opportunities and constraints. The number of corridor alternatives will then be reduced to a reasonable range and carried forward into the Draft Tier 1 EIS along with the No Build Alternative (i.e., do-nothing option). The Tier 1 EIS will continue to assess in more detail the potential social, economic, and natural environmental impacts of the No Build Alternative and remaining corridor alternatives (i.e., Build Alternatives). Phased Implementation Plans will be developed for the Build Alternatives, which will be comprised of smaller proposed projects that could be implemented in the future following completion of the Tier 1 EIS. The primary goal of the ASR and Tier 1 EIS is to reach consensus on a Selected Corridor Alternative (2,000 feet wide) from Nogales to Wickenburg.

In accordance with Title 40 Code of Federal Regulations (CFR) 1501.6 and 23 CFR 771.111(d), the FWHA and ADOT invite your organization to be a Participating Agency during the Tier 1 EIS process. As a Participating Agency, you would be requested to provide the following during the development of the Tier 1 EIS:

- Participation in coordination meetings, and/or field visits, as appropriate; and
- Identification of the impacts and important issues to be addressed in the Tier 1 EIS pertaining to the intersection of the alternatives with the resource(s) in your jurisdiction.

If your agency does not wish to be a Participating Agency, the FHWA respectfully requests that you decline this invitation in writing indicating that your agency has no jurisdiction or authority with respect to the I-11 Corridor; has no expertise or information relevant to the I-11 Corridor; or does not intend to submit comments on the I-11 Corridor at this time. Your written response may be transmitted electronically to Rebecca Yedlin, FHWA Environmental Coordinator, at rebecca.yedlin@dot.gov or by mail to 4000 N. Central Ave., Suite 1500, Phoenix, AZ 85012.

The FHWA and ADOT greatly appreciate your input, and we invite you to participate in any of the following Agency Scoping Meetings for the Tier 1 EIS:

Tuesday, June 7, 2016 from 1:30 to 3:30 PM
Arizona Department of Transportation
Leadership and Employee Engagement Conference Room
2739 East Washington Street, Phoenix, Arizona

Wednesday, June 8, 2016 from 1:30 to 3:00 PM
Dorothy Powell Senior Adult Center, Dining Room
405 East 6th Street, Casa Grande, Arizona

Wednesday, June 22, 2016 from 10:00 to 11:30 AM
Pima Association of Governments, Large Conference Room
1 East Broadway Boulevard, Suite 401, Tucson, Arizona

If you are not able to attend any of these Agency Scoping Meetings in person, we will also set up a webinar so you can join the meetings on-line. The information is as follows:

Click Here: https://www.connectmeeting.att.com
Meeting Number/Call-In: 1-888-369-1427; Access Code: 6874525#

In addition, we invite you to attend the Public Scoping Meetings that will also be held for the I-11 Corridor Tier 1 EIS. Information on these meetings can be found on-line at http://i11study.com/Arizona.

In order to give your agency adequate opportunity to weigh the relevance of your participation as a Participating Agency in this environmental review process, a written response to accept or decline this invitation is not due until the **end of the scoping period on Friday, July 8, 2016**.

If you have any questions or would like additional information, please contact Rebecca Yedlin, FHWA Environmental Coordinator, at 602-382-8979 or rebecca.yedlin@dot.gov. Thank you for your cooperation and interest in the I-11 Corridor Tier 1 EIS.

Sincerely,

Rebecca Yedlin

Karla S. Petty
Division Administrator

Enclosures

cc:
Priscilla Cornelio, Pima County, 201 North Stone Avenue, 4th Floor, Tucson, Arizona 85701
John Bernal, Pima County, Regional Flood Control District, 130 West Congress, 19th Floor, Tucson, Arizona 85701
Rebecca Yedlin, FHWA Environmental Coordinator
Jay Van Echo, ADOT Project Manager, MD T100
Lisa Ives, AECOM Consultant Team Project Manager
RYedlin:cdm

Assessment (Final EA) for the project, approved in the Finding of No Significant Impact (FONSI) issued on April 26, 2016, and in other documents in the TxDOT administrative record. The Final EA, FONSI, and other documents in the administrative record file are available by contacting TxDOT at the address provided above. The Final EA and FONSI can be viewed on the project Web site at *www.183north.com.*

This notice applies to all TxDOT decisions and Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

1. General: National Environmental Policy Act (NEPA) [42 U.S.C. 4321–4351]; Federal-Aid Highway Act [23 U.S.C. 109].
2. Air: Clean Air Act [42 U.S.C. 7401–7671(q)].
3. Land: Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303]; Landscaping and Scenic Enhancement (Wildflowers) [23 U.S.C. 319].
4. Wildlife: Endangered Species Act [16 U.S.C. 1531–1544 and Section 1536]; Fish and Wildlife Coordination Act [16 U.S.C. 661–667(d)]; Migratory Bird Treaty Act [16 U.S.C. 703–712].
5. Historic and Cultural Resources: Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470(f) *et seq.*]; Archeological Resources Protection Act of 1977 [16 U.S.C. 470(aa)–11]; Archeological and Historic Preservation Act [16 U.S.C. 469–469(c)]; Native American Grave Protection and Repatriation Act (NAGPRA) [25 U.S.C. 3001–3013].
6. Social and Economic: Civil Rights Act of 1964 [42 U.S.C. 2000(d)–2000(d)(1)]; American Indian Religious Freedom Act [42 U.S.C. 1996]; Farmland Protection Policy Act (FPPA) [7 U.S.C. 4201–4209].
7. Wetlands and Water Resources: Clean Water Act [33 U.S.C. 1251–1377]; Land and Water Conservation Fund (LWCF) [16 U.S.C. 4601–4604]; Safe Drinking Water Act (SDWA) [42 U.S.C. 300(f)–300(j)(6)]; Rivers and Harbors Act of 1899 [33 U.S.C. 401–406]; Wild and Scenic Rivers Act [16 U.S.C. 1271–1287]; Emergency Wetlands Resources Act [16 U.S.C. 3921, 3931]; TEA–21 Wetlands Mitigation [23 U.S.C. 103(b)(6)(m), 133(b)(11)]; Flood Disaster Protection Act [42 U.S.C. 4001–4128].
8. Executive Orders: E.O. 11990, Protection of Wetlands; E.O. 11988, Floodplain Management; E.O. 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations; E.O. 11593, Protection and Enhancement of Cultural Resources; E.O. 13007, Indian Sacred Sites; E.O. 13287, Preserve America; E.O. 13175, Consultation and Coordination with Indian Tribal Governments; E.O. 11514, Protection and Enhancement of Environmental Quality; E.O. 13112, Invasive Species; E.O. 12372, Intergovernmental Review of Federal Programs.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

Authority: 23 U.S.C. 139(l)(1).

Issued on: May 5, 2016.

Michael T. Leary,

Director, Planning and Program Development, Federal Highway Administration.

[FR Doc. 2016–11060 Filed 5–19–16; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Tier 1 Environmental Impact Statement for Interstate 11 Corridor Between Nogales and Wickenburg, Arizona

AGENCY: Federal Highway Administration (FHWA), Arizona Department of Transportation (ADOT), DOT.

ACTION: Notice of intent to prepare a Tier 1 Environmental Impact Statement (EIS).

SUMMARY: The FHWA, as the Federal Lead Agency, and the ADOT, as the Local Project Sponsor, are issuing this notice to advise the public of our intention to prepare a Tier 1 EIS for the Interstate 11 (I–11) Corridor between Nogales and Wickenburg, AZ (I–11 Corridor). The Tier 1 EIS will assess the potential social, economic, and natural environmental impacts of a vehicular transportation facility and potential multimodal facility (rail and utility) opportunities in the designated I–11 Corridor across a range of alternatives, including a "No Build" alternative. The Tier 1 EIS will be prepared in accordance with regulations implementing the National Environmental Policy Act (NEPA), and provisions of Fixing America's Surface Transportation Act (FAST) Act.

FOR FURTHER INFORMATION CONTACT: For FHWA, contact Mr. Aryan Lirange, Senior Urban Engineer, Federal Highway Administration, 4000 North Central Avenue, Suite 1500, Phoenix, AZ 85012, telephone at 602–382–8973, or via email at *Aryan.Lirange@dot.gov.* Regular office hours are from 7:30 a.m. to 4:30 p.m., Monday through Friday, except Federal holidays. For ADOT, contact Mr. Jay Van Echo, I–11 Corridor Project Manager, Arizona Department of Transportation, 206 South 17th Avenue, Mail Drop 310B, Phoenix, AZ 85007, telephone at 520–400–6207, or via email at *JVanEcho@azdot.gov.* Regular office hours are from 8:00 a.m. to 5:00 p.m., Monday through Friday, except Federal holidays. Project information can be obtained from the project Web site at *http://www.i11study.com/Arizona.*

SUPPLEMENTARY INFORMATION: The purpose of this notice is to: (1) Alert interested parties to FHWA's plan to prepare the Tier 1 EIS; (2) provide information on the nature of the proposed action; (3) solicit public and agency input regarding the scope of the Tier 1 EIS, including the purpose and need, alternatives to be considered, and impacts to be evaluated; and (4) announce that public and agency scoping meetings will be conducted. The FHWA intends to issue a single Final Tier 1 EIS and Record of Decision (ROD) document pursuant to FAST Act Section 1311 requirements, unless FHWA determines statutory criteria or practicability considerations preclude issuance of a combined document.

The Tier 1 EIS will build upon the prior I–11 and Intermountain West Corridor Study (IWCS) completed in 2014. This Planning and Environmental Linkages study was a multimodal planning effort that included ADOT, Federal Railroad Administration, FHWA, Maricopa Association of Governments, Nevada Department of Transportation, Regional Transportation Commission of Southern Nevada, and other key stakeholders. The I–11 and Intermountain West Corridor was identified as a critical piece of multimodal infrastructure that would diversify, support, and connect the economies of Arizona and Nevada. The I–11 and Intermountain West Corridor could also be connected to a larger north-south transportation corridor, linking Mexico and Canada.

On December 4, 2015, the President signed into law the FAST Act, which is a 5-year legislation to improve the Nation's surface transportation infrastructure. The FAST Act formally designates I–11 throughout Arizona, reinforcing ADOT's overall concept for the Arizona I–11 Corridor that emerged from the IWCS study. The FHWA and ADOT continue to advance the I–11 Corridor in Arizona for the approximately 280-mile section between Nogales and Wickenburg with this Tier I EIS study.

The FHWA and ADOT will undertake a scoping process for the I–11 Corridor that will allow the public and interested agencies to comment on the scope of the environmental review process. The FHWA and ADOT will invite all interested individuals, organizations, public agencies, and Native American Tribes to comment on the scope of the

Notice of Intent

999-M(161)S
I-11, I-19/SR 189 to US 93/SR 89
TRACS No. 999 SW 0 M5180 01P
I-11 Corridor Tier 1 EIS

Tier 1 EIS, including the purpose and need, alternatives to be studied, impacts to be evaluated, and evaluation methods to be used. The formal scoping period is from the date of this notice until July 8, 2016. Six public scoping meetings and three interagency scoping meetings for Federal, State, regional and local resource and regulatory agencies will be held during the formal scoping period. In addition, cooperating and participating agency invitation letters will be sent to agencies that have jurisdiction or may have an interest in the I–11 Corridor.

The buildings used for the meetings are accessible to persons with disabilities. Any person who requires special assistance, such as a language interpreter, should contact the Interstate 11 Tier 1 EIS Study Team at telephone 844–544–8049 or via email at *I-11ADOTStudy@hdrinc.com* at least 48 hours before the meeting.

Written comments on the scope of the Tier 1 EIS should be mailed to: Interstate 11 Tier 1 EIS Study Team, c/o ADOT Communications, 1655 West Jackson Street, Mail Drop 126F, Phoenix, AZ 85007; sent via email to *I-11ADOTStudy@hdrinc.com;* or submitted on the study's Web site at *http://www.i11study.com/Arizona.*

The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use dissemination, and disposition of information. Accordingly, unless a specific request for a complete hardcopy of the NEPA document is received before it is printed, the FHWA and ADOT will distribute only electronic versions of the NEPA document. A complete copy of the environmental document will be available for review at locations throughout the study area. An electronic copy of the complete environmental document will be available on the study's Web site at *http://www.i11study.com/Arizona.*

Authority: 23 U.S.C. 315; 23 CFR 771.123.

Issued on: May 11, 2016.

Karla S. Petty,

Arizona Division Administrator, Federal Highway Administration.

[FR Doc. 2016–11694 Filed 5–19–16; 8:45 am]

BILLING CODE P

DEPARTMENT OF THE TREASURY

Office of the Comptroller of the Currency

Agency Information Collection Activities: Information Collection Renewal; Submission for OMB Review; Consumer Protections for Depository Institution Sales of Insurance

AGENCY: Office of the Comptroller of the Currency (OCC), Treasury.

ACTION: Notice and request for comment.

SUMMARY: The OCC, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on a continuing information collection, as required by the Paperwork Reduction Act of 1995 (PRA).

In accordance with the requirements of the PRA, the OCC may not conduct or sponsor, and the respondent is not required to respond to, an information collection unless it displays a currently valid Office of Management and Budget (OMB) control number.

The OCC is soliciting comment concerning the renewal of its information collection titled, "Consumer Protections for Depository Institution Sales of Insurance." The OCC also is giving notice that it has sent the collection to OMB for review.

DATES: Comments must be received by June 20, 2016.

ADDRESSES: Because paper mail in the Washington, DC area and at the OCC is subject to delay, commenters are encouraged to submit comments by email, if possible. Comments may be sent to: Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, Attention: 1557–0220, 400 7th Street SW., Suite 3E–218, Mail Stop 9W–11, Washington, DC 20219. In addition, comments may be sent by fax to (571) 465–4326 or by electronic mail to *prainfo@occ.treas.gov.* You may personally inspect and photocopy comments at the OCC, 400 7th Street SW., Washington, DC 20219. For security reasons, the OCC requires that visitors make an appointment to inspect comments. You may do so by calling (202) 649–6700 or, for persons who are deaf or hard of hearing, TTY, (202) 649–5597. Upon arrival, visitors will be required to present valid government-issued photo identification and submit to security screening in order to inspect and photocopy comments.

All comments received, including attachments and other supporting materials, are part of the public record and subject to public disclosure. Do not include any information in your comment or supporting materials that you consider confidential or inappropriate for public disclosure.

Additionally, please send a copy of your comments by mail to: OCC Desk Officer, 1557–0220, U.S. Office of Management and Budget, 725 17th Street NW., #10235, Washington, DC 20503, or by email to: *oira_submission@omb.eop.gov.*

FOR FURTHER INFORMATION CONTACT: Shaquita Merritt, Clearance Officer, (202) 649–5490 or, for persons who are deaf or hard of hearing, TTY, (202) 649–5597, Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, 400 7th Street SW., Suite 3E–218, Mail Stop 9W–11, Washington, DC 20219.

SUPPLEMENTARY INFORMATION: The OCC is proposing to extend OMB approval of the following information collection:

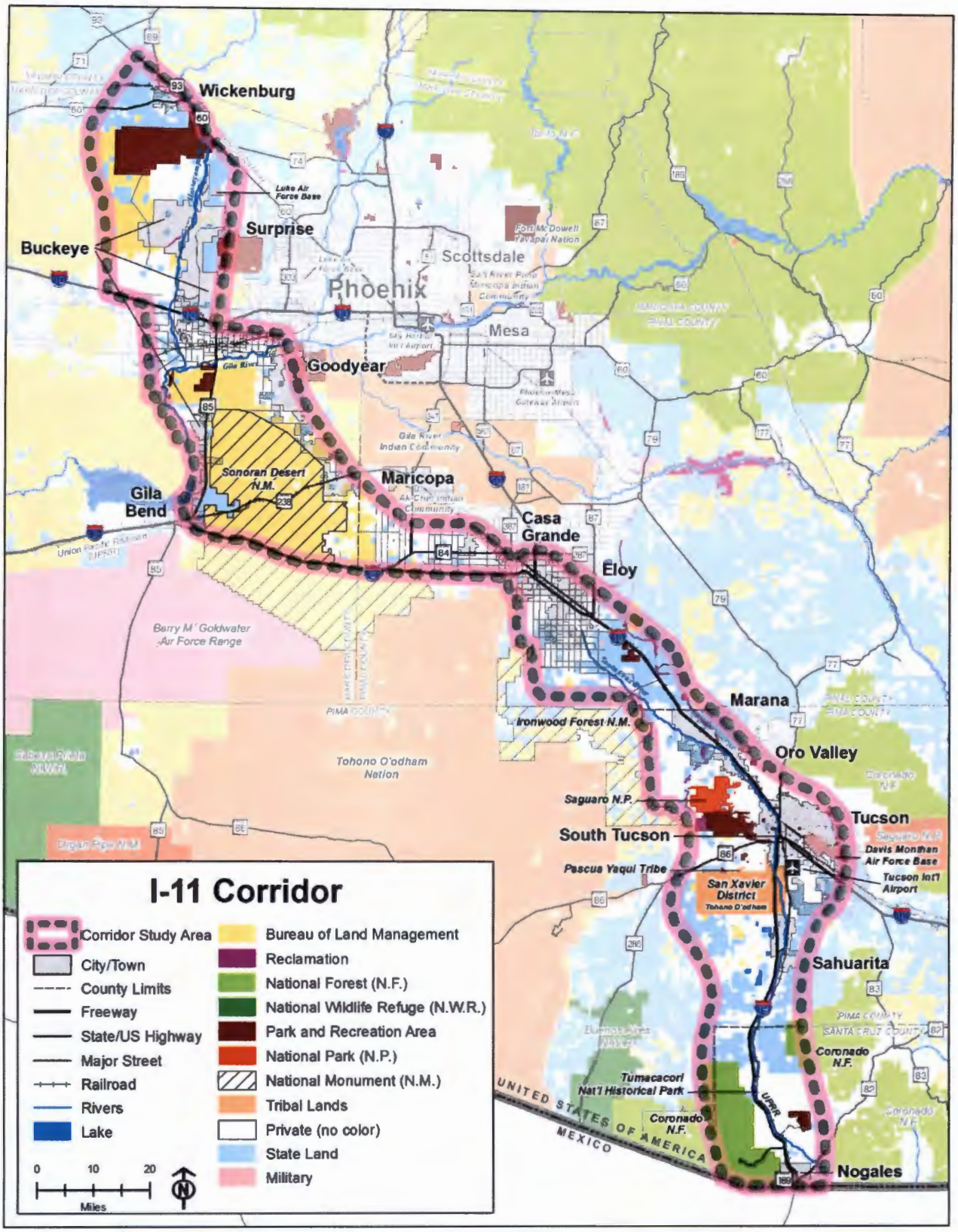
Title: Consumer Protections for Depository Institution Sales of Insurance.

OMB Control No.: 1557–0220.

Type of Review: Extension, without revision, of a currently approved collection.

Description: This information collection is required under section 305 of the Gramm-Leach-Bliley Act (GLB Act), Public Law 106–102. Section 305 of the GLB Act requires the OCC, the Board of Governors of the Federal Reserve System, and the Federal Deposit Insurance Corporation (collectively, the Agencies) to prescribe joint consumer protection regulations that apply to retail sales practices, solicitations, advertising, and offers of any insurance product by a depository institution or by other persons performing these activities at an office of the institution or on behalf of the institution (other covered persons). Section 305 also requires those performing such activities to disclose certain information to consumers (*e.g.,* that insurance products and annuities are not FDIC-insured).

This information collection requires national banks, Federal savings associations, and other covered persons, as defined in 12 CFR 14.20(f) and 136.20, involved in insurance sales to make two separate disclosures to consumers. Under §§ 14.40 and 136.40, a national bank, Federal savings association, or other covered person must prepare and provide orally and in writing: (1) Certain insurance disclosures to consumers before the completion of the initial sale of an insurance product or annuity to a consumer and (2) certain credit



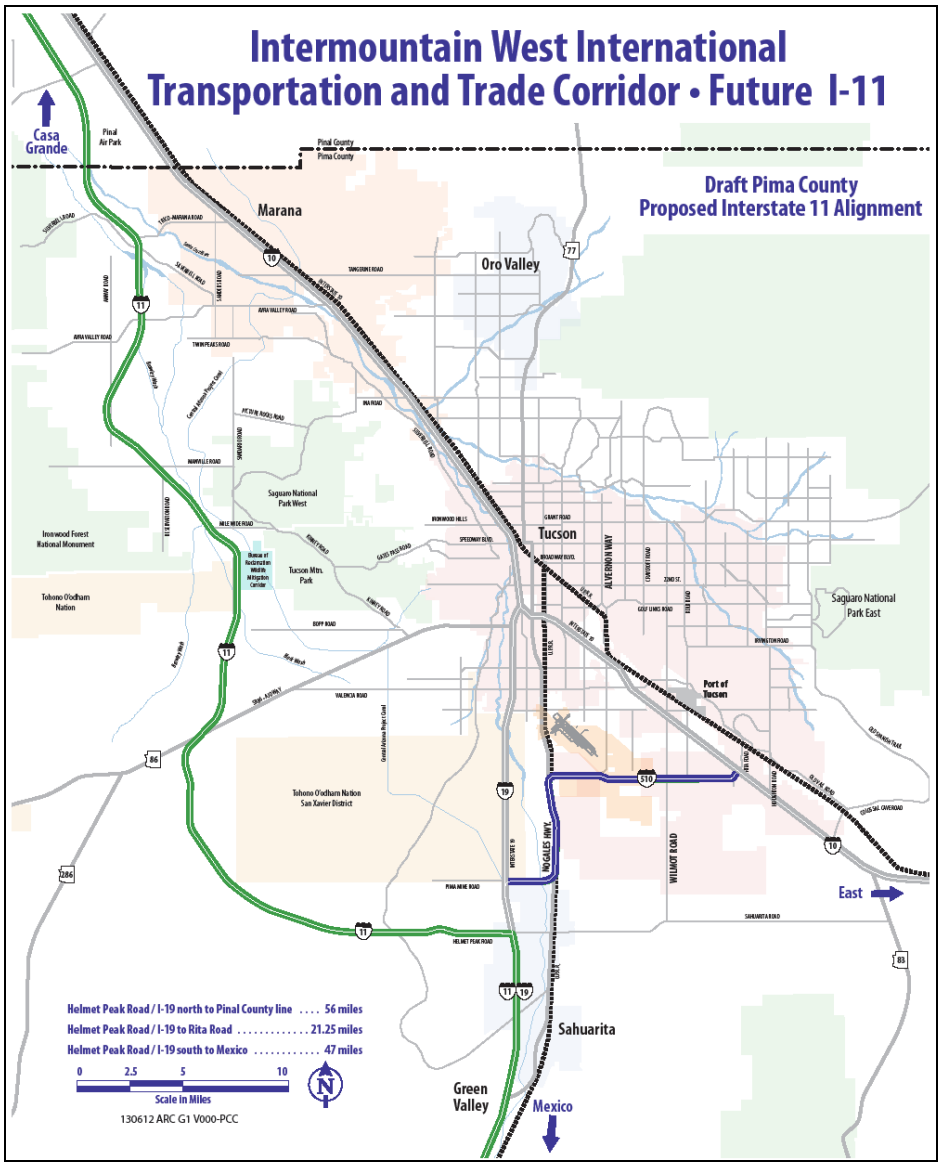
I-11 Corridor Study Area

999-M(161)S
I-11, I-19/SR 189 to US 93/SR 89
TRACS No. 999 SW 0 M5180 01P
I-11 Corridor Tier 1 EIS

ATTACHMENT 2

Intermountain West Corridor in Pima County

A Preliminary GIS-Based Roadway Alignment and Impact Study



PIMA COUNTY DOT

Pima County Department of Transportation

June 21, 2013

Study Purpose and Background

The purpose of this alignment study and impact report is to develop and analyze an alternative roadway alignment for a theoretical new interstate route through Avra Valley that could connect to Interstate 10 in Pinal County and to Interstate 19 south of Tucson. Several local and state transportation plans and studies have suggested similar bypass routes, but no detailed analysis has ever been conducted. This report identifies a conceptual corridor and provides some initial quantitative evaluation of impacts based on existing GIS data and analysis. Much further study would be required to determine if such as route is feasible and if so, the full extent of impacts that could be expected. Future analysis would likely develop alternative alignments based on multiple criteria. The presented route is simply one alternative that may be used as a starting point for further evaluation.

Corridor Description

This corridor extends from the Pima/Pinal County line on the north to the Sahuarita Road interchange on Interstate 19 to the south as shown in Figure 1. The route is approximately 56 miles long and travels through Avra Valley, across State Route 86, and connects to I-19 south of the San Xavier District of the Tohono O'odham Nation.

This route was located to traverse undeveloped State Trust Lands and to avoid populated areas as much as possible. It avoids Ironwood National Forest, Saguaro National Park, the Tohoho O'odham Nation, and the Town of Marana. Other considerations, such as cultural resources, wildlife habitat and floodplains for example, were analyzed briefly but were not used as the basis for this particular route. On the north, the corridor runs parallel to portions of Trico Road, Avra Valley Road, and Anway Road and it follows a portion of Sandario Road. To the south, the corridor runs parallel to Sierrita Mountain Road, then heads east across undeveloped state land before aligning with Helmet Peak Road and Interstate 19.

The 56-mile long corridor was analyzed with a 300 foot wide right-of-way, which is typical for an intestate facility. A formal roadway alignment study would typically define a wider corridor for planning purposes and to study impacts. Assuming a final right of way of 300 feet, the roadway corridor encompasses 2,035 acres of land. The entire corridor is within unincorporated Pima County, except the last 1,500 linear feet within the Town of Sahuarita along Helmet Peak Road. Engineering requirements, not considered in this analysis, would affect the length and right of way requirements.

Study Methodology

The 56-mile long corridor was mapped and analyzed very generally using the Pima County Geographic Information Systems (GIS), which provides numerous types of geographic spatial data. Several GIS data files were selected to identify basic types of impacts, such as land use and ownership as well as several environmental categories. No field studies were conducted and a full inventory and analysis of corridor conditions and impacts is not within the scope of this study and report. The resulting maps and summary data are presented in the remainder of the report. The following key statistics summarize the draft roadway corridor:

- 56 miles long, 300' wide right of way
- 2,035 acres of right of way required
- 179 parcels of land impacted
- All lands unincorporated, except 4 acres in the Town of Sahuarita
- 111 private parcels, 492 acres impacted

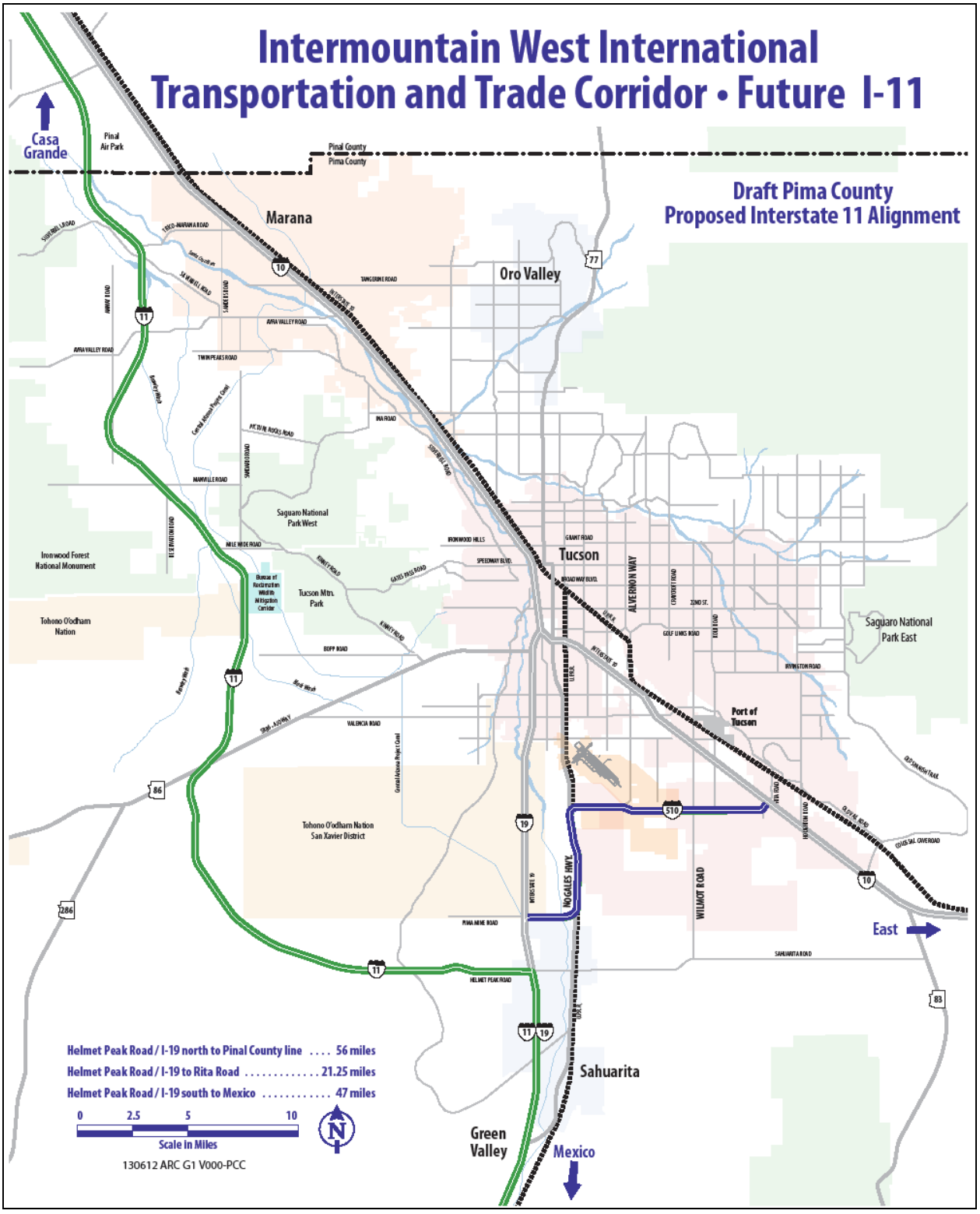


Figure 1: Draft Intermountain West Corridor Alignment

Right of Way Challenge

One of the most significant physical challenges to locating an interstate roadway facility through Avra Valley is the lack of available right of way in one key 2-mile section, adjacent to the Tohono O'odham Nation (Garcia Strip) and the Bureau of Reclamation (BOR) Wildlife Mitigation Corridor (Figure 2). The Garcia Strip is approximately 2.5 miles wide north to south and 13 miles long east to west and connects to the main Tohono O'odham Nation. The BOR Mitigation Corridor is a 4.25 square mile conservation area located adjacent to the Garcia Strip and east of Sandario Road. It was created by the BOR in 1990 as mitigation for environmental impacts caused by the Central Arizona Project (CAP) and it is managed by Pima County.

Sandario Road runs north-south between the Garcia Strip and the BOR Mitigation Corridor, but the existing roadway right of way is only 80 feet wide. The draft alignment is shown running along portions of Sandario Road, but additional right of way would be required for a typical 300-wide interstate right of way. One alternative is for either the T.O. Nation or the Bureau of Reclamation to provide additional right of way. Another concept is to elevate the roadway and use only the existing right of way for all piers and supporting infrastructure. In either case, maintaining the functionality of the wildlife corridor and support from the Nation, the Bureau of Reclamation, the City of Tucson, Arizona State Land Department, and other stakeholders would be required.

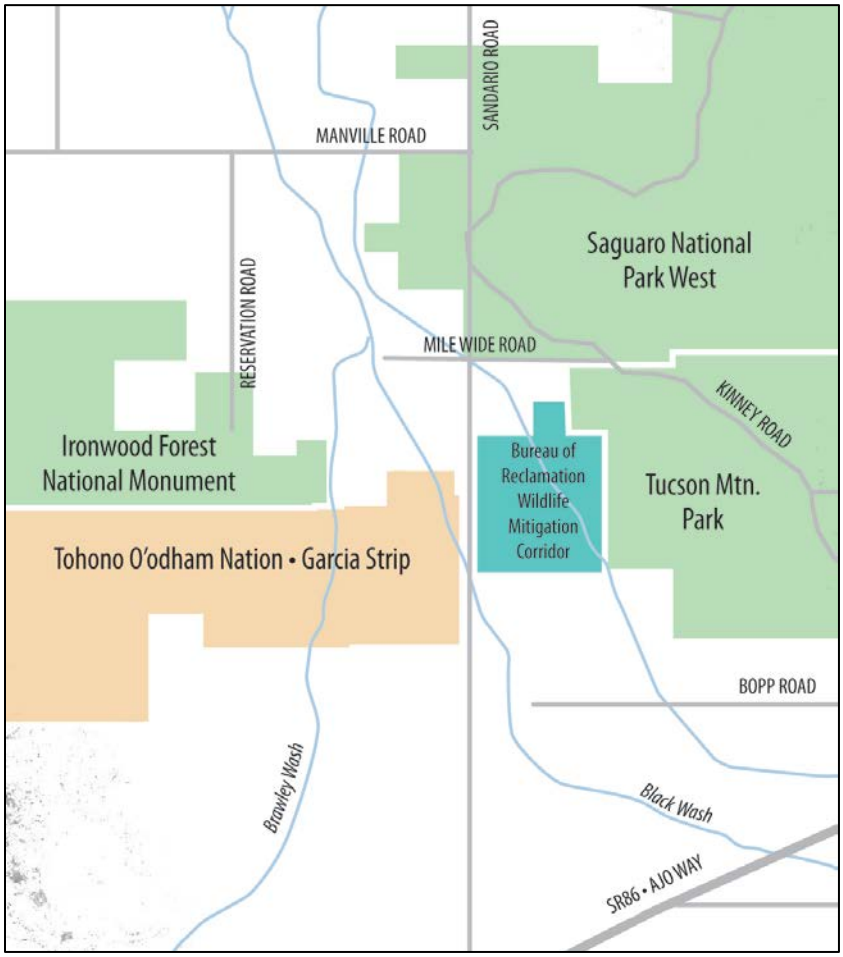


Figure 2. Garcia Strip and Wildlife Mitigation Corridor

Land Use Impacts

The roadway corridor impacts 179 parcels of land which range in size from a fraction of an acre up to 132 acres, but the average parcel size is 11 acres. The primary land use of these parcels (classified by the Pima County Assessor's Office) is vacant (66%), followed by agricultural (15%), mining (6%), roadways (4%), commercial (4%), retired farm (3%), and residential (3%). Most of the 1,348 acres of impacted vacant land is State Trust Lands (61%) followed by federal and City of Tucson (13% each), private (10%) and Pima County (2%). A summary of land use and vacant land data is shown in Tables 1 and 2 below and on the accompanying Land Use maps at the end of this report.

Table 1: Land Use Impacted

Land Use	Parcels	Acres	Percent Acres
Vacant	90	1,348	66%
Agricultural	30	296	15%
Mining	6	116	6%
Commercial	2	82	4%
Roadways	NA	72	4%
Residential	47	67	3%
Retired Farm	3	54	3%
Total	**179**	**2,035**	**100%**

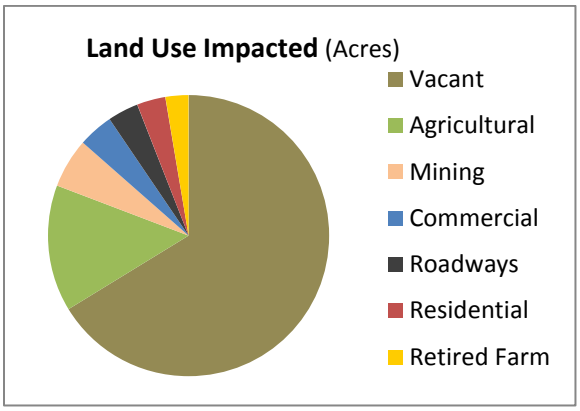
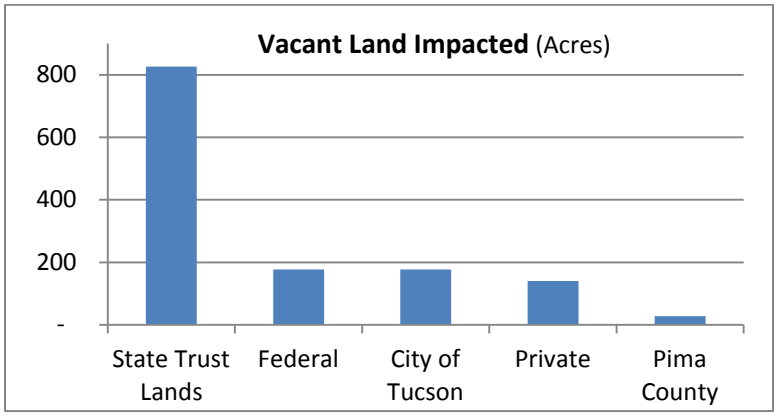


Table 2: Vacant Land Impacted

Land Use	Type	Parcels	Acres	Percent Acres
Vacant	State Trust Lands	30	826	61%
	Federal	11	177	13%
	City of Tucson	10	177	13%
	Private	36	140	10%
	Pima County	2	28	2%
	Commercial	1	0.2	<1%
TOTAL		**90**	**1,348**	**100%**

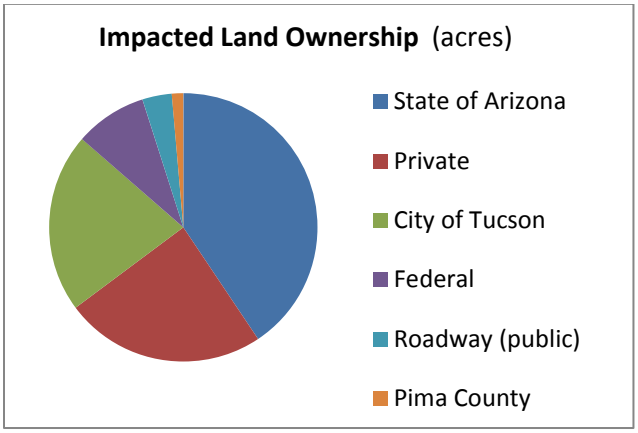


Land Ownership Impacts

The 179 parcels and 2,035 acres of land impacted by the roadway are primarily owned by the State of Arizona (41%) followed by private land holders (24%), City of Tucson (22%), federal (9%), and Pima County (2%). Existing roadways comprise 4% of the total. Land ownership is shown in Table 3 below and on the Land Ownership maps at the end of the report.

Table 3: Land Ownership Impacts

Parcels	Ownership	Acres	Percent
30	State of Arizona	826	41%
111	Private	492	24%
25	City of Tucson	440	22%
11	Federal	176	9%
NA	Roadway (public)	72	4%
2	Pima County	28	1%
179	**TOTAL**	**2,035**	**100%**



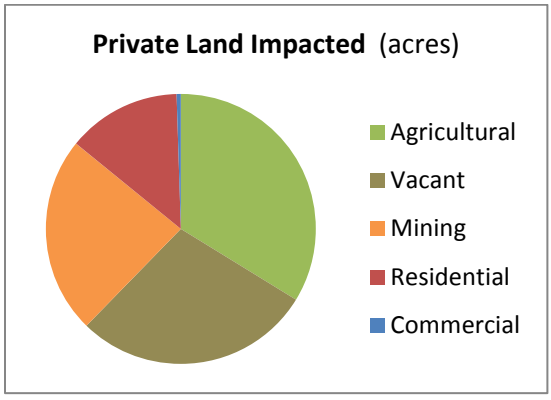
Private Land Impacts

Of the 111 parcels of private land totaling 492 acres, about one-third is agricultural use (34%), followed by vacant (28%), mining (24%) and residential (14%). There are many more small land parcels impacted than large land parcels, however the parcels larger than 10 acres in size comprise a higher amount of land (298 acres) than the numerous small parcels (198 acres). A summary of the private lands impacted are shown in Table 4 below.

Table 4: Private Land Ownership

Parcels	Land Use	Acres	Percent
19	Agricultural	166	34%
36	Vacant	140	28%
6	Mining	116	24%
47	Residential	67	14%
1	Commercial	2	1%
2	Other	0.2	<1%
111	**TOTAL**	**492**	**100%**

Parcel Size	Parcels	% Parcels	Acres	% Acres
< 10 acres	95	86%	194	39%
> 10 acres	16	14%	298	61%
TOTAL	**111**	**100%**	**492**	**100%**



Residential Impacts and Mitigation

As stated in the beginning of the report, avoiding residential areas was one of the primary considerations in locating this roadway. In fact, residential land use accounts for only 3% of the impacted lands. As shown in the Land Use Map included later in this report, the alignment avoids concentrations of residential areas (shown in blue) in northern and central Avra Valley and south of State Route 86. Where residential impacts are unavoidable are near the intersection of Mile Wide Road and Sandario Road because Sandario Road is the only route which avoids impacting the Tohono O'odham Nation (Garcia Strip). South of the Garcia Strip, the roadway also impacts residential areas west of Sandario Road. West of Interstate 19, the roadway also impacts several residential parcels located west of Mission Road generally along the Helmet Peak Road alignment.

According to GIS analysis, 47 residential parcels representing 67 acres of land are impacted by this alternative alignment, shown in Table 1 and Table 4 above. However, a visual survey of aerial photos suggests that this number could be smaller. If this alignment were selected, more detailed analysis and engineering studies would determine exactly which parcels would be impacted and which could be avoided. Some parcels would need to be purchased altogether and the owners relocated, while other owners could sell or dedicate a portion of their property to accommodate the roadway. Alternative alignments could increase or decrease the number of impacted residences.

Conservation Land System Impacts and Mitigation

Avra Valley includes a high percentage of biologically important conservation lands that are identified in the Sonoran Desert Conservation Plan (SDCP). These lands are associated with the Brawley and Black Washes and generally represent habitat that is valuable to the conservation of biological diversity based on numerous SDCP studies. The SDCP land categories include Special Species Management Areas, Biological Core Management Areas, Important Riparian Areas, Multiple-Use Management Areas and Agricultural Inholdings.

Because this route traverses Avra Valley, it is not surprising that most of the corridor (94%) impacts one or more categories of the Conservation Land System (CLS). The largest impacts are to the Multiple-Use Management Area (49%) followed by the Special Species Management Area (17%) Biological Core Management Area (17%), and Important Riparian Area (2%). As stated in the beginning of the report, conservation lands were not used as the primary consideration in locating this roadway. Adjustments to the route could reduce, but not eliminate, direct impacts to some of the more valuable conservation lands. As shown in Table 5, nearly 5,000 acres of other conservation lands would be necessary to mitigate for direct impacts to the CLS. Maps of Conservation Land System impacts are included at the end of this report.

Table 5: County Conservation Land System (CLS) Impacts

Conservation Land Category	Acres	Percent	Multiplier	Mitigation Acres
Multi-Use Management Area	1,003	49%	2	2,006
Special Species Management Area	347	17%	4	1,390
Biological Core Management Area	345	17%	4	1,382
Agricultural inholdings	170	8%	NA	0
Outside Conservation Land System	121	6%	NA	0
Important Riparian Area	47	2%	4	187
TOTAL	**2,035**	**100%**		**4,964**

City of Tucson Conservation Lands and Preserve Impacts

In addition to impacts to the Pima County Conservation Land System, the roadway alignment also impacts the City of Tucson's proposed Avra Valley Habitat Conservation Plan (AVHCP) permit area. The AVHCP permit area includes 22,000 acres of former agricultural lands in Avra Valley purchased by the City in the 1970s and 1980s for water rights. It is estimated that the roadway impacts 440 acres of proposed AVHCP lands. In fact, it appears that all the impacted City-owned land in Avra Valley is designated for the AVHCP. As stated earlier, avoiding conservation lands was not the primary consideration in locating this conceptual roadway. Further study could evaluate alignments that could reduce, but probably not eliminate, impacts to the City's AVHCP. A map of the Avra Valley Habitat Conservation Plan permit area is included at the end of this report.

Besides the County and City conservation land systems, the roadway alignment avoids most other designated preserve lands in Avra Valley and south of State Route 86. The roadway impacts three preserves: the BOR Wildlife Mitigation Corridor (62 acres), the Diamond Bell Ranch (44 acres), and a small Pima County floodplain preserve (8 acres). As discussed earlier in the report, this roadway alignment impacts the BOR Mitigation Corridor because of right of way constraints along Sandario Road. East of Sierrita Mountain Road, the corridor cuts through the Diamond Bell Ranch preserve to avoid the adjacent Diamond Bell Ranch subdivision. A map showing designated preserve lands is included at the end of this report.

Wildlife Corridor Impacts

The roadway alignment crosses through areas known for their importance to the movement of biological resources between the Tohono O'odham Nation, the Tucson Mountains, the Santa Cruz River, and across the Avra Valley. Within Avra Valley, these corridors follow the West Branch of the Brawley Wash, the Santa Cruz River basin, and broad areas of lowlands that connect the Tucson Mountains to the Ironwood National Monument and mountain ranges west and south of Avra Valley. The CAP canal has numerous land bridges, tunnels and other features to facilitate wildlife crossings. The BOR Mitigation Corridor was established specifically to enhance and facilitate wildlife movement. In some cases the roadway crosses wildlife corridors and in others it follows alongside the corridors. As stated earlier, the roadway follows a portion of Sandario Road which would impact the BOR Wildlife Mitigation Corridor. In total, approximately 389 acres of wildlife corridors are impacted, or 19% of the entire route. A map of wildlife linkages is included at the end of this report.

The principal environmental impact of the roadway would be to further isolate and fragment the Tucson Mountains from Avra Valley and adjacent mountain ranges. It is possible that adjustments to the route and other mitigation could reduce but not eliminate direct impacts to some of the wildlife corridors. Strategically-located wildlife crossing structures, tunnels, raised roadways and other features would be important components of wildlife mitigation for such a large-scale transportation project.

Floodplain Impacts

Avra Valley is characterized by many drainages and floodplains associated with the Brawley and Black Washes, which are braided and meander from State Route 86 north to the Pinal County line. The Santa Cruz River also runs northwest from Tucson and crosses Avra Valley at the county line. The draft alignment crosses through and runs alongside floodways several times from State Route 86 up to the Pinal County border. The west and east branches of the Brawley Wash, Black Wash, and the Santa Cruz

River are large washes with flows in excess of 10,000 cubic feet per second. These watercourses are distributary and have high potential for lateral migration and sediment mobility. As stated earlier, floodplain impacts were not the primary consideration in determining this alignment. Alternative routes could reduce floodplain impacts.

On the northern Pima County border, the roadway alignment crosses the broad riparian floodplain of the Santa Cruz River which is nearly ½ mile across. Moving southward, the corridor traverses current and former agricultural lands between the Santa Cruz River and Brawley Wash. South of Silverbell Road and just east of Trico Road, the alignment crosses the West Branch of Brawley Wash which is nearly ¼ mile wide. Further south, the roadway crosses the same wash again twice in the vicinity of Mile Wide Road. Continuing south, the corridor crosses the Black Wash on Sandario Road about 2.2 miles south of the intersection of San Joaquin Road. To the west of Sandario Road and north of State Route 86, the alignment again crosses large floodplains. A floodplain map is included at end of this report. Also included for historical reference is a map showing the aerial extent of flooding in 1962, the largest known flood and perhaps 10 times greater than any documented flood in Avra Valley.

Cultural Resource Impacts

Avra Valley is characterized by areas of high, medium and low cultural resource sensitivity associated with Hohokam culture and earlier inhabitants. Modeling suggests that about one-third of the draft alignment crosses areas of low sensitivity (39%), one-third crosses areas of high sensitivity (37%), and slightly lower than one-third crosses areas of moderate sensitivity (25%). Although only 326 acres of the roadway right of way has been surveyed, eight sites dating from the Pleistocene, Archaic, Hohokam, and historic periods are recorded. The alignment affects a total of 32 acres of known site areas. These sites include:

AZ AA:11:12(ASM) – Known as the "Hog Farm Site," this extensive site is comprised of five settlement areas or loci characterized by dense concentrations of features and artifacts that represent the remains of a long-occupied Hohokam village (AD 750-1200) with a ball court, burial areas, trash mounds, pit houses, roasting pits, and other domestic features. More than 18 acres of this site would be directly impacted by this draft alignment.

AZ AA:11:2(ASM) -This site is recorded as a Sedentary Hohokam village on a low ridge near the Brawley Wash floodplain. There is a low trash mound which has a high density artifact scatter in the center. More than four acres of this site would be impacted by the road alignment.

AZ AA:16:305(ASM) - A total of about 100 artifacts are at this site, mostly stone flakes, a few sherds, and ground stone. Two rock features are exposed in the banks of the adjacent wash.

AZ AA:16:311(ASM) - A very large Hohokam site with four large loci linked by a light scatter of artifacts, this site contains extensive artifact concentrations, at least 8 roasting pits and 4 trash mounds, 2 rock cairns, a cleared area, possible ball court and other features. Thousands of artifacts are present. A fifth small locus seems to be an outlier to the site, linked by a faint trail, possibly prehistoric. Nearly 4 acres of this site would be impacted.

AZ AA:16:377(ASM) - State Route 86 is recorded as the Tucson-Ajo Highway on the 1929 State Highway map and follows the historic route shown on 1893 Roskruge Map of Pima County.

AZ AA:16:39(ASM) – "Werner Site" is a broad area of scattered lithics with some concentrated areas with charcoal stains and clusters of fire-cracked rocks. Ceramics are relatively rare. The cultural features were all on sheet wash-eroded surfaces near arroyos. Pleistocene mammoth and horse bones occur in strata exposed beneath the 1+ m thick, upper floodplain silt layer; but their contemporaneity with cultural materials is uncertain. Diagnostic projectile points are mostly Late Archaic styles, but some Pinto, Gypsum and Hohokam points are found. No Paleo-Indian spear points were seen. More than four acres of this site would be impacted.

AZ AA:16:473(ASM) – This is a small Hohokam artifact scatter near Brawley Wash comprised of a concentration of plain brown ceramics, a single piece of flaked stone and a ground hand stone. The site is interpreted as a limited activity area.

AZ DD:4:156(ASM) - This site is a resource processing site comprised of a light scatter of sherds, flakes, a ground stone fragment, and a pestle around two small granite bedrock outcrops that each contain mortars. The systematic sample of pottery from the site indicates Hohokam occupation during the Early or Middle Rincon sub-phase. The mortars suggest that the site was utilized for harvesting and processing wild resources such as the mesquite that is abundant in the area.

As mentioned in the beginning of the report, avoiding cultural resources was not the primary consideration in locating this conceptual roadway. Only 16 percent of the draft alignment has been surveyed, and a full survey would undoubtedly identify additional sites affected by the roadway. If an alignment was selected, a complete inventory survey would be conducted to determine which site locations would be impacted by the route and whether it would be possible to adjust the route to reduce these direct impacts. Maps showing cultural resource sensitivity areas are included at the end of the report, along with a map showing where previously recorded surveys have been conducted.

Tucson Water Recharge Facility Impacts

The City of Tucson uses several large water recharge facilities in central and southern Avra Valley to store and recover Colorado River water from the Central Arizona Project. The Central Avra Valley Storage and Recovery Project (CAVSARP) is located on City-owned land near Sandario Road and Mile Wide Road. The Southern Avra Valley Storage and Recovery Project (SAVSARP) will be constructed on former agricultural land near the intersection of Sandario Road and Snyder Hill Road.

This draft alignment avoids the CAVSARP water recharge basins, but it does intersect pipeline and production well infrastructure related to the recharge facilities. Figure 3, provided by Pima Association of Governments (PAG), shows the roadway corridor and Tucson Water facilities in the Avra Valley area.

Central Avra Valley Storage and Recovery Project

Tucson Water Recharge Facility Impacts (continued)

The roadway corridor intersects two Colorado River water delivery pipelines as it crosses the northern half of the CAVSARP facility. A recharge recovery pipeline parallels Sandario Road between the Tohono O'odham Nation and the Bureau of Reclamation Tucson Mitigation Corridor property, which is also parallel with the roadway corridor. As the route crosses the SAVSARP facility, it appears to intersect 2 to 3 potable production wells and the potable distribution line along Sandario Road. The roadway corridor may also intersect a proposed recharge recovery pipeline and a proposed Colorado River water delivery pipeline.

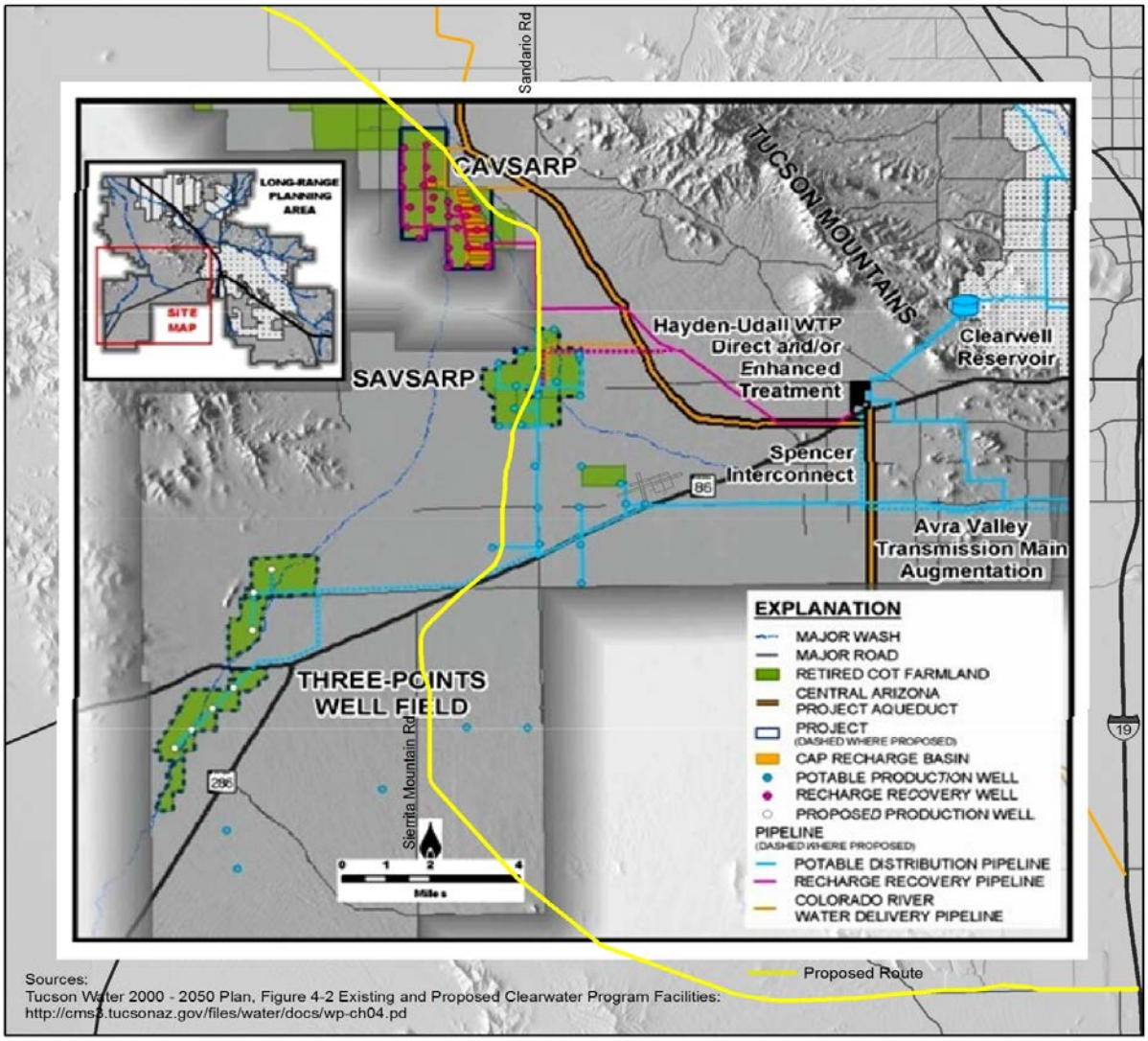


Figure 3: Tucson Water Infrastructure

Natural Gas Pipeline Impacts

The draft alignment crosses and runs parallel to two collocated underground natural gas pipelines 30" and 26" in diameter. These pipelines are a major connection for the region to the national natural gas distribution network and are operated by El Paso Natural Gas, now part of Kinder Morgan, Inc. These lines run northwesterly from Sandario Road to Trico Road, crossing Mile Wide, Manville, and Trico Roads. The alignment could be adjusted to avoid running directly above the collocated pipelines. The roadway crosses another natural gas pipeline in the vicinity of Trico Road and Trico Marana Road. Along State Route 86, the roadway crosses the proposed 36" diameter Kinder Morgan Sierrita pipeline which would serve Mexico. Figure 4, provided by Pima Association of Governments, shows the roadway corridor and natural gas facilities in the Avra Valley area.

Electrical Transmission Impacts

The draft alignment does not impact any known electrical transmission facilities, i.e. substations, but at three locations it crosses a transmission line that runs along Trico Road. The roadway avoids a sub-station facility located east of Trico Road and south of Marana Road. At several locations, the alignment also crosses a larger transmission line that connects a sub-station north of Ajo Way and west of Sierrita Mountain Road to another sub-station on Pima Mine Road east of I-19. Figure 4 shows the roadway corridor and known electrical transmission facilities.

Conclusion

This alignment study and impact report identifies and analyzes an alternative roadway alignment for a theoretical new interstate route through Avra Valley that could connect to Interstate 10 in Pinal County and to Interstate 19 south of Tucson. Preliminary analysis of the route and impacts based on existing GIS data are presented. One of the key challenges to this route is the lack of available right of way along Sandario Road between the Tohono O'odham Nation (Garcia Strip) and the Bureau of Reclamation Wildlife Mitigation Corridor. Environmental impacts in general are a key challenge given that the route intersects designated and proposed conservation lands. In addition to support from the Nation and Bureau of Reclamation, this roadway would also require the support of the City of Tucson, Arizona State Land Department, and other local, regional, and federal agencies and stakeholders.

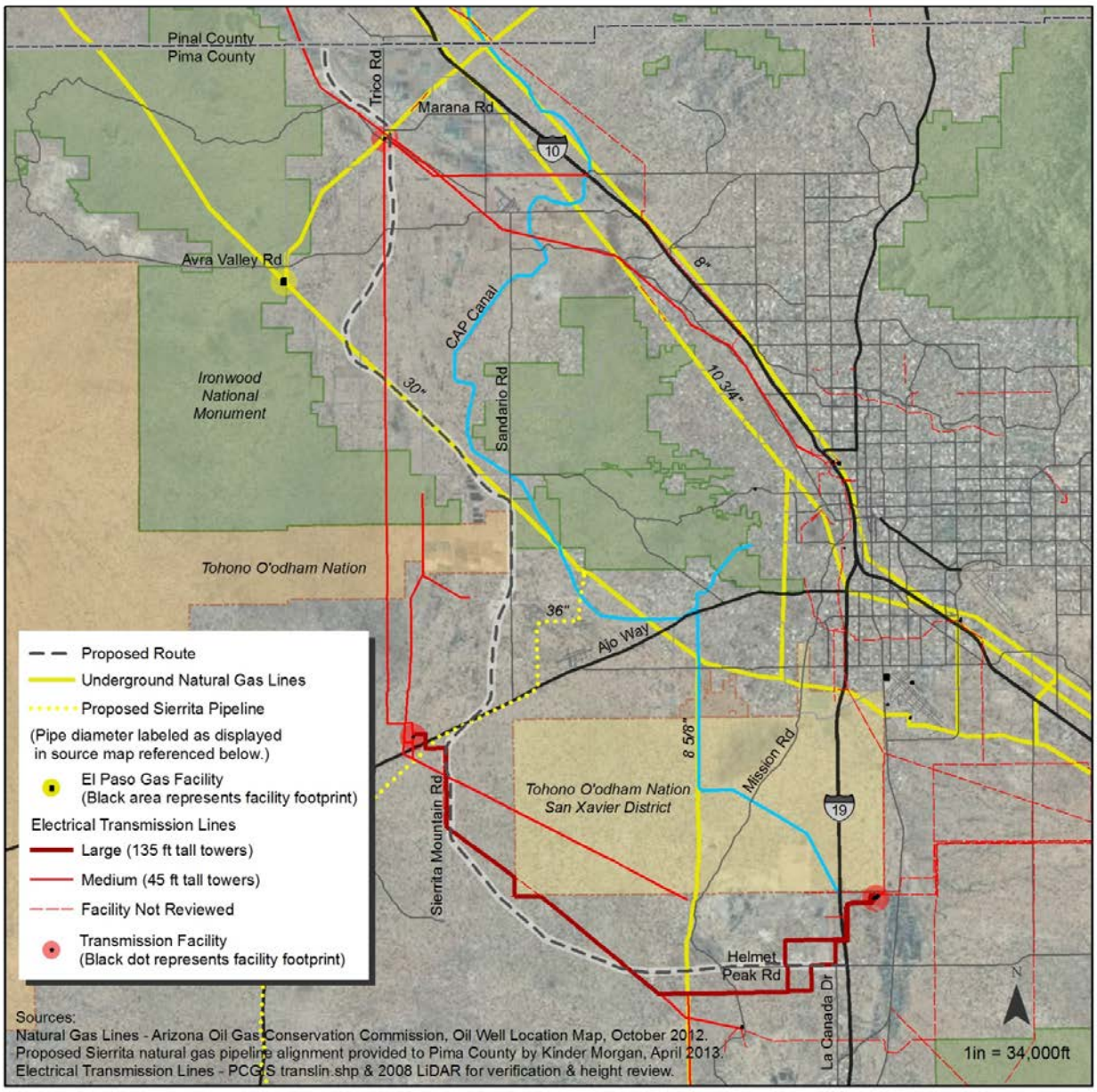
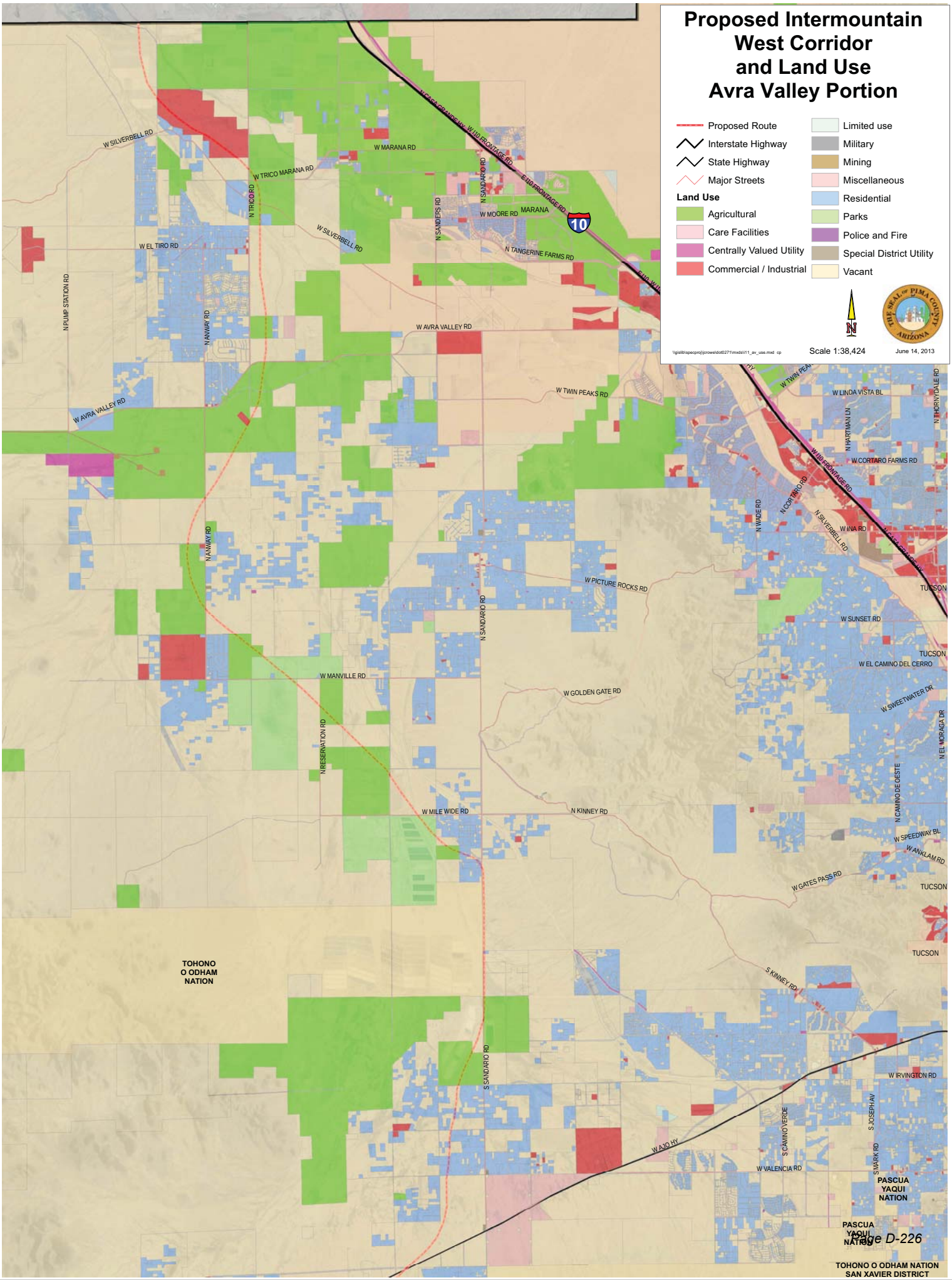
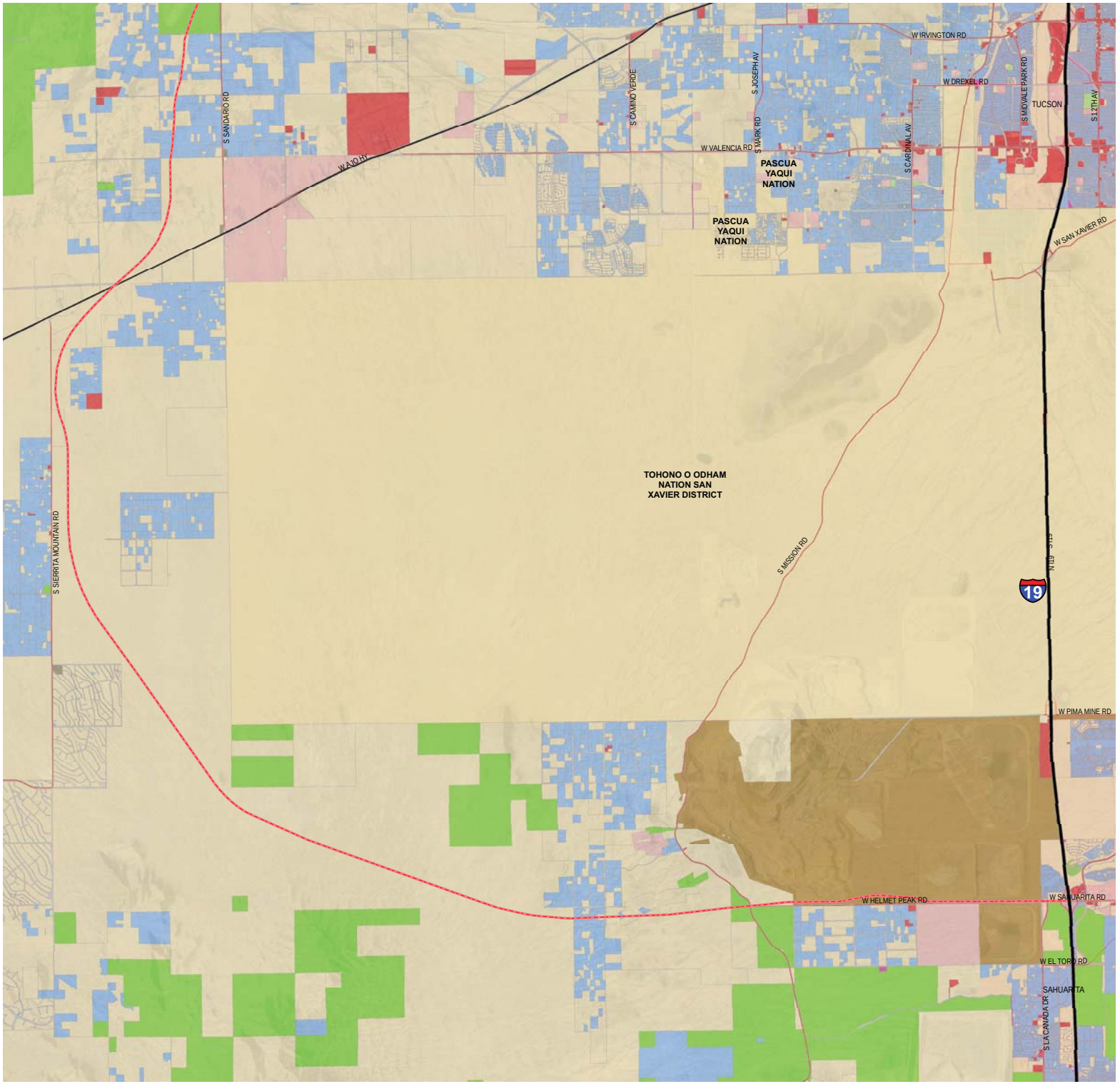


Figure 4: Natural Gas and Electrical Transmission Facilities


Proposed Intermountain West Corridor and Land Use Avra Valley Portion
Proposed Route
Interstate Highway
State Highway
Major Streets
Land Use
Agricultural
Care Facilities
Centrally Valued Utility
Commercial / Industrial
Limited use
Military
Mining
Miscellaneous
Residential
Parks
Police and Fire
Special District Utility
Vacant
Scale 1:38,424
June 14, 2013
W SILVERBELL RD
W MARANA RD
W TRICO MARANA RD
N TRICO RD
N SANDARIO RD
N SANDERS RD
W MOORE RD
MARANA
E MARANA FRONTAGE RD
W I10 FRONTAGE RD
10
W EL TIRO RD
N TANGERINE FARMS RD
N PLUMP STATION RD
N AANWAY RD
W AVRA VALLEY RD
W TWIN PEAKS RD
W LINDA VISTA BL
N THORNYDALE RD
N HARTMAN LN
W CORTARO FARMS RD
N CORTARO RD
N WADE RD
N SILVERBELL RD
W INA RD
W PICTURE ROCKS RD
TUCSON
W SUNSET RD
W EL CAMINO DEL CERRO
W MANVILLE RD
W GOLDEN GATE RD
W SWEETWATER DR
N EL MORAGA DR
N RESERVATION RD
W MILE WIDE RD
N KINNEY RD
N CAMINO DE OESTE
W SPEEDWAY BL
W ANKLAM RD
W GATES PASS RD
TOHONO O ODHAM NATION
S KINNEY RD
S SANDARIO RD
W IRVINGTON RD
S JOSEPH AV
W AJO HY
S CAMINO VERDE
S MARK RD
W VALENCIA RD
PASCUA YAQUI NATION
TOHONO O ODHAM NATION
SAN XAVIER DISTRICT

Proposed Intermountain West Corridor and Land Use Southern Portion

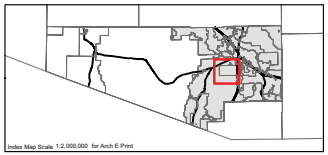


- Proposed Route
- Interstate Highway
- State Highway
- Indian Nations

Land Use

- Agricultural
- Care Facilities
- Centrally Valued Utility
- Commercial / Industrial
- Limited use
- Military
- Mining
- Miscellaneous
- Residential
- Parks
- Police and Fire
- Special District Utility
- Vacant
- Incorporated Areas

Pima County Index Map



GEOGRAPHIC INFORMATION SERVICES

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Scale 1:32,000

Pima County Information Technology Dept.
201 North Stone Avenue - 9th Floor
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(520)740-6670 - FAX:(520)798-3429

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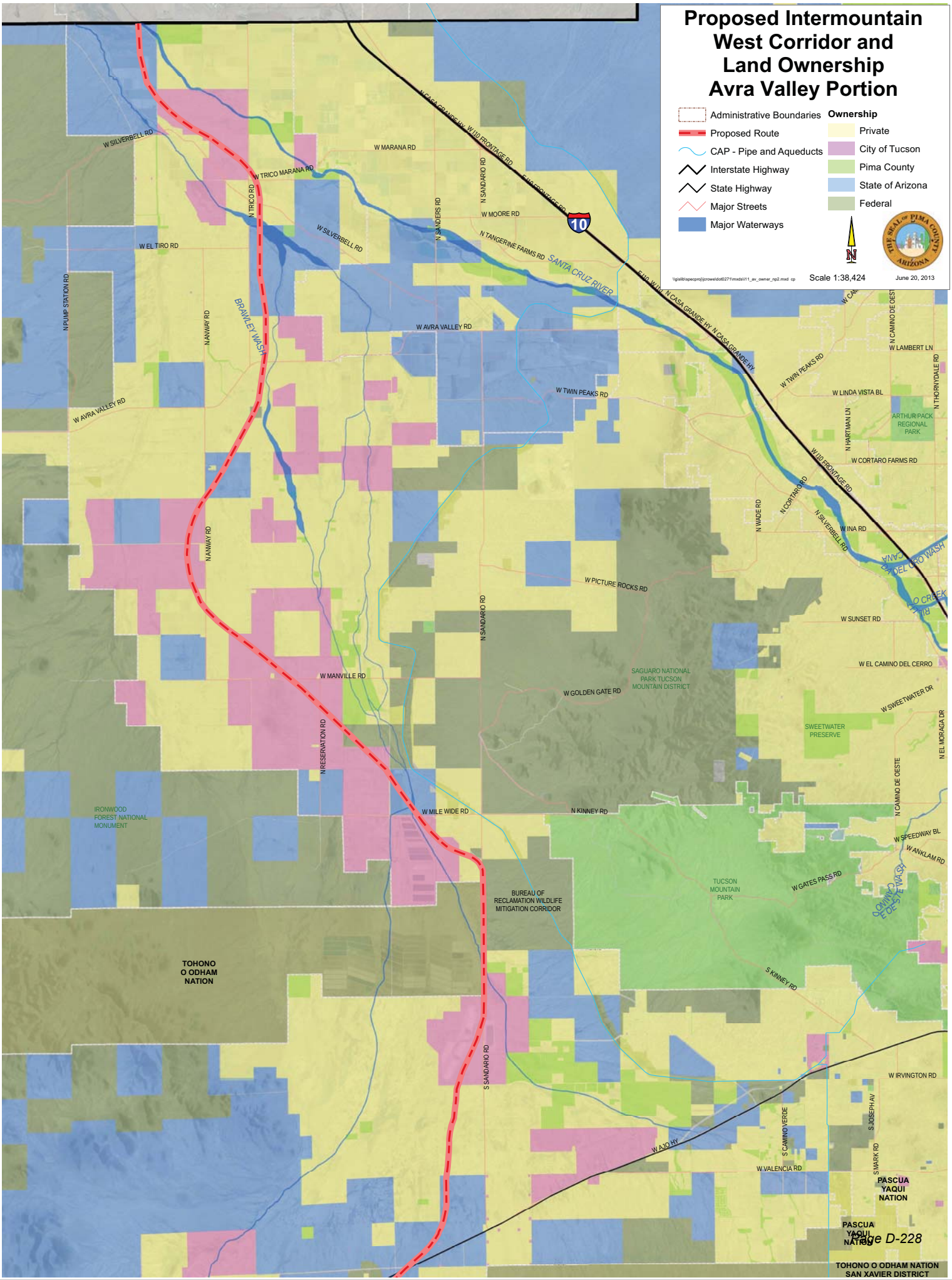
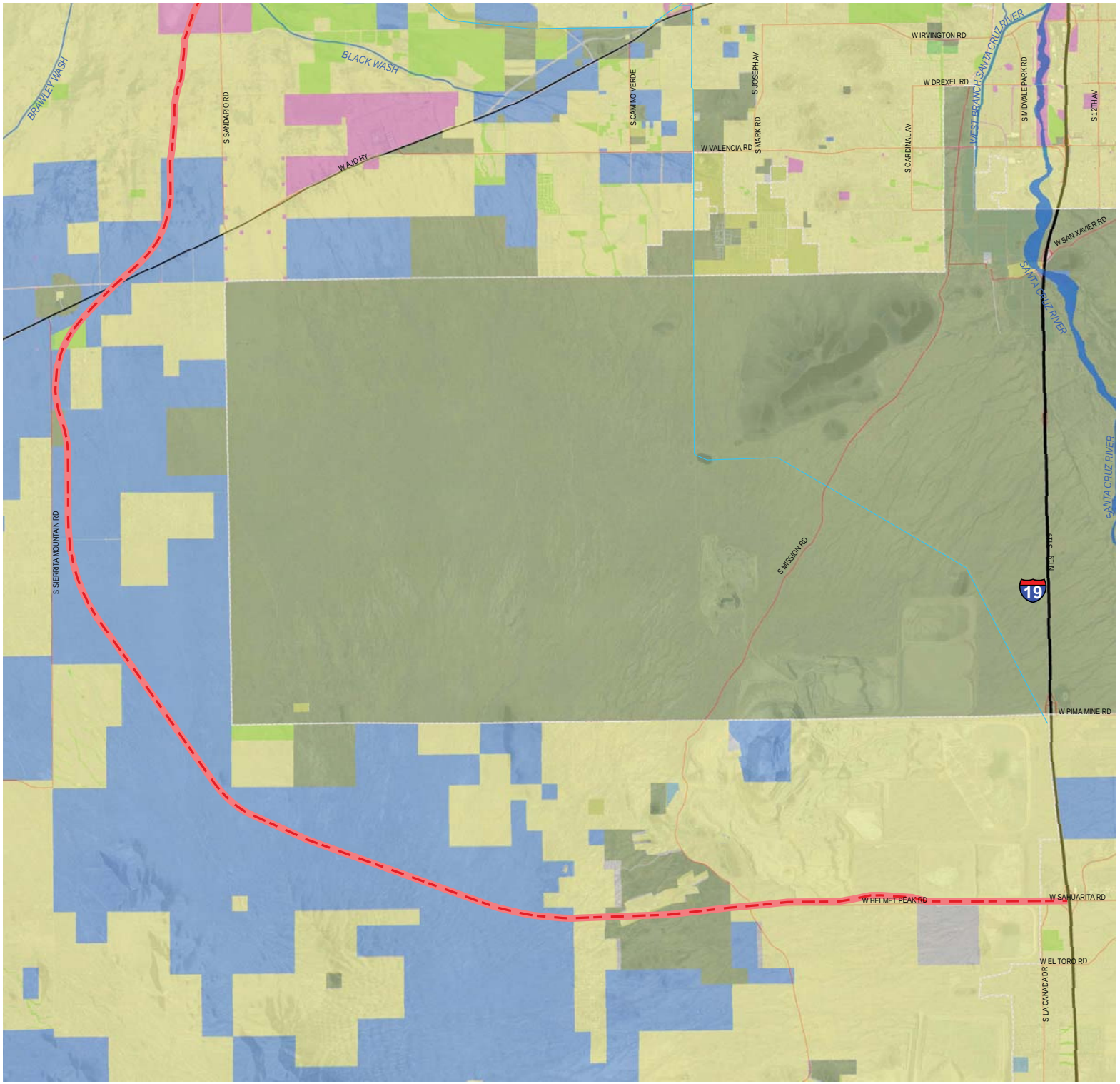

Proposed Intermountain West Corridor and Land Ownership Avra Valley Portion
Administrative Boundaries
Proposed Route
CAP - Pipe and Aqueducts
Interstate Highway
State Highway
Major Streets
Major Waterways
Ownership
Private
City of Tucson
Pima County
State of Arizona
Federal
Scale 1:38,424
June 20, 2013
W SILVERBELL RD
W MARANA RD
W TRICO MARANA RD
N TRICO RD
N SANDERS RD
N SANDARIO RD
W MOORE RD
W EL TIRO RD
N TANGERINE FARMS RD
SANTA CRUZ RIVER
N PUMP STATION RD
N ANWAY RD
BRAWLEY WASH
W AVRA VALLEY RD
W TWIN PEAKS RD
W LAMBERT LN
W LINDA VISTA BL
N THORNYDALE RD
ARTHUR PACK REGIONAL PARK
N HARTMAN LN
W CORTARO FARMS RD
N CORTARO RD
N WADE RD
N SILVERBELL RD
W INA RD
W PICTURE ROCKS RD
W SUNSET RD
W EL CAMINO DEL CERRO
W MANVILLE RD
W GOLDEN GATE RD
SAGUARO NATIONAL PARK TUCSON MOUNTAIN DISTRICT
W SWEETWATER DR
SWEETWATER PRESERVE
N EL MORAGA DR
N RESERVATION RD
IRONWOOD FOREST NATIONAL MONUMENT
W MILE WIDE RD
N KINNEY RD
N CAMINO DE OESTE
W SPEEDWAY BL
W ANKLAM RD
W GATES PASS RD
TUCSON MOUNTAIN PARK
BUREAU OF RECLAMATION WILDLIFE MITIGATION CORRIDOR
TOHONO O ODHAM NATION
S KINNEY RD
S SANDARIO RD
W IRVINGTON RD
S JOSEPH AV
S CAMINO VERDE
W AJO HY
S MARK RD
W VALENCIA RD
PASCUA YAQUI NATION
TOHONO O ODHAM NATION SAN XAVIER DISTRICT



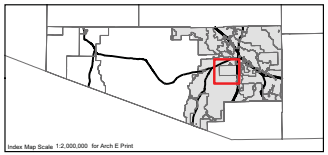
Proposed Intermountain West Corridor and Land Ownership Southern Portion

- Proposed Route
- CAP - Pipe and Aqueducts
- Interstate Highway
- State Highway
- Administrative Boundaries
- Major Waterways

Ownership

- Private
- City of Tucson
- Pima County
- State of Arizona
- Federal

Pima County Index Map



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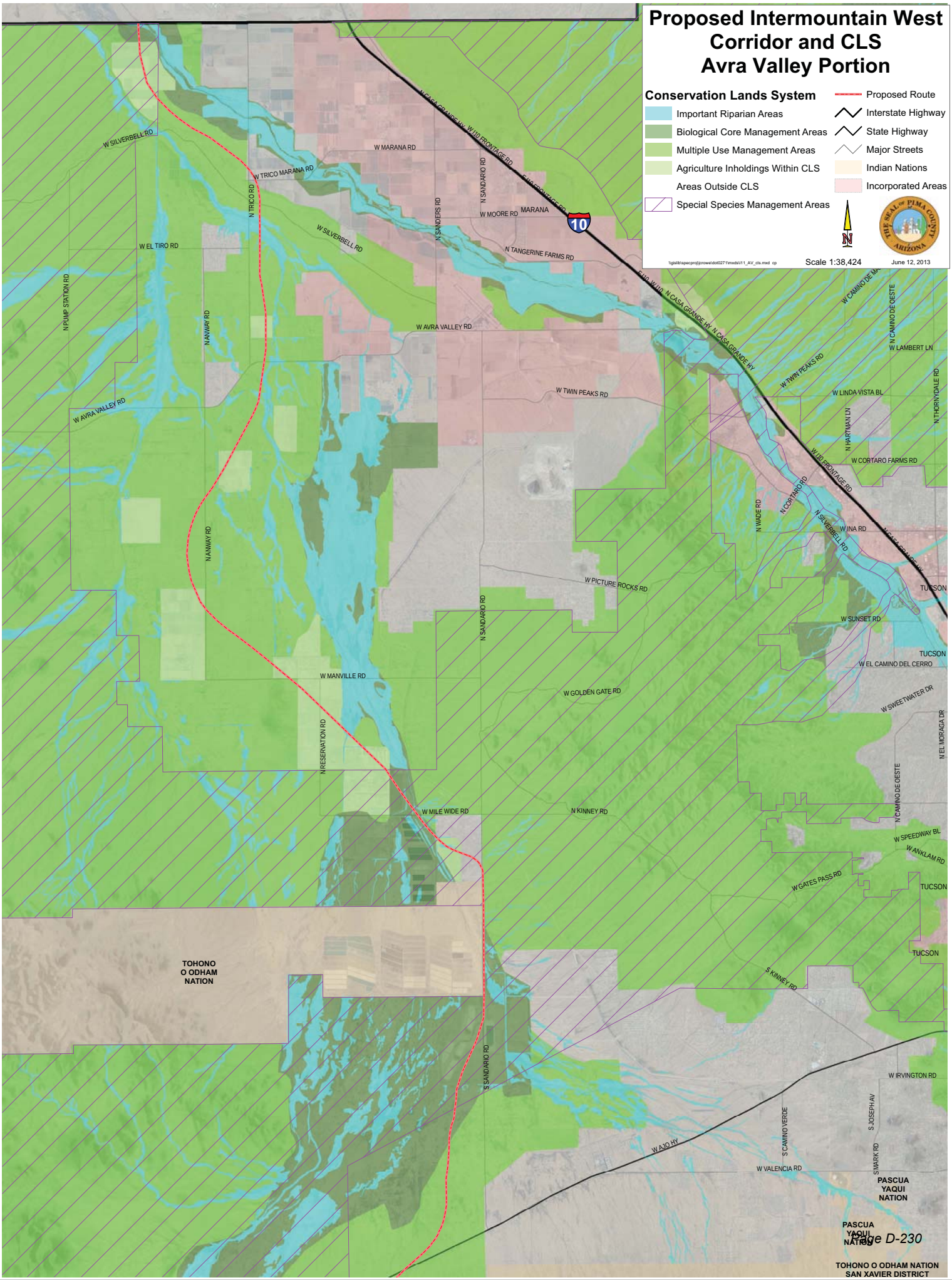
June 20, 2013


Proposed Intermountain West Corridor and CLS Avra Valley Portion
Conservation Lands System
Important Riparian Areas
Biological Core Management Areas
Multiple Use Management Areas
Agriculture Inholdings Within CLS
Areas Outside CLS
Special Species Management Areas
Proposed Route
Interstate Highway
State Highway
Major Streets
Indian Nations
Incorporated Areas
Scale 1:38,424
June 12, 2013
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MARANA
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N TANGERINE FARMS RD
N PUMP STATION RD
N AMWAY RD
W AVRA VALLEY RD
W CAMINO DE OESTE
N CAMINO DE OESTE
W LAMBERT LN
W TWIN PEAKS RD
W LINDA VISTA BL
N THORNYDALE RD
N HARTMAN LN
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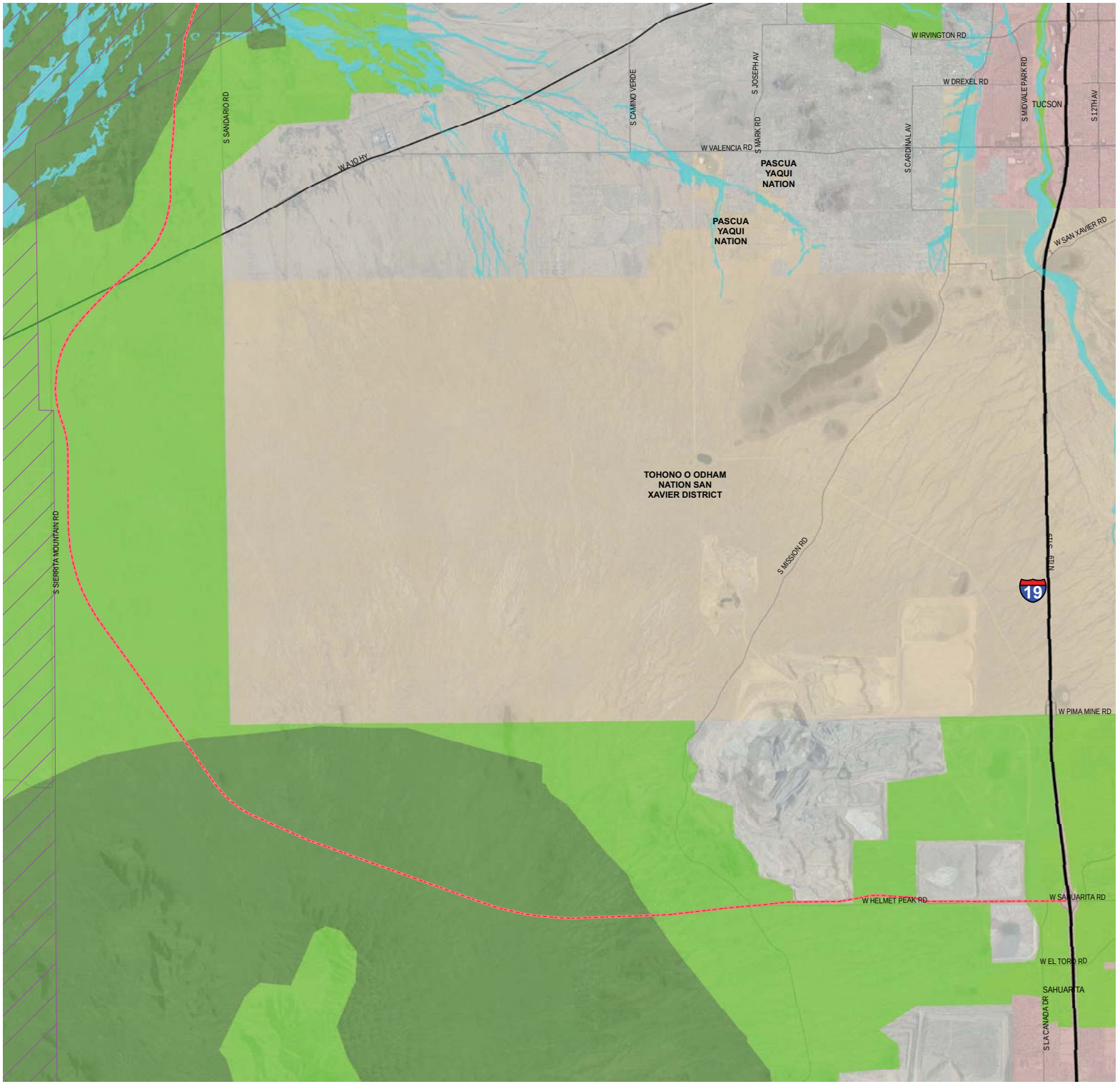
TUCSON
W SUNSET RD
W EL CAMINO DEL CERRO
W MANVILLE RD
W GOLDEN GATE RD
W SWEETWATER DR
N EL MORAGA DR
N RESERVATION RD
W MILE WIDE RD
N KINNEY RD
W SPEEDWAY BL
W ANKLAM RD
W GATES PASS RD
S KINNEY RD
W IRVINGTON RD
S JOSEPH AV
S CAMINO VERDE
W AJO HY
S MARK RD
W VALENCIA RD
TOHONO O ODHAM NATION
PASCUA YAQUI NATION
TOHONO O ODHAM NATION
SAN XAVIER DISTRICT



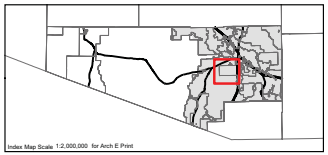
Proposed Intermountain West Corridor and CLS Southern Portion

- Proposed Route
- Interstate Highway
- State Highway
- Indian Nations
- Incorporated Areas
- Special Species Management Areas

Conservation Lands System

- Important Riparian Areas
- Biological Core Management Areas
- Multiple Use Management Areas
- Agriculture Inholdings Within CLS
- Areas Outside CLS

Pima County Index Map



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May 28, 2013

TORTOLITA MOUNTAIN PARK

MARANA

ORO VALLEY

10

IRONWOOD FOREST NATIONAL MONUMENT

SAGUARO NATIONAL PARK WEST

TUCSON MOUNTAIN PARK

TUCSON

TOHONO O'ODHAM NATION

ARIZONA 86

PASCUA YAQUI NATION

19

TOHONO O'ODHAM NATION SAN XAVIER DISTRICT

ARIZONA 86

ARIZONA 286

ArcGIS Online World Imagery

Location of the Avra Valley HCP Permit Area

- HCP Permit Area (21,740 ac.)
- Native American Jurisdiction
- Large Parks and National Forest Lands
- City of Tucson
- Other Incorporated Areas
- Unincorporated Pima County
- Major streets

N W E S

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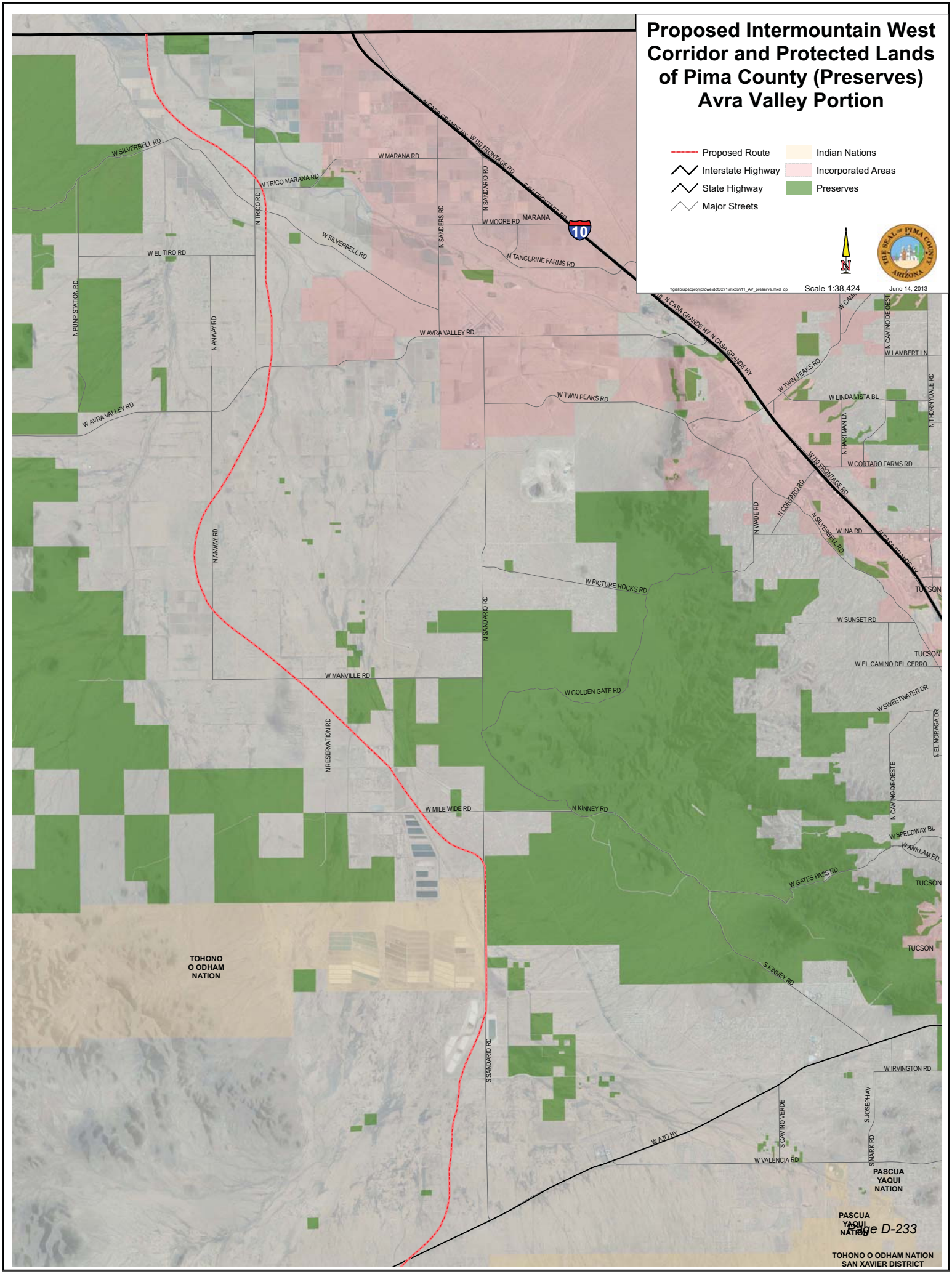
Kilometers 0 1 2 3 4 5 6

CITY OF TUCSON

6/2012


Proposed Intermountain West Corridor and Protected Lands of Pima County (Preserves) Avra Valley Portion
Proposed Route
Interstate Highway
State Highway
Major Streets
Indian Nations
Incorporated Areas
Preserves
N
Scale 1:38,424
June 14, 2013
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N SANDARIO RD
N SANDERS RD
W MOORE RD
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TUCSON
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N RESERVATION RD
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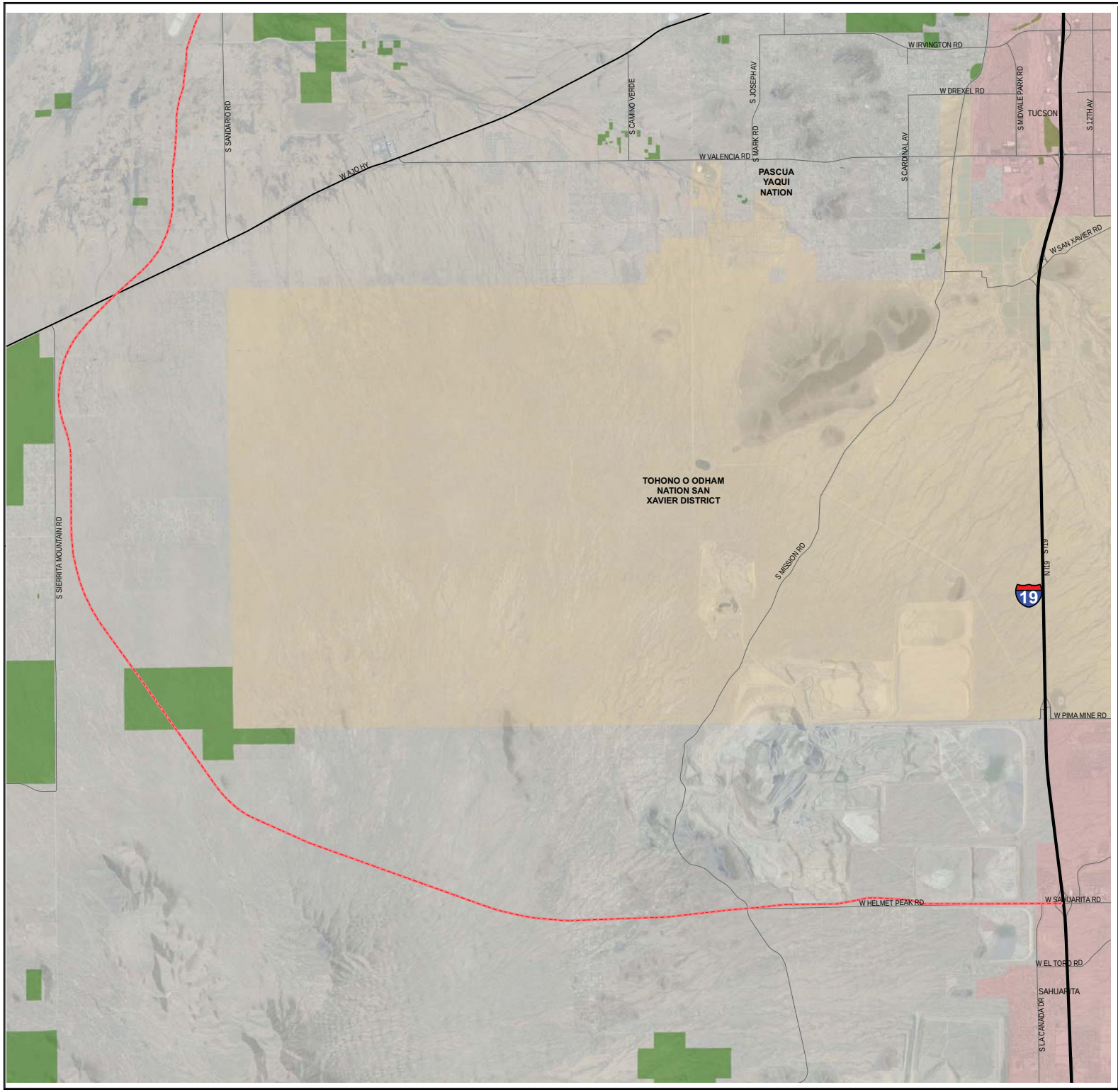
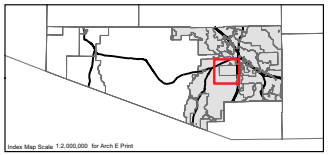
W IRVINGTON RD
S JOSEPH AV
S CAMINO VERDE
W AJO HY
S MARK RD
W VALENCIA RD
PASCUA YAQUI NATION
TOHONO O ODHAM NATION
SAN XAVIER DISTRICT

Proposed Intermountain West Corridor and Protected Lands of Pima County (Preserves) Southern Portion



- Proposed Route
- Interstate Highway
- State Highway
- Indian Nations
- Incorporated Areas
- Preserves

Pima County Index Map



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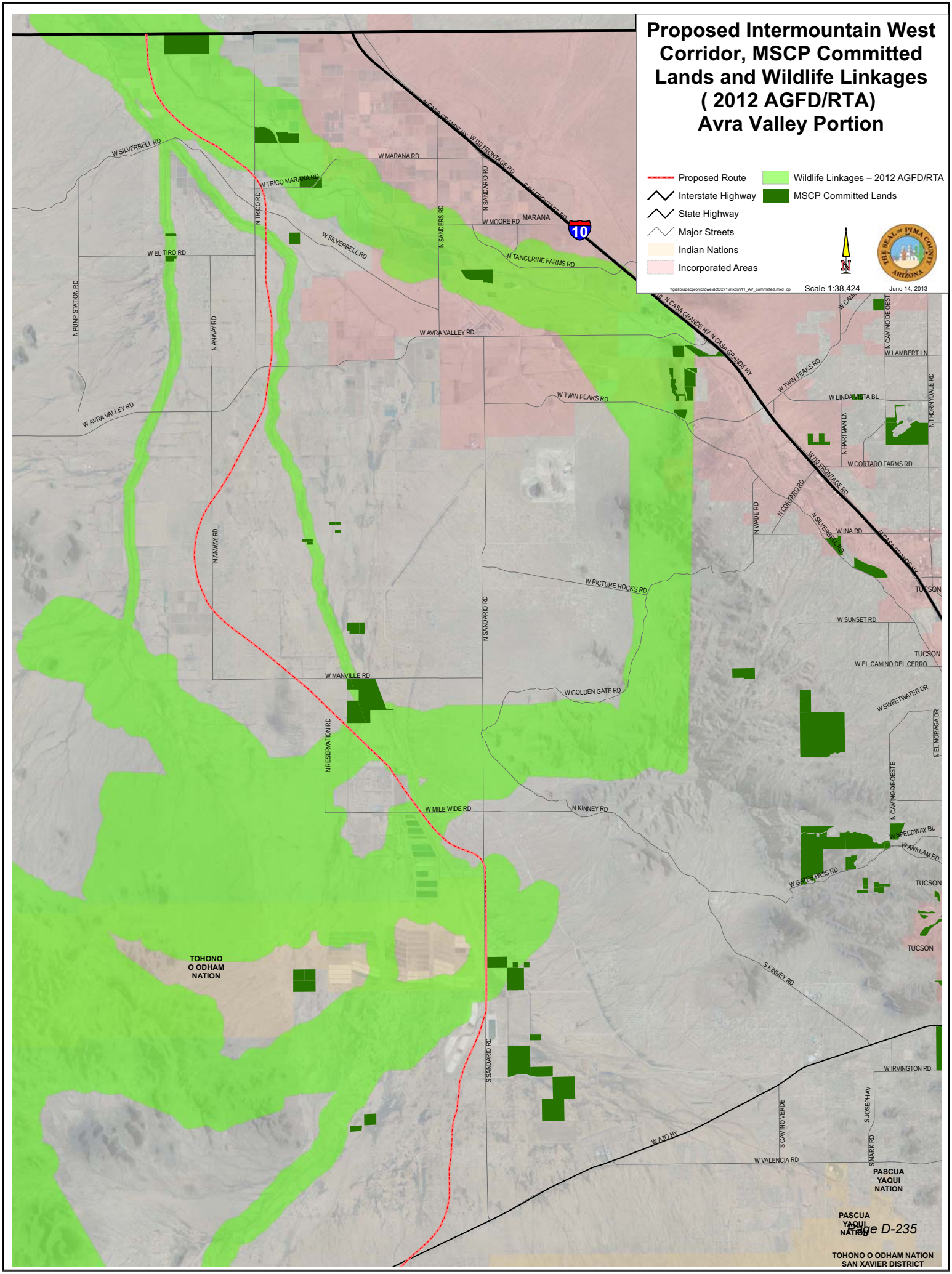
June 14, 2013


Proposed Intermountain West Corridor, MSCP Committed Lands and Wildlife Linkages (2012 AGFD/RTA) Avra Valley Portion
Proposed Route
Interstate Highway
State Highway
Major Streets
Indian Nations
Incorporated Areas
Wildlife Linkages – 2012 AGFD/RTA
MSCP Committed Lands
Scale 1:38,424
June 14, 2013
W SILVERBELL RD
W MARANA RD
W TRICO MARANA RD
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N SANDARIO RD
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N HARTMAN LN
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N WADE RD
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S JOSEPH AV
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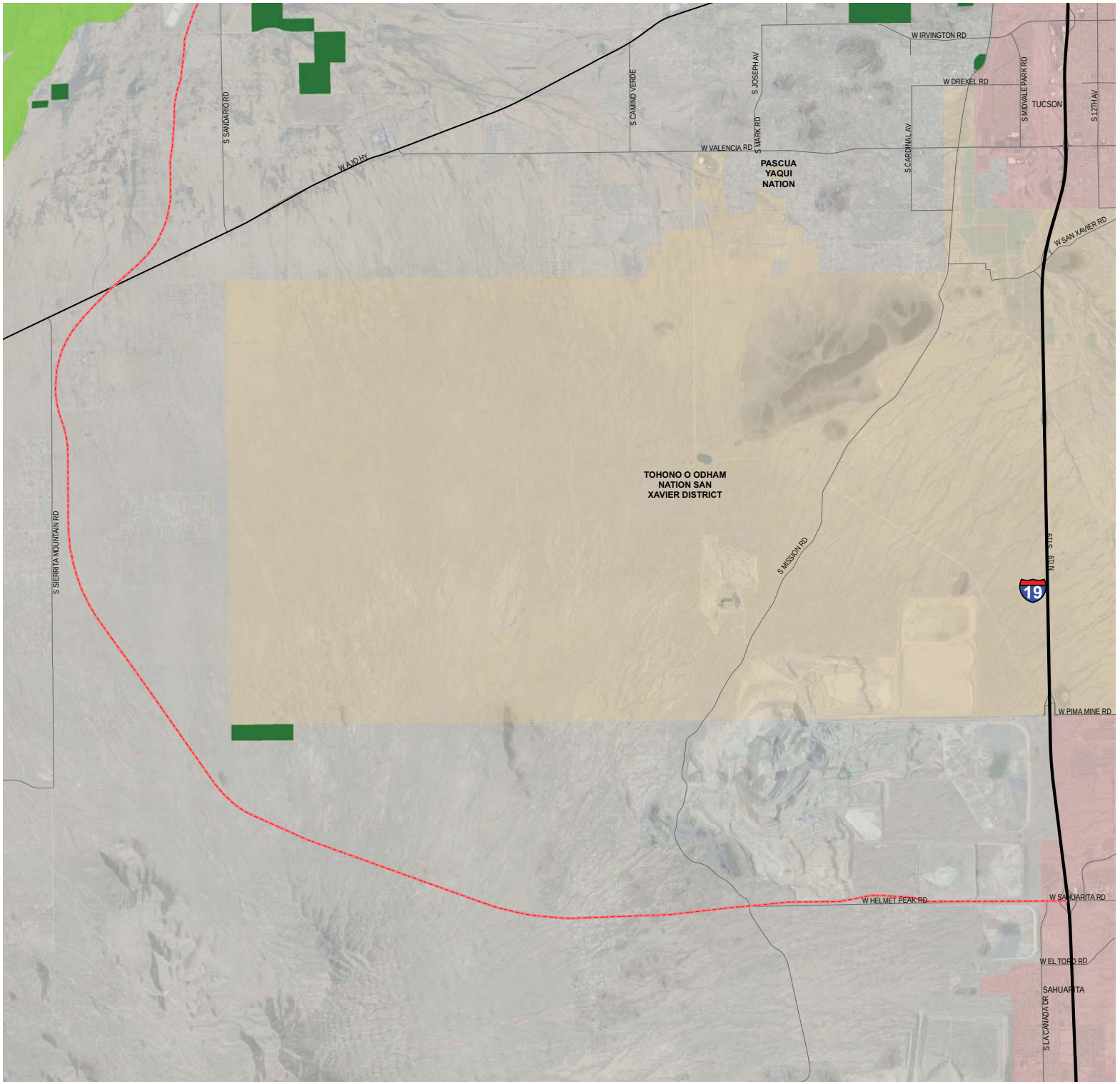
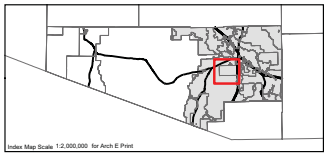
S MARK RD
W VALENCIA RD
PASCUA YAQUI NATION
TOHONO O ODHAM NATION
SAN XAVIER DISTRICT



Proposed Intermountain West Corridor, MSCP Committed Lands and Wildlife Linkages (2012 AGFD/RTA) Southern Portion

- Proposed Route
- Interstate Highway
- State Highway
- Indian Nations
- Incorporated Areas
- MSCP Committed Lands
- Wildlife Linkages – 2012 AGFD/RTA

Pima County Index Map



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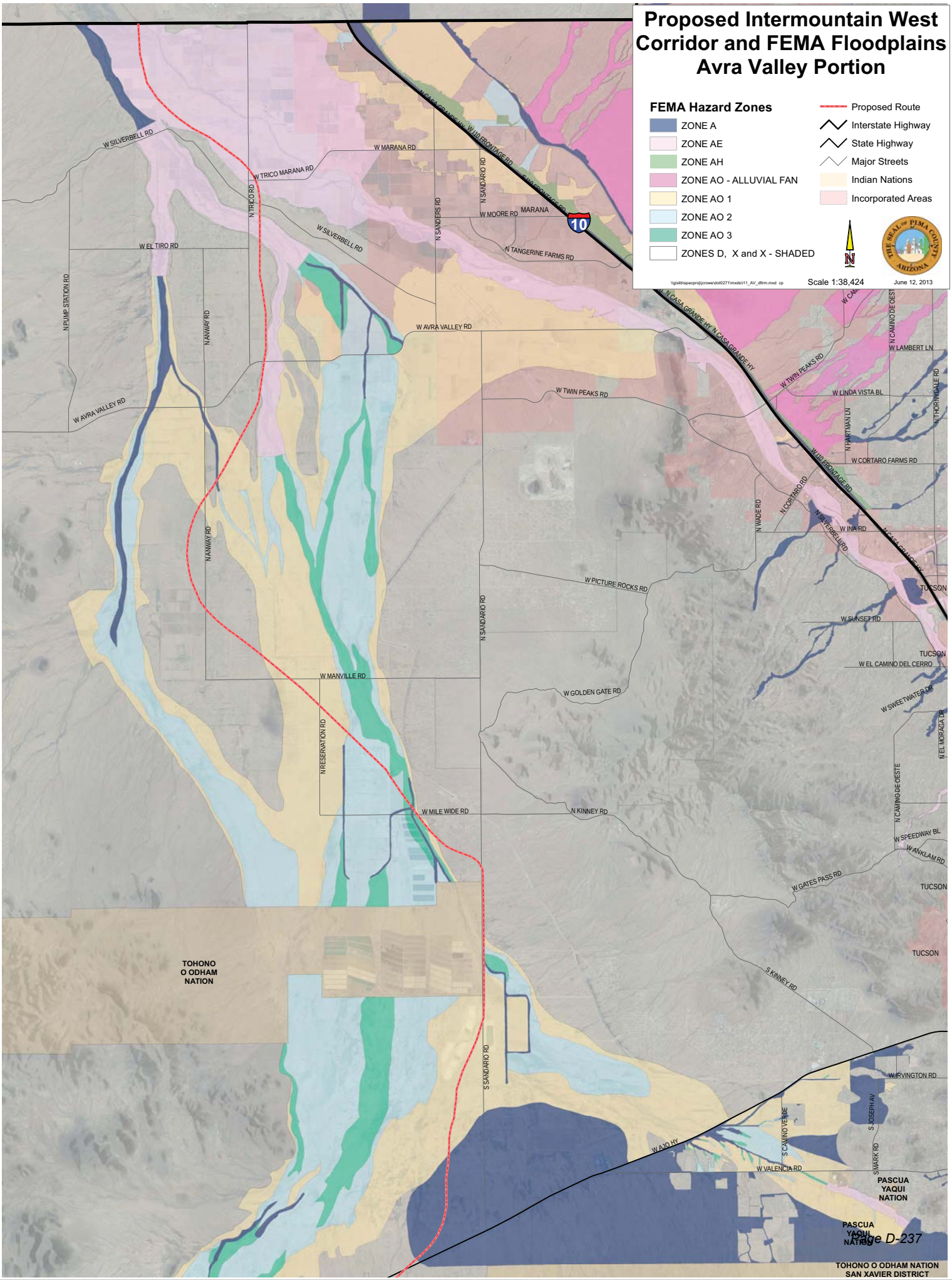
June 14, 2013


Proposed Intermountain West Corridor and FEMA Floodplains
Avra Valley Portion
FEMA Hazard Zones
ZONE A
ZONE AE
ZONE AH
ZONE AO - ALLUVIAL FAN
ZONE AO 1
ZONE AO 2
ZONE AO 3
ZONES D, X and X - SHADED
Proposed Route
Interstate Highway
State Highway
Major Streets
Indian Nations
Incorporated Areas
Scale 1:38,424
June 12, 2013
W SILVERBELL RD
W TRICO MARANA RD
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N SANDERS RD
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N PLUMP STATION RD
N AVRA VALLEY RD
W AVRA VALLEY RD
N CASA GRANDE HY
W TWIN PEAKS RD
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W LINDA VISTA BL
N HARTMAN LN
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W CORTARO FARMS RD
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N SILVERBELL RD
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W SUNSET RD
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W GOLDEN GATE RD
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W SPEEDWAY BL
W ANKLAM RD
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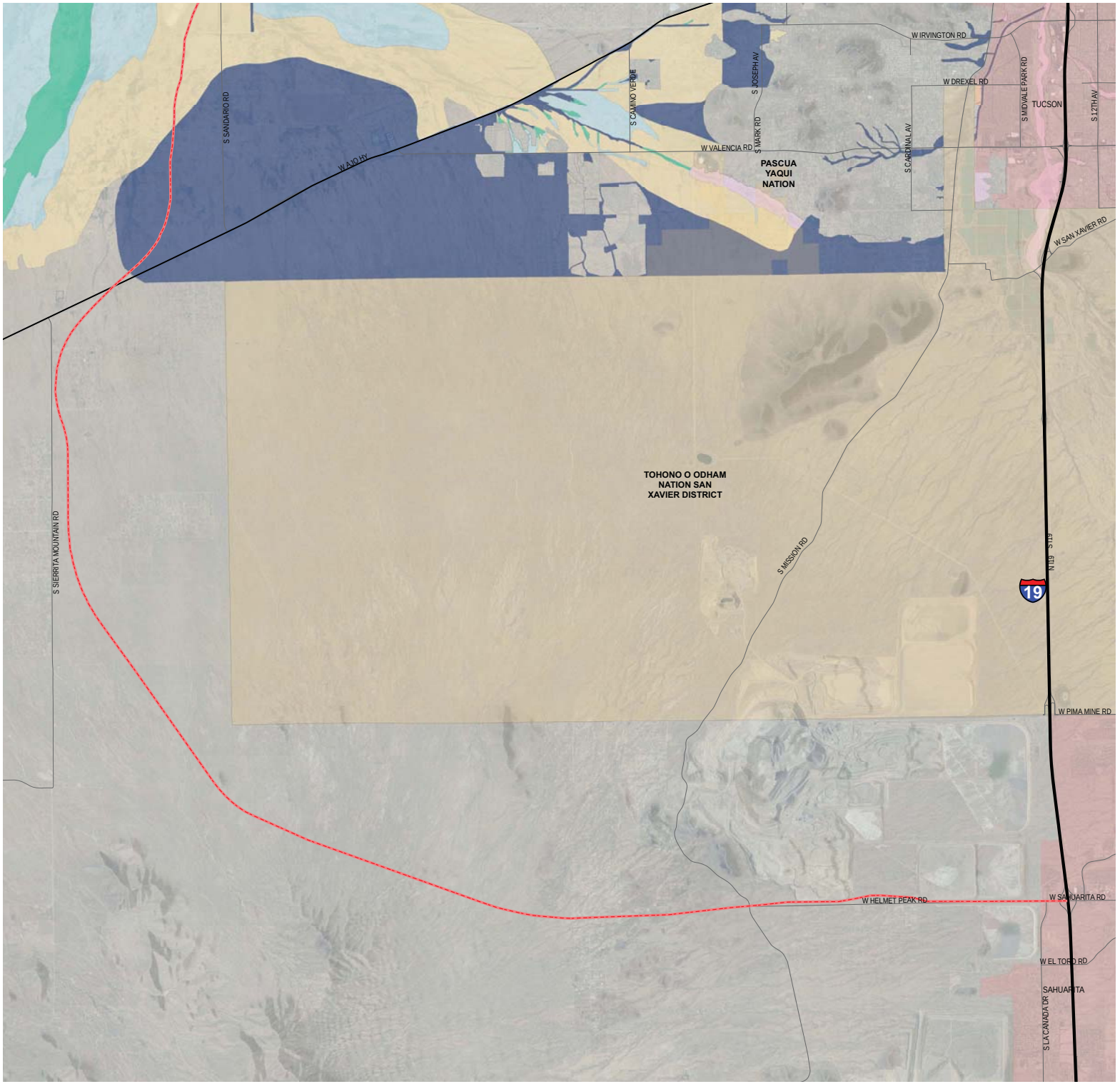
S CAMINO VERDE
W AJO HY
S MARK RD
W VALENCIA RD
TOHONO O ODHAM NATION
PASCUA YAQUI NATION
TOHONO O ODHAM NATION
SAN XAVIER DISTRICT



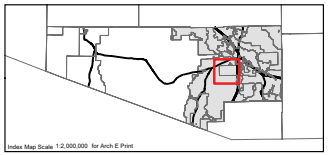
Proposed Intermountain West Corridor and FEMA Floodplains Southern Portion

- Proposed Route
- Interstate Highway
- State Highway
- Indian Nations
- Incorporated Areas

FEMA Hazard Zones

- ZONE A
- ZONE AE
- ZONE AH
- ZONE AO - ALLUVIAL FAN
- ZONE AO 1
- ZONE AO 2
- ZONE AO 3
- ZONES D, X and X - SHADED

Pima County Index Map



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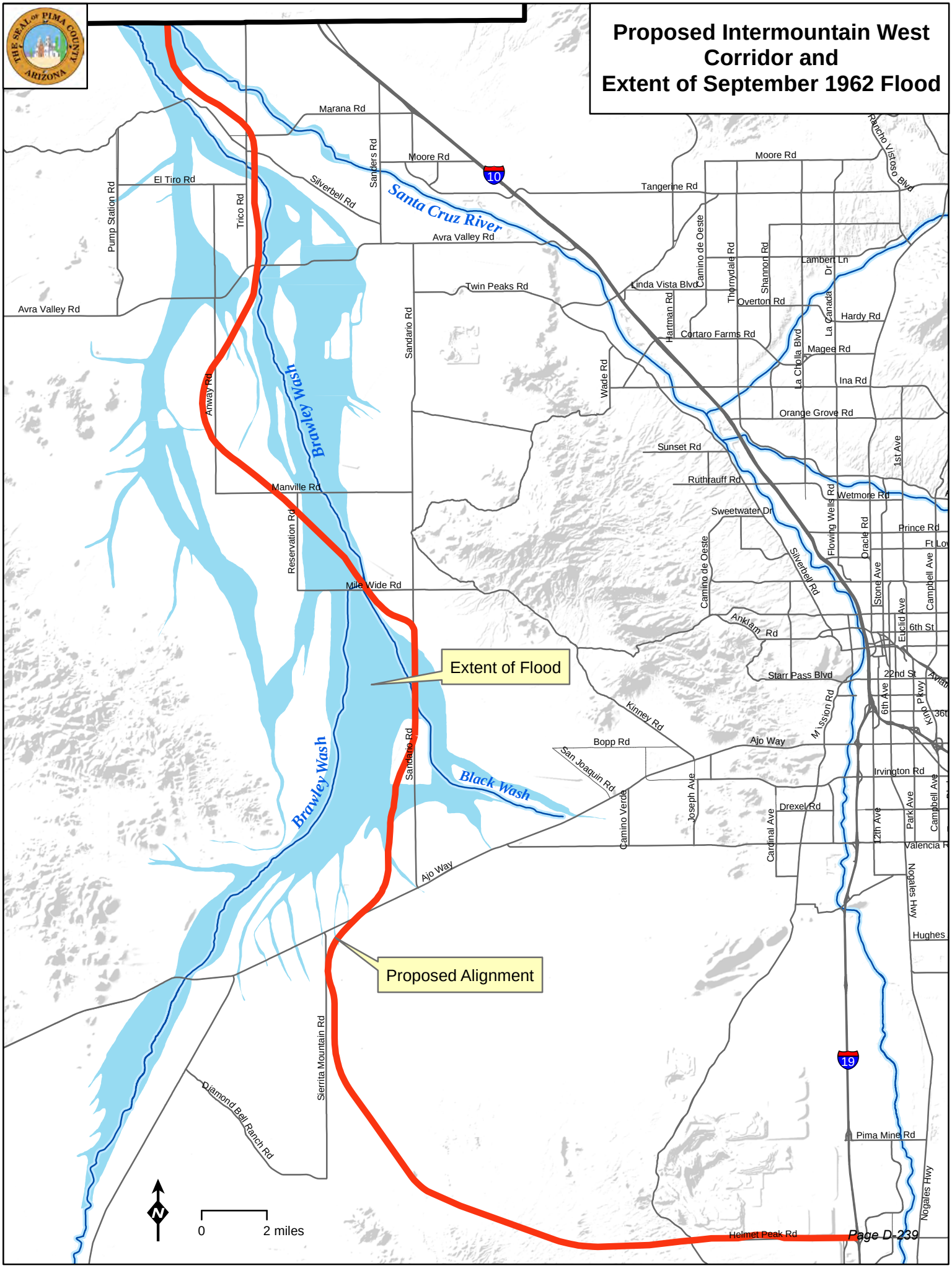
May 28, 2013



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COUNTY ADMINISTRATOR'S OFFICE
PIMA COUNTY GOVERNMENTAL CENTER
130 W. CONGRESS, FLOOR 10, TUCSON, AZ 85701-1317
(520) 724-8661 FAX (520) 724-8171

C.H. HUCKELBERRY
County Administrator

July 18, 2016

Mr. Aryan Lirange, Senior Urban Engineer
Federal Highway Administration, Arizona Division
4000 N. Central Avenue, Suite 1500
Phoenix, Arizona 85012

Re: Interstate 11 Corridor, Tier 1 Environmental Impact Statement

Dear Mr. Lirange:

Pima County accepted the Federal Highway Administration invitation to be a Participating Agency in the Tier 1 Environmental Impact Statement (EIS) process for the Interstate 11 (I-11) Corridor in our letter dated June 7, 2016 (Attachment 1). In that acceptance letter, it was noted we had developed a conceptual route for I-11 through the Avra Valley in a 2013 report.

We are supplementing the 2013 report with the following additional comments:

We understand that for all practical purposes, there are two general routes through Pima County; one following the existing I-19 and I-10 corridors; and a second alignment west of the City of Tucson through Avra Valley. We fully support the complete disclosure of all impacts – social, economic and environmental – for any alternative, including a "no-build" option. In 2013, we carefully evaluated an Avra Valley alignment to determine whether a feasible alternative could be developed when all associated impacts are considered. The potential alignment, which we depicted in our 2013 report, should be evaluated as part of this study.

We understand that developing a high-speed, high-capacity roadway through Avra Valley would have both positive impacts and negative impacts, some of which were identified in our 2013 report.

Positive Impacts

1. Downtown neighborhoods and businesses would be less impacted by increased urban truck traffic, noise, and light and air pollution if the alignment were located in Avra Valley.

2. A new interstate in Avra Valley would delay the need for major improvements to the I-19 and I-10 Corridor through Tucson, portions of which are already physically constrained.

3. Visitors from Mexico and elsewhere would have faster access to Pima County and, along with efforts to maintain and expand the attractiveness of Tucson, could have increased opportunities to purchase goods and services.

4. A new interstate would bring large numbers of construction jobs to Avra Valley, as well as tax revenues from developing new businesses that would serve travelers and trucking, such as gas stations, restaurants, shopping and hotels.

5. A new interstate would provide access to large areas of undeveloped and undervalued land that is often cut off during flooding that closes local roadways. Land values in these areas would likely increase and encourage development along and connecting to the new interstate.

Negative Impacts

1. Impacts to Tucson Water recharge and recovery infrastructure are inevitable with an Avra Valley alternative and need to be carefully evaluated; the costs quantified and weighed against the benefits of this alternative and the cost of a downtown alternative.

2. Environmental impacts to natural areas, plants and wildlife, scenic views and dark skies would be higher in Avra Valley; and these impacts should be carefully evaluated and quantified. Impacts to Pima County's Conservation Land System should be evaluated and mitigation alternatives should be proposed.

3. Impacts to existing residential areas and businesses would be less through Avra Valley because it is sparsely settled, but these impacts should be fully evaluated and compared with all alternatives.

The Tohono O'odham Nation, through their District Council and particularly the San Xavier District, may request an alignment that passes through their lands. If the alignment were to pass through the easternmost extent of the Tohono O'odham Nation lands area known as the Garcia Strip, impacts to residential areas closer to Sandario Road could be reduced, though some residential impacts further south would remain. A secondary benefit of this particular alignment is that it would avoid the Bureau of Reclamation Wildlife Corridor on the east side of Sandario Road. Pima County will support whatever the Tohono O'odham Nation decides with respect to this alignment.

We have concerns about a routing option that relies only on improvements to the existing interstate routes. Even a collector-distributor concept, as described in the Arizona Department of Transportation I-10 / State Road 210 Feasibility Study, may not offer sufficient capacity to serve future anticipated truck and freight traffic. Adding such additional capacity would undoubtedly involve laterally expanding the existing interstate roadway footprint through the heavily developed downtown segment. We expect the primary goal of the I-11 Tier 1 EIS effort is addressing the long-term traffic management needs of the region and all associated impacts will be fully evaluated.

In conclusion, we believe there are important benefits to developing an interstate route through Avra Valley that should be carefully considered alongside the I-19/I-10 corridor alternative. We would be happy to further discuss this alternative and request an in-person consultation between County staff and I-11 Project Team members to address any questions you may have and to provide further detail, if needed.

Pima County Transportation Director Priscilla Cornelio will serve as the County's point of contact for this project, and our Transportation Department can provide you with all relevant technical analyses and studies related to the 2013 report.

Sincerely,

C.H. Huckelberry
County Administrator

CHH/lab

Attachment

c: John Bernal, Deputy County Administrator for Public Works
Dr. John Moffatt, Director, Economic Development Office
Priscilla Cornelio, Director, Transportation Department
Jonathan Crowe, Principal Planner, Transportation Department

U.S. Department of Transportation
Federal Highway Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
http://www.fhwa.dot.gov/azdiv/index.htm

July 20, 2016

In Reply Refer To:

999-M(161)S
I-11, I-19/SR 189 to US 93/SR 89
TRACS No. 999 SW 0 M5180 01P
I-11 Corridor Tier 1 EIS
Participating Agency Response Letter

Mr. Chuck Huckelberry, County Administrator
Pima County
130 West Congress Street, 10th Floor
Tucson, Arizona 85701

Dear Mr. Huckelberry:

The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) have completed the scoping process for the Alternatives Selection Report (ASR) and Tier 1 Environmental Impact Statement (EIS) for the I-11 Corridor in accordance with the National Environmental Policy Act (NEPA) and other regulatory requirements. We want to thank you for your June 7, 2016 letter received during scoping and acknowledge Pima County's role as a Participating Agency in the Tier 1 EIS process under NEPA.

NEPA requires Federal agencies such as the FHWA to prepare an EIS for major Federal actions that significantly affect the quality of the human and natural environment. An EIS is a full disclosure document that details the process through which a transportation project was developed; includes consideration of a range of reasonable alternatives; analyzes the potential impacts resulting from the alternatives; demonstrates compliance with other applicable environmental laws and executive orders; and details the completion of interagency consultation and continuous public involvement.

Scoping was an initial step in the NEPA environmental review process to solicit agency and public input regarding the scope of the Tier 1 EIS, including the purpose and need; alternatives to be considered; impacts to be evaluated; and evaluation methods to be used. As a Participating Agency, you will receive a Scoping Summary Report that will contain your input, as well as all other agency and public comments received during the approximately 45-day scoping period that was held from May 23, 2016 to July 8, 2016.

The FHWA and ADOT will consider the scoping comments when preparing the ASR and Tier 1 EIS. To start, the ASR will assess a wide range of corridor alternatives. Pima County's proposed alternative, as outlined in your June 7, 2016 scoping letter, will be considered and evaluated along with other potential alternatives. The number of corridor alternatives will then be reduced to a reasonable range and carried forward into the Draft Tier 1 EIS along with the No Build Alternative (i.e., do-nothing option).

A Preferred Corridor Alternative for I-11 will be identified in the Draft Tier 1 EIS document, which will be circulated for agency and public comment. After consideration of comments

received and if a Build Alternative is selected, the FHWA will issue a combined Final Tier 1 EIS and Record of Decision (ROD) document. The combined Final Tier 1 EIS/ROD will identify the Selected Corridor Alternative; present the basis for the decision; describe all of the alternatives considered; specify the "environmentally preferable alternative;" and provide strategies to avoid, minimize, and compensate for environmental impacts. The FHWA will ultimately approve the Final Tier 1 EIS/ROD as the Federal Lead Agency under NEPA.

The FHWA and ADOT will continue to involve Pima County as a Participating Agency in the ASR and Tier 1 EIS process as we move forward. As noted in our May 24, 2016 letter, Participating Agencies will be requested to provide the following during the development of the Tier 1 EIS:

- Participation in coordination meetings, and/or field visits, as appropriate; and
- Identification of the impacts and important issues to be addressed in the Tier 1 EIS pertaining to the intersection of the alternatives with the resource(s) in your jurisdiction.

Your follow-on letter dated July 18, 2016 provides additional input into the potential impacts and issues to be addressed. We anticipate meeting with Participating Agencies at key milestone decisions during the development of the ASR and Tier 1 EIS, which will provide Pima County an opportunity to vet and discuss these issues with other Participating Agencies.

If you have any questions or would like additional information regarding your role as a Participating Agency, please contact Rebecca Yedlin, FHWA Environmental Coordinator, at 602-382-8979 or rebecca.yedlin@dot.gov. We look forward to your continued involvement in the I-11 Corridor Tier 1 EIS.

Sincerely,

Karla S. Petty

Karla S. Petty
Division Administrator

cc:
Priscilla Cornelio, Pima County, Director of Department of Transportation, 201 North Stone Avenue, Tucson, Arizona, 85701
John Bernal, Pima County, Deputy County Administrator for Public Works, address same as addressee
John Moffatt, Pima County, Director of Economic Development Office, address same as addressee
ecc:
Rebecca Yedlin, FHWA Environmental Coordinator
Jay Van Echo, ADOT Project Manager, MD T100
Lisa Ives, AECOM Consultant Team Project Manager

PIMA COUNTY
FLOOD CONTROL

July 5, 2016

Karla S. Petty, Arizona Division Administrator
Federal Highway Administration
U.S. Department of Transportation
4000 N. Central Avenue, Suite 1500
Phoenix, Arizona 85012-3500

Subject: **Interstate-11 Corridor Tier 1 Environmental Impact Statement – Pima County Regional Flood Control District as a Participating Agency**

Dear Ms. Perry:

Thank you for your June 28, 2016 letter regarding the Interstate-11 (I-11) Corridor Study. The Pima County Regional Flood Control District (District) formally accepts your invitation to be a Participating Agency in the Tier 1 Environmental Impact Statement (EIS) for this Study.

We would be happy to participate in coordination meetings and field visits, and assist in the identification of impacts and issues with respect to floodplains, riparian habitat, and other resources managed by the District.

We appreciate the opportunity to participate in this important study and look forward to reviewing and sharing information regarding the evaluation of the alignment alternatives.

Sincerely,

Suzanne Shields, P.E.
Director and Chief Engineer

SS/tj

c: C.H. Huckelberry, County Administrator
John Bernal, County Deputy County Administrator – Public Works
Dr. John Moffatt, Administrative Support Services Manager –County Administrator's Office
Priscilla Cornelio, P.E., Director – Department of Transportation
Eric Shepp, P.E., Deputy Director – Regional Flood Control District
Bill Zimmerman, Deputy Director – Regional Flood Control District
Rebecca Yedlin, FHWA Environmental Coordinator

Suzanne Shields, P.E., Director
201 N. Stone Avenue, 9th Floor, Tucson, Arizona 85701-1207 • Phone: 520-724-4600 • Fax: 520-724-4621

Greg Stanley
County Manager

PINAL • COUNTY
wide open opportunity

June 8, 2016

Ms. Rebecca Yedlin
Environmental Coordinator
Federal Highway Administration
4000 N. Central Ave, Ste., 1500
Phoenix, Arizona 85012

Re: Pinal County Participation in Tier I Environmental Impact Statement process for Interstate 11.

Dear Ms. Rebecca Yedlin;

Pinal County is in receipt of the letter dated May 24, 2016 requesting our involvement with the Tier I Environmental Impact Statement (EIS) for Interstate 11.

We would like to formally request to be a participating agency for the Tier I EIS process.

Please add:

Andrew Smith, Principal Planner
Pinal County Public Works
31 N. Pinal Street Bldg. F
Florence, Arizona 85132
Andrew.smith@pinalcountyaz.gov

We would like to thank you for this opportunity to participate and if you should have any additional needs please do not hesitate to contact me.

Sincerely,

Greg Stanley
County Manager

Cc: Louis Andersen - Director
Scott Bender – County Engineer
Andy Smith – Principal Planner

When recorded return to:

Clerk of the Board
P.O. Box 827
Florence, AZ 85132

RESOLUTION NO. 070616-AD16-001

RESOLUTION OF THE PINAL COUNTY BOARD OF SUPERVISORS DECLARING SUPPORT FOR THE ARIZONA DEPARTMENT OF TRANSPORTATION'S INTERSTATE 11 CORRIDOR TIER 1 ENVIRONMENTAL IMPACT STATEMENT.

WHEREAS, in November 2014, the Arizona Department of Transportation (ADOT), Nevada Department of Transportation, Federal Highway Administration (FHWA), Maricopa Association of Governments, Regional Transportation Commission of Southern Nevada, and other key stakeholders completed an initial two-year feasibility study known as the Interstate 11 (I-11) and Intermountain West Corridor Study (IWCS); and,

WHEREAS, upon completion of the IWCS, ADOT, FHWA, and partner regional planning agencies commenced with a three-year Tier 1 Environmental Impact Statement to select a corridor alternative for I-11 between Nogales and Wickenburg to locate I-11; and,

WHEREAS, the I-11 corridor study area is 280 miles long, varies in width from approximately 5 to 50 miles and traverses the counties of Maricopa, Pinal, Pima and Santa Cruz through central and southern Arizona; and,

WHEREAS, it is in the best interests of Pinal County and the cities, towns, and Indian communities within Pinal County to promote the I-11 planning process that encompasses the identified study area corridor; and,

WHEREAS, Pinal County declares its support for the West Pinal Freeway along the route identified in the Pinal Regional Transportation Plan, as approved by the Pinal Regional Transportation Authority on May 11, 2016 as a high capacity transportation route.

NOW THEREFORE, IT IS HEREBY RESOLVED that the Pinal County Board of Supervisors declares its support of the West Pinal Freeway along the route identified in the Pinal Regional Transportation Plan approved by the Pinal Regional Transportation Authority on May 11, 2016 as a high capacity transportation route as it promotes freight movement, links communities, and enhances job growth within Pinal County.

IT IS FURTHER RESOLVED that the Pinal County Board of Supervisors supports the Tier I Environmental Impact Statement planning process to select a corridor alternative for I-11 between Nogales and Wickenburg.

IT IS FURTHER RESOLVED that this Resolution is effective upon approval and execution of this Resolution.

PASSED AND ADOPTED this 6th day of July, 2016, by the PINAL COUNTY BOARD OF SUPERVISORS.

Chairman of the Board

ATTEST:

Clerk of the Board

APPROVED AS TO FORM:

Deputy County Attorney

Ives, Lisa

From:	Jay Van Echo <JVanEcho@azdot.gov>
Sent:	Friday, September 16, 2016 6:03 PM
To:	Andrew.smith@pinalcountyaz.gov
Cc:	Aryan Lirange; Yedlin, Rebecca (FHWA); Ives, Lisa; AMER-US-AZ Phoenix-i11doccontrol
Subject:	FW: I-11 Tier 1 EIS and ASR Public Outreach and Agency Coordination Plan Transmittal - ADOT TRACS M5180
Attachments:	Project Map.pdf

Thanks Andy…..we have been in contact with the Corps and are aware of the EIS they have on-going of which I am sure that you are also a Participating Agency for…..again thanks for the information and contact data….have a great weekend and all the best.

Jay Van Echo
ADOT I-11 Study Manager
jvanecho@azdot.gov
520-388-4224 office
520-400-6207 cell

From: Andrew Smith [mailto:Andrew.Smith@pinalcountyaz.gov]
Sent: Friday, September 16, 2016 2:45 PM
To: Maria Leon; Jay Van Echo
Subject: FW: I-11 Tier 1 EIS and ASR Public Outreach and Agency Coordination Plan Transmittal - ADOT TRACS M5180

Good afternoon! I wanted to share some information from our Flood Control Section related to the I-11 EIS currently underway! Please let me know if I can provide any additional information.

Thank you,

Andy Smith
Principal Planner
Pinal County – Public Works
(520) 866-6407
(480) 695-3330
Andrew.smith@pinalcountyaz.gov

PINAL • COUNTY
wide open opportunity

From: Christopher Wanamaker
Sent: Friday, September 16, 2016 2:39 PM

To: Andrew Smith <Andrew.Smith@pinalcountyaz.gov>; Elise Moore <Elise.Moore@pinalcountyaz.gov>
Subject: RE: I-11 Tier 1 EIS and ASR Public Outreach and Agency Coordination Plan Transmittal - ADOT TRACS M5180

Andy,
The Army Corps of Engineers is currently doing a feasibility study of the lower Santa Cruz River Watershed which roughly coincides with a portion of the I-11 corridor limits. The Corps is part of the way through their 3 year study process and they expect to have the reports finalized in August of 2017. Our contact with the Corps of Engineers is:

Kim M. Gavigan, P.E., CFM
Chief, Water Resources Planning Section C USACE Los Angeles District AZ/NV Area Office
3636 N. Central Avenue, Ste. 900
Phoenix, AZ 85012
Office: 602-230-6902
Cell: 602-300-5806
Kim.M.Gavigan@usace.army.mil

I have attached a map showing the project limits.

Thank you,

Chris

Christopher Wanamaker, PE, CFM, CPM | Engineer III
Pinal County | Flood Control District | Public Works Department
P: (520) 866-6010 | C: (520) 251-2344 | F: (520) 866-6511
31 North Pinal Street | Building F | P.O. Box 727 | Florence, AZ 85132
www.pinalcountyaz.gov

Effective immediately, all incoming mail for Pinal County Public Works Department will need to be addressed to P.O. Box 727, Florence, Arizona 85132.
Parcels that are addressed to the physical address will be returned to sender.

From: Andrew Smith
Sent: Tuesday, September 06, 2016 1:19 PM
To: Elise Moore; Christopher Wanamaker
Subject: FW: I-11 Tier 1 EIS and ASR Public Outreach and Agency Coordination Plan Transmittal - ADOT TRACS M5180

Good afternoon! FYI! Any input you have I will be more than happy to include in my future comments regarding this project.

Thanks!!

From: Maria Leon [mailto:MLeon@azdot.gov]
Sent: Wednesday, August 31, 2016 2:09 PM
To: 'cheryl.lambert@az.usda.gov' <cheryl.lambert@az.usda.gov>; 'jesse.m.rice@usace.army.mil' <jesse.m.rice@usace.army.mil>; 'mar@wapa.gov' <mar@wapa.gov>; 'mlandry@azcorrections.gov' <mlandry@azcorrections.gov>; 'slz@azdeq.gov' <slz@azdeq.gov>; 'eanspach@azdps.gov' <eanspach@azdps.gov>; 'mwalsh@azstateparks.gov' <mwalsh@azstateparks.gov>; 'mhorowitz@azland.gov' <mhorowitz@azland.gov>; 'ljohnson@azstateparks.gov' <ljohnson@azstateparks.gov>; 'tstrow@azmag.gov' <tstrow@azmag.gov>; 'jliosatos@pagregion.com' <jliosatos@pagregion.com>; rheiss@seago.org; ihiggs@scmpo.org; Jennifer Toth (Maricopa)

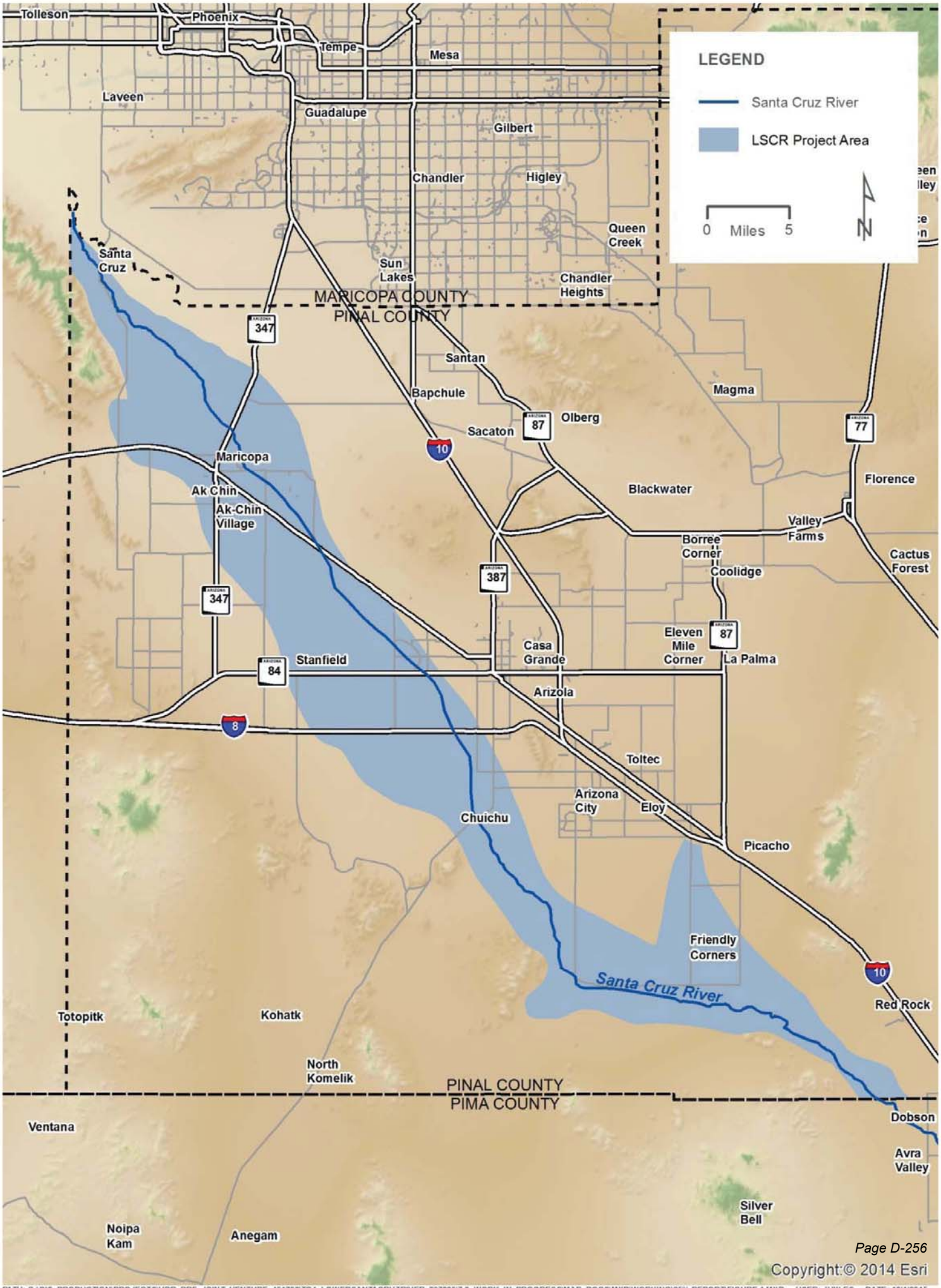
<jennifertoth@mail.maricopa.gov>; 'priscilla.cornelio@pima.gov' <priscilla.cornelio@pima.gov>; 'suzanne.shields@pima.gov' <suzanne.shields@pima.gov>; Andrew Smith <Andrew.Smith@pinalcountyaz.gov>; 'jjvaldez@santacruzcountyaz.gov' <jjvaldez@santacruzcountyaz.gov>; 'Mike.Willett@yavapai.us' <Mike.Willett@yavapai.us>; 'gdiaz@buckeyeaz.gov' <gdiaz@buckeyeaz.gov>; Duane Eitel <deitel@casagrandeaz.gov>; 'kmartin@eloyaz.gov' <kmartin@eloyaz.gov>; 'luke.albert@goodyearaz.gov' <luke.albert@goodyearaz.gov>; 'david.maestas@maricopa-az.gov' <david.maestas@maricopa-az.gov>; 'jguerra@nogalesaz.gov' <jguerra@nogalesaz.gov>; 'jgastelum@southtucson.org' <jgastelum@southtucson.org>; 'james.macadam@tucsonaz.gov' <james.macadam@tucsonaz.gov>; 'mcelaya@gilabendaz.org' <mcelaya@gilabendaz.org>; 'kbrann@maranaaz.gov' <kbrann@maranaaz.gov>; 'ehamblin@orovalleyaz.gov' <ehamblin@orovalleyaz.gov>; 'sbowen@sahuaritaaz.gov' <sbowen@sahuaritaaz.gov>; 'jwright@ci.wickenburg.az.us' <jwright@ci.wickenburg.az.us>; 'ron@caidd.com' <ron@caidd.com>; 'ruth.valencia@srpnet.com' <ruth.valencia@srpnet.com>; 'wcrane@trico.coop' <wcrane@trico.coop>; 'sandra.shade@ak-chin.nsn.us' <sandra.shade@ak-chin.nsn.us>; 'veronica.l.darnell@pascuayaqui-nsn.gov' <veronica.l.darnell@pascuayaqui-nsn.gov>
Cc: Jay Van Echo <JVanEcho@azdot.gov>; Aryan Lirange <Aryan.Lirange@dot.gov>; rebecca.yedlin@dot.gov; 'Ives, Lisa' (Lisa.Ives@aecom.com) <Lisa.Ives@aecom.com>; 'AMER-US-AZ Phoenix-i11doccontrol' (i11doccontrol@aecom.com) <i11doccontrol@aecom.com>
Subject: I-11 Tier 1 EIS and ASR Public Outreach and Agency Coordination Plan Transmittal - ADOT TRACS M5180

I-11 Participating Agencies:

ADOT and FHWA very much looks forward to your continued participation on the I-11 Tier 1 EIS and ASR process. With this post an important document is being transmitted for your agencies' timely review and written comment. Please read the attached transmittal letter and review the Public Outreach and Agency Coordination Plan and reply as noted.

Thank you,
Jay Van Echo, PE
ADOT I-11 Study Manager
jvanecho@azdot.gov
520-388-4224

Lower Santa Cruz River Project Area



Ives, Lisa

From: Bodington, Kimberly
Sent: Tuesday, October 18, 2016 7:44 PM
To: JVanEcho@azdot.gov; Ives, Lisa; aryan.lirange@dot.gov
Subject: Fwd: ADOT & FHWA I-11 Corridor Tier 1 EIS

Please see below.

Begin forwarded message:

From: Elise Moore <Elise.Moore@pinalcountyaz.gov>
Date: October 18, 2016 at 4:36:01 PM MST
To: "'Bodington, Kimberly'" <Kimberly.Bodington@aecom.com>, "'rebecca.yedlin@dot.gov'" <rebecca.yedlin@dot.gov>
Cc: 'AMER-US-AZ Phoenix-i11doccontrol' <i11doccontrol@aecom.com>
Subject: RE: ADOT & FHWA I-11 Corridor Tier 1 EIS

Thank you for reaching out to me Ms. Bodington about this project. I appreciate your resending the letters to me and helping to explain the process.

I would like to be included as a participating agency and keep informed on the project as it progresses. We do have jurisdiction in the area and may have comments on the proposed corridor as it may impact the floodplain and future mitigation projects in the watershed. We are also engaged in another Federal project in this corridor with the U.S. Army Corps of Engineers.

I have copied Ms. Yedlin on this correspondence so that she can respond as well. If there is anything additional that is needed from us at this time, please let me know.

Best regards,
Elise

H. Elise Moore, P.E., CFM
Pinal County Flood Control District
Pinal County Department of Public Works
P.O. Box 727
Florence, AZ 85132

Ph. (520) 866-6638

Effective immediately, all incoming mail for Pinal County Public Works Department will need to be addressed to P.O. Box 727, Florence, Arizona 85132. Parcels that are addressed to the physical address will be returned to sender.

From: Bodington, Kimberly [mailto:Kimberly.Bodington@aecom.com]
Sent: Tuesday, October 18, 2016 4:21 PM
To: Elise Moore <Elise.Moore@pinalcountyaz.gov>
Cc: AMER-US-AZ Phoenix-i11doccontrol <i11doccontrol@aecom.com>
Subject: ADOT & FHWA I-11 Corridor Tier 1 EIS

Dear Ms. Moore,

Thank you for taking the time to discuss the I-11 Corridor Tier 1 EIS project with me on the phone this afternoon. As promised, both the Participating Agency invitation and Section 106 initiation letters that were previously sent to you are attached to this email. If you are interested in moving forward, *please respond to Rebecca Yedlin of FHWA* as noted in the attached letters at your earliest convenience.

Following your acceptance, we can then follow-up with you on a project update, which will include providing you with any work products that have been circulated to the Participating Agencies to date.

Please do not hesitate to reach out if you have any questions. We look forward to hearing from you.

Best,
Kimberly

Kimberly Bodington
Transportation Planner
Multimodal Planning Department
D +1-602-648-2580
kimberly.bodington@aecom.com

AECOM
7720 North 16th St.
Suite 100
Phoenix, AZ 85020, USA
T +1-602-371-1100
aecom.com

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Ives, Lisa

From: Jay Van Echo <JVanEcho@azdot.gov>
Sent: Monday, August 08, 2016 6:55 PM
To: Aryan Lirange; Yedlin, Rebecca (FHWA); Ives, Lisa; AMER-US-AZ Phoenix-i11doccontrol
Subject: FW: a friendly reminder - You have not sent back a notification that Sun Corridor.....

Thank you Irene.
Jay

From: Irene Higgs [mailto:iHiggs@scmpo.org]
Sent: Monday, August 08, 2016 3:17 PM
To: Jay Van Echo
Cc: 'AMER-US-AZ Phoenix-i11doccontrol'
Subject: RE: a friendly reminder - You have not sent back a notification that Sun Corridor.....

Hi Jay,

The Sun Corridor MPO would like to be a Participating Agency in the Tier 1 EIS process for the I-11 Corridor. We look forward to working with ADOT and FHWA on this project.

Thank you,

Irene J. Higgs, Executive Director
Sun Corridor Metropolitan Planning Organization
211 N Florence Street, Ste 103
Casa Grande, Arizona
ihiggs@scmpo.org
520-705-5143

From: Jay Van Echo [mailto:JVanEcho@azdot.gov]
Sent: Friday, August 05, 2016 2:57 PM
To: 'ihiggs@scmpo.org'
Cc: AMER-US-AZ Phoenix-i11doccontrol
Subject: FW: a friendly reminder - You have not sent back a notification that Sun Corridor.....

A positive response to this post is sufficient, however, anyway you and the Sun Corridor would like to respond will be accepted.
Thank you
Jay Van Echo
I-11 Study Manager

From: Irene Higgs [mailto:iHiggs@scmpo.org]
Sent: Friday, August 05, 2016 11:07 AM
To: Jay Van Echo
Subject: RE: a friendly reminder - You have not sent back a notification that Sun Corridor.....

Hi Jay,

I have looked through everything and cannot find a letter from ADOT?FHWA requesting the MPO to be a participating agency.

Thank you,

Irene J. Higgs, Executive Director
Sun Corridor Metropolitan Planning Organization
211 N Florence Street, Ste 103
Casa Grande, Arizona
ihiggs@scmpo.org
520-705-5143

From: Jay Van Echo [mailto:JVanEcho@azdot.gov]
Sent: Friday, August 05, 2016 10:43 AM
To: 'ihiggs@scmpo.org'
Subject: a friendly reminder - You have not sent back a notification that Sun Corridor.....

....MPO will be a participating agency in the I-11 study.....is there a reason as to that?
Jay

.

From: Irene Higgs <iHiggs@scmpo.org>
Sent: Friday, July 08, 2016 7:49 AM
To: I-11ADOTstudy
Subject: Sun Corridor MPO Resolution 2016-01
Attachments: Executed.Resolution No. 2016-01.pdf

Importance: High

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Blue Category

Hello I-11 Study Team,

Please find attached Resolution 2016-01that was approved and signed by the Sun Corridor MPO Executive Board on July 5, 2016 which declares the Sun Corridor MPO's support of the West Pinal Freeway along the route identified in the Pinal Regional Transportation Plan approved by the Pinal Regional Transportation Authority May 11, 2016 as a high capacity route as it promotes freight movement, links communities, and strengthens economic development and job growth county-wide.

Thank you,

Irene J. Higgs, Executive Director
Sun Corridor Metropolitan Planning Organization
211 N Florence Street, Ste 103
Casa Grande, Arizona
ihiggs@scmpo.org
520-705-5143

Ives, Lisa

From:	Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>
Sent:	Wednesday, June 01, 2016 3:48 PM
To:	Jay Van Echo (JVanEcho@azdot.gov); Ives, Lisa
Cc:	Lirange, Aryan (FHWA); AMER-US-AZ Phoenix-i11doccontrol
Subject:	FW: I-11 Corridor Tier 1 EIS Participating Agency Invitation Letter

fyi

From: Randy Heiss [mailto:rheiss@seago.org]
Sent: Wednesday, June 01, 2016 9:07 AM
To: Yedlin, Rebecca (FHWA)
Subject: I-11 Corridor Tier 1 EIS Participating Agency Invitation Letter

Rebecca –

Thank you for the invitation. SEAGO accepts the invitation to be a Participating Agency in the subject study.

Please contact me if additional information is required.

Thank you,

Randy Heiss
Executive Director
SouthEastern Arizona Governments Organization
Main Office
1403 W. Highway 92
Bisbee, Arizona 85603
Phone: (520) 432-2622 X 202
Fax: (520) 432-5858
Cell: (520) 678-3220

Doug Ducey
Governor

Sue Black
Executive Director

Arizona State Parks

June 7, 2016

Karla S. Petty, Division Administration
U. S. Department of Transportation
Federal Highway Administration
4000 North Central Avenue, Suite 1500
Phoenix, Arizona 85012-3500

Attention: Rebecca Yedlin, FHWA Environmental Coordinator

Re: Multiple counties, I-11 Corridor; Alternatives Selection Report, Tier I Environmental Impact Statement (EIS); Federal Highway Administration (FHWA): SHPO-2014-0246(131230)

Dear Ms. Petty:

The Arizona State Historic Preservation Office (SHPO) accepts FHWA's invitation to be a Participating Agency in the Tier I EIS process for the I-11 Corridor between Nogales and Wickenburg in Santa Cruz, Pima, Pinal, Maricopa and Yavapai counties, Arizona. We understand that the Alternatives Selection Report (ASR) will assess a wide range of corridor alternatives, and that the corridor ranges from 5 to 25 miles wide between Nogales and Wickenburg, Arizona. At a pre-scoping meeting among FHWA, FHWA's environmental consultant, and SHPO on 27 April 2016, we had several comments that we wish to carry forward into this consultation.

1. We strongly recommend that FHWA include interested Native American Tribes in the selection of alternatives. This can be achieved, in part, through ethnographic studies completed early in the Tier 1 process to obtain Tribal perspectives about the 280-mile section of the transportation corridor, rather than later as mitigation to resolve adverse effects of the undertaking to resources and places of traditional cultural value.

2. We recommend that a full Class I inventory of the I-11 corridor, as currently defined, be completed as part of the ASR and Tier I EIS. As explained to us at the above-cited meeting, current plans call for the identification of only those cultural properties and landmarks listed in the National Register of Historic Places (NRHP), an approach that would significantly limit information about potential culturally- and archaeologically-sensitive areas.

3. We advocate preservation of NRHP-eligible and listed resources by using existing infrastructure, where possible, rather than new construction.

We look forward to working with you on this project. Please contact me by telephone, 602.542.7120, or email, mwalsh@azstateparks.gov, if you have any questions.

Sincerely,

Mary-Ellen Walsh

Mary-Ellen Walsh, M.A. RPA
Archaeological Compliance Specialist
State Historic Preservation Office

ENVIRONMENTAL COMPLIANCE & PERMITTING • PAB352
P.O. Box 52025
Phoenix, AZ 85072-2025
(602) 236-2830
Fax (602) 236-3407
Ruth.Valencia@srpnet.com

RUTH VALENCIA
Manager, Biological & Cultural Resource Services

via email: Rebecca.yedlin@dot.gov

Rebecca Yedlin
FHWA Environmental Coordinator
4000 N. Central Avenue, Suite 1500
Phoenix, Arizona 85012

Re: 999-M(161)S
I-11. I-19/SR 189 to US 93/SR89
TRACS No. 999 SW 0 M5180 01P
I-11 Corridor Tier 1 EIS

Dear Ms. Yedlin:

SRP requests Participating Agency status during the I-11 Corridor Tier 1 EIS process. SRP has infrastructure related to both our power generation, transmission and distribution delivery system as well as our water delivery system within the broad corridor study area. SRP appreciates the opportunity to identify and address potential impacts and issues related to our infrastructure and operations during this process. However, SRP will not be submitting any scoping comments at this time.

Sincerely,

Ruth A. Valencia

Ruth A. Valencia
Manager, Biological & Cultural Resource Services
Environmental Compliance & Permitting

SAN CARLOS IRRIGATION AND DRAINAGE DISTRICT

120 S. 3RD ST.
P.O. BOX 218
COOLIDGE, AZ 85128

TELEPHONE: (520) 723-5408
FAX: (520) 723-7965

Ms. Rebecca Yedlin
FHWA Environmental Coordinator
ADOT
4000 N. Central Ave. Suite 1500
Phoenix, AZ 85012
Rebecca.yedlin@dot.gov

VIA Email

Dear Ms. Yedlin,
As General Manager of the San Carlos Irrigation and Drainage District (SCIDD), I wish to ***accept*** your invitation to become a Participating Agency in the Tier 1 EIS process for the I-11 Corridor study.

SCIDD operates and maintains canals and laterals in central Pinal County from 7 miles northeast of Florence to 6 miles west of Casa Grande. Technically, we operate as a municipality conducting O&M on 250 miles of canals and laterals serving 50,000 acres of the off-reservation portion of the San Carlos Irrigation Project (SCIP) under authority of the Canal Act of 1890 and the San Carlos Project Act of 1924. SCIP is a BIA agency authorized to oversee the federal easement which SCIDD canals and laterals occupy. Today, by phone, I provided Kimberly Bodington of your agency with contact information for Mr. Clarence Begay, Irrigation Manager for SCIP, as SCIP should probably also be a Participating Agency.

Within the I-11 Corridor Study Area, SCIDD has canals and laterals near the City of Casa Grande from Burris Road on the west, to Interstate 8 on the south, to Highway 287 on the east. Any crossing of these canals will require engineering review and construction oversight by SCIDD approved irrigation engineers. Additionally, if your NEPA process does not satisfactorily meet BIA requirements, Mr. Begay may require an encroachment permit from BIA.

Please visit our website at www.scidd.com for maps of our District.

We at SCIDD look forward to participating in this important process.

Sincere regards,

J. Michael Urton, GM
SCIDD

Mike.urton@scidd.com
520-723-5408

I-11 Participating Agency Acceptance

Ives, Lisa

From: Jay Van Echo <JVanEcho@azdot.gov>
Sent: Wednesday, August 17, 2016 1:31 PM
To: Ives, Lisa
Cc: Aryan Lirange; Yedlin, Rebecca (FHWA)
Subject: FW: I-11 EIS, Participation Response Santa Cruz County I-11 TRACS #M5180

Got it part deaux.
Lisa, please update spreadsheets and Plan- V2.
Jay

From: Yedlin, Rebecca (FHWA) [mailto:Rebecca.Yedlin@dot.gov]
Sent: Wednesday, August 17, 2016 10:18 AM
To: Jesus J. Valdez
Cc: Jennifer St. John; Jennifer St. John; Randy Heiss (rheiss@seago.org); Jay Van Echo; Aryan Lirange; i11doccontrol@aecom.com
Subject: RE: I-11 EIS, Participation Response

Thank you Jesus for getting back with us. We look forward to working with you on the I-11 project. – Rebecca

---

From: Jesus J. Valdez [mailto:jjvaldez@santacruzcountyaz.gov]
Sent: Wednesday, August 17, 2016 10:10 AM
To: Yedlin, Rebecca (FHWA)
Cc: Jennifer St. John; Jennifer St. John; Randy Heiss (rheiss@seago.org)
Subject: I-11 EIS, Participation Response

Rebecca,
Santa Cruz County will like to be a participating agency in the ASR & I-11 EIS process. I will be the point of contact for any information that needs to be disseminated or collected. Thx

Jesus Valdez, P.E.
Public Works Director
520-375-7830

Ives, Lisa

Subject: FW: I-11 -- Participating Agency and Section 106 Consulting Party Invitation Letters

Importance: High

From: Michael Celaya [mailto:mcelaya@gilabendaz.org]
Sent: Monday, September 19, 2016 10:43 AM
To: Jay Van Echo
Subject: RE: I-11 -- Participating Agency and Section 106 Consulting Party Invitation Letters

Good Morning Jay,

First, my apology for not responding in a timely manner. Please consider this email as the Town of Gila Bend's intent be a Participating Agency and a consulting party to the 106 process. Also, would you happen to have a draft or an example of a resolution supporting the I-11. I would like to present this issue in front of my Mayor and Council on September 27th. Would you be available to assist me in the presentation. Presentation would be similar to what you presented me last month. Thank you Jay. You can also call me on my cell at (623) 300-5334 at your convenience. Mike

---

From: Jay Van Echo [mailto:JVanEcho@azdot.gov]
Sent: Thursday, September 15, 2016 11:53 AM
To: Michael Celaya
Subject: RE: I-11 -- Participating Agency and Section 106 Consulting Party Invitation Letters

Michael:
Please let me know if you are getting my posts to you, because as of today's date still have not received any correspondence back.
Jay Van Echo
I-11 Study Manager
520-388-4224
jvanecho@azdot.gov

From: Jay Van Echo
Sent: Tuesday, August 23, 2016 10:10 AM
To: 'mcelaya@gilabendaz.org'
Cc: Aryan Lirange; Yedlin, Rebecca (FHWA); Ives, Lisa (Lisa.Ives@aecom.com); Jay Van Echo (jayv@horrocks.com); Lauren Clementino; Joanie Cady; AMER-US-AZ Phoenix-i11doccontrol
Subject: FW: I-11 -- Participating Agency and Section 106 Consulting Party Invitation Letters

Michael:
Have you had a chance to send back to FHWA the Town's intention to be a Participating Agency and a consulting party to the 106 process?

To get it on the record a simple affirmative e-mail reply is sufficient. And if you'd like to follow up with Town written comments and opportunities/constraints that would be fine at a later date/post too.

Thanks for coming to Phoenix and meeting with Aryan, Rebecca, and myself last week to catch up.

Jay Van Echo
I-11 Study Manager
520-388-4224
jvanecho@azdot.gov

From: Ives, Lisa [mailto:Lisa.Ives@aecom.com]
Sent: Tuesday, August 16, 2016 8:45 PM
To: mcelaya@gilabendaz.org
Cc: Jay Van Echo; Jay Van Echo (jayv@horrocks.com); AMER-US-AZ Phoenix-i11doccontrol
Subject: I-11 -- Participating Agency and Section 106 Consulting Party Invitation Letters

Hello Michael –

Jay Van Echo asked me to resend the attached invitation letters previously sent to Gila Bend regarding the I-11 Corridor Tier 1 EIS. The first letter invites Gila Bend to be a Participating Agency under the National Environmental Policy Act, while the second letter requests your agency's involvement as a Consulting Party per Section 106 of the National Historic Preservation Act. If you chose to participate, please feel free to respond to this e-mail to accept these invitations.

We look forward to your on-going involvement in the Tier 1 EIS process. Please let us know if you have any questions.

Thank you.

Lisa Ives
Consultant Team Project Manager
616-334-1875

MARANA
OFFICE OF THE
TOWN MANAGER

July 5, 2016

Mr. Aryan Lirange, Senior Urban Engineer
Federal Highway Administration
4000 North Central Avenue, Suite 1500
Phoenix, AZ 85012

Marana's Comments on I-11

Dear Mr. Lirange;

Thank you for the opportunity to provide initial comments on the I-11 Corridor Study. The scoping meeting on June 22, 2016 at PAG in Tucson was very informative, and we offer the following comments for your consideration:

- The Town is concerned about an I-11 corridor that would coincide with existing interstate routes within developed urban and suburban areas such as Tucson and Marana. Marana's downtown was displaced by the creation of I-10 in the '60s. Undeveloped areas of I-19, I-10 and I-8 could be expanded to provide an I-11 need but the developed areas of Tucson/Marana and Casa Grande should utilize different corridors, which could form outer loops to these communities.

- The Town does not support an alignment on the eastern side of I-10 as such a corridor would place the alignment in the Tortolita Fan.

- Because of our concerns about an eastern alignment and the impact of an I-10 alignment through the urban/suburban core, Marana in essence only favors a western bypass alignment near our jurisdiction.

- The Town has worked with PAG to define major arterial corridors within Marana that could ultimately tie into an I-11 route that passes west of Marana. These corridors are Pinal Airpark, Marana Road, and Avra Valley Road. The Town does not envision any other east-west arterials extending to a possible I-11.

- To ensure that the ultimate I-11 corridor triggers local economic development, the Town of Marana would like to see corridors that can be served by municipal services.

- It should be noted that the Santa Cruz River is not well defined northwest of Marana which may cause design challenges.

We look forward to being involved participants through the study period, and will be glad to provide your team with any local data and information necessary to define the best corridor. Mr. Keith Brann, Marana Town Engineer, will continue to represent the Town's interest through the process.

Sincerely,

Jamsheed Mehta
Deputy Town Manager

C: Gilbert Davidson, Town Manager, Marana
Keith Brann, Town Engineer, Marana
Farhad Moghimi, Executive Director, PAG
Rod Lane, Tucson District Engineer, ADOT

Ives, Lisa

From:	Jay Van Echo <JVanEcho@azdot.gov>
Sent:	Wednesday, July 20, 2016 7:21 PM
To:	Ives, Lisa
Cc:	Yedlin, Rebecca (FHWA); Aryan Lirange; AMER-US-AZ Phoenix-i11doccontrol
Subject:	FW: ADOT/FHWA Interstate 11 Tier 1 Environmental Impact Statement and Alternative Report TRACS No. M5180 - Oro Valley

fyi

From: Keesler, Paul [mailto:pkeesler@orovalleyaz.gov]
Sent: Wednesday, July 20, 2016 3:54 PM
To: Jay Van Echo
Cc: Sharp, Daniel; Hamblin, Elisa; Vella, Bayer
Subject: RE: ADOT/FHWA Interstate 11 Tier 1 Environmental Impact Statement and Alternative Report TRACS No. M5180 - Oro Valley

Jay,
I've assigned Elisa Hamblin as the point staff person working on this project at this time for the Town. Elisa is copied on this return message.

Also, Greg Caton is no longer with the Town. Chief of Police Daniel Sharp is the Interim Town Manager. Chief Sharp is copied on this message.

At this point, we do not have any comments to offer the project, aside from please move forward as fast as you can to create the corridor.

Thank you,

Paul Keesler, P.E.
Director/Town Engineer
Community Development and Public Works
Town of Oro Valley
520-229-4811 (Office) • 520-229-4899 (Fax)

From: Jay Van Echo [mailto:JVanEcho@azdot.gov]
Sent: Wednesday, July 20, 2016 3:44 PM
To: Keesler, Paul <pkeesler@orovalleyaz.gov>
Subject: FW: ADOT/FHWA Interstate 11 Tier 1 Environmental Impact Statement and Alternative Report TRACS No. M5180 - Oro Valley

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From: Jay Van Echo
Sent: Wednesday, July 20, 2016 3:43 PM
To: 'gcaton@orovalleyaz.gov'; 'keesler@orovalley.gov'
Cc: 'Yedlin, Rebecca (FHWA)'; Aryan Lirange; 'Ives, Lisa'; 'AMER-US-AZ Phoenix-i11doccontrol'
Subject: RE: ADOT/FHWA Interstate 11 Tier 1 Environmental Impact Statement and Alternative Report TRACS No. M5180 - Oro Valley

Corrected address for Paul, my apologies.
Jay

From: Jay Van Echo
Sent: Wednesday, July 20, 2016 3:37 PM
To: 'gcaton@orovalleyaz.gov'; 'pkessler@orovalleyaz.gov'
Cc: 'Yedlin, Rebecca (FHWA)'; Aryan Lirange; 'Ives, Lisa'; 'AMER-US-AZ Phoenix-i11doccontrol'
Subject: FW: ADOT/FHWA Interstate 11 Tier 1 Environmental Impact Statement and Alternative Report TRACS No. M5180 - Oro Valley

My Friends:

In early May 2016 you should have received an invitation/correspondence to be a Participating Agency in the above project. As we discussed in our pre-scoping meeting it was imperative that if you had any opportunities, constraints, issues, or anything to share that they should be submitted directly to FHWA by end of the official 45-day scoping period which ended July 8, 2016.

As of today ADOT/FHWA has not received any scoping comments nor acceptance correspondence as to being a Participating Agency. As a courtesy I am reaching out to inform you of this information. I look forward to future participation from your organization.

Jay Van Echo, PE
ADOT I-11 Study Project Manager
520-388-4224
jvanecho@azdot.gov

Town of Sahuarita
Public Works Department

July 22, 2016

Karla S. Petty
Division Administrator
U.S. Department of Transportation
Federal Highway Administration

SENT VIA EMAIL: Rebecca.yedlin@dot.gov

Re: 999-M(161)S
I-11, I-19/SR 189 to US 93/SR 89
TRACS No. 999 SW 0 M5180 0IP
I-11 Corridor Tier 1 EIS
Participating Agency Invitation Letter

Dear Ms. Petty:

The Town of Sahuarita is in receipt of your invitation to be a Participating Agency during the I-11 Corridor Tier 1 EIS process. As a Participating Agency, Town representatives will provide the following during the development of the Tier 1 EIS:

- Participation in coordination meetings, and/or field visits; and
- Identification of the impacts and important issues to be addressed in the Tier 1 EIS pertaining to the intersection of the alternatives with the resource(s) in the Town's jurisdiction.

As discussed with Mr. Van Echo during the April 19, 2019 I-11 Tier 1 EIS TRACS #M5180 - Town of Sahuarita Pre-Scoping Meeting, the Town's economic development strategies are focused on enhanced international trade corridors. Below is a summary of our discussion points from that meeting.

The development of the *Regionally Significant Corridors Study* (Pima Association of Governments, January 2014) contemplated an Intermountain West alignment as a key linkage based on extensive stakeholder input that included a technical advisory committee consisting of member jurisdictions and other regional stakeholders. The preferred linkage identified through that process included a connection within the Town of Sahuarita at El Toro Road. This connectivity is consistent with findings of the State Transportation System Mobility and Regional Circulation Needs Feasibility Study (Pima Association of Governments, 2006).

The Town of Sahuarita *Major Streets and Routes Plan Policy Manual* (adopted June 2015) contemplates connectivity of the Intermountain West Corridor at El Toro Road as contemplated in the 2014 *Regionally Significant Corridors Study*. The Policy Manual guides land use decisions and guide the roadway development process in Town.

The *Aspire 2035: Sahuarita's General Plan* (Town of Sahuarita, November 2015) strives to improve the mobility of people and goods, focusing on supporting the economic viability of the area, increasing safety, and improving accessibility and mobility for people and goods. Associated policies include planning and designing the transportation system to accommodate international trade corridors, such as the CANAMEX and Sun Corridors. The *ASPIRE 2035* plan included the Sahuarita East Conceptual Area Plan, which provides transportation connectivity to a future I-11 as contemplated in the 2014 *Regionally Significant Corridors Study*. Similarly, the Sahuarita Strategic Plan 2016-2019 focuses on coordination with regional and state transportation planning efforts regarding the Sonoran Corridor, El Toro, I-11, and I-19.

At its March 28, 2016 meeting, Council unanimously approved a motion to establish El Toro as a Key Commerce Corridor for the Town. This corridor reinforces the Sahuarita East Conceptual Area Plan, enhances economic development opportunities, and provides enhanced regional connectivity including the contemplated Intermountain West Corridor at El Toro Road reflected in the 2014 *Regionally Significant Corridors Study*.

The Arizona Department of Transportation continues to study the transportation needs of the region. One such study, the Corridor Profile Study of I-19 from Nogales to I-10, highlights future mobility constraints between the Continental Road and San Xavier Road traffic interchanges. Additionally, the study identifies existing conditions constraints due to the frequency of directional road closures. The I-11 Corridor, with regional connectivity through the Town of Sahuarita at El Toro Road, would provide relief.

As the Town continues to move forward in planning, it remains focused on corridor connectivity that enhances opportunities related to international trade corridors. Those efforts include the contemplated Intermountain West connectivity at El Toro Road and we request consideration of this possible connection point in the I-11 Tier 1 EIS.

The Town appreciates the opportunity to be a Participating Agency during the I-11 Corridor Tier 1 EIS process. Please contact me if you have questions or would like more information.

Respectfully,

Sheila M. Bowen, P.E.
Public Works Director / Town Engineer

C: Duane Blumberg, Mayor
L. Kelly Udall, Town Manager
Michael Kies, ADOT Assistant Director for Multimodal Planning
Farhad Moghimi, PAG Executive Director
Jay Van Echo, PE, ADOT I-11 Study Project Manager

TOWN OF WICKENBURG
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JUN 24 2016

June 20, 2016

Ms. Karla S. Petty, Division Administrator
Federal Highway Administration
United States Department of Transportation
4000 North Central Avenue, Suite 1500
Phoenix, Arizona 85012-3500

RE: 999-M(161)S
I-11, I-19/SR 189 to US 93/SR 89
TRACS No. 999 SW 0 M5180 01P
I-11 Corridor Tier 1 EIS
Participating Agency Invitation Letter

Dear Ms. Petty:

Thank you for your letter dated May 24, 2016, inviting the Town of Wickenburg's inclusion as a Participating Agency in the Tier 1 Environmental Impact Statement (EIS) process for the I-11 Corridor. The Town hereby accepts the invitation and will engage as a Participating Agency in this important process.

The proposed I-11 Corridor will have a significant impact on areas within Wickenburg's incorporated jurisdiction and municipal planning area. The Wickenburg Town Council provided formal comments on several occasions during the recently-concluded I-11 and Intermountain West Corridor Study conducted by the Arizona Department of Transportation (ADOT). Copies of those comments are enclosed with this letter.

We appreciate the opportunity to be included in this process and look forward to providing additional comments in the future. Please do not hesitate to contact me should you have questions at any time.

Sincerely,

Joshua H. Wright
Town Manager

Enclosures

cc: Honorable Mayor and Town Council
Members of the Mayor's I-11 Task Force
Mr. Vince Lorefice, Public Works Director
Mr. Jay Van Echo, ADOT Project Manager

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July 16, 2013

Mr. Michael Kies, P.E.
Director of Planning & Programming
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, Arizona 85007

RE: Town of Wickenburg Comments Regarding Proposed I-11 Corridor

Dear Mike:

Thank you for the opportunity to comment on Interstate 11 as we enter Phase III of the I-11 & Intermountain West Corridor Study. The Town of Wickenburg appreciates the transparency and professionalism with which the Arizona Department of Transportation has conducted this project.

On November 19, 2012, the Town Council held a study session regarding potential alignments for I-11 based on the limited information available at that time. Notably, the Council also reaffirmed its support for the I-11 concept, which had previously been approved by resolution in 2009.

The Council's consensus is that I-11 must serve as a complement to Wickenburg's existing transportation network, furthering opportunities for economic development on the west end of town near its intersection with US 60. Rather than function effectively as a third bypass of the community[1], the value of Wickenburg's location as both a trade

[1] Two "bypasses" constructed by ADOT in the last forty years have had a profound impact on Wickenburg. The first is the "Brenda Cutoff" on Interstate 10 (1973) and the second is the US 93 "Interim Bypass" (2010).

corridor and tourist destination between the Phoenix and Las Vegas markets should be enhanced.

To accomplish this goal, the SR 74 extension shown in the Maricopa Association of Governments' Hassayampa Framework Study should be removed from consideration. Instead of constructing a connector road between US 60 and I-11 south of Wickenburg, resulting in a true "bypass" of the town, the present US 60/93 alignment through Wickenburg should continue to be the preferred route for leisure travelers. I-11, conversely, should be the preferred route for the movement of commercial goods and serve as Arizona's leg of the CANAMEX corridor.

The Town remains supportive of the I-11 concept and is already taking steps to prepare for its impact on our community. We look forward to continuing to work with ADOT and other key stakeholders to ensure it is a project that generates economic prosperity for Wickenburg and all of Arizona.

Please do not hesitate to contact me with questions or comments.

Sincerely,

John H. Cook
Mayor

cc: Honorable Members of the Wickenburg Town Council
Mr. Joshua H. Wright, Town Manager, Town of Wickenburg
Ms. Julie Brooks, Executive Director, Wickenburg Chamber of Commerce
Ms. Denise Steiger, Executive Director, Wickenburg Regional Economic Development Partnership
Ms. Sintra Hoffman, Arizona Department of Transportation

TOWN OF WICKENBURG

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October 30, 2013

Mr. Michael Kies, P.E.
Director of Planning & Programming
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, Arizona 85007

RE: Town of Wickenburg Second Comment Letter Regarding Proposed I-11

Dear Mr. Kies:

Thank you for reviewing the Town of Wickenburg's first comment letter, dated July 16, 2013, on the proposed Interstate 11 corridor. We appreciate the opportunity to continue to provide feedback as the I-11 & Intermountain West Corridor Study progresses and continue to regard the Arizona Department of Transportation as a critically important community partner.

You recently received a letter, dated October 1, 2013, from Wickenburg Chamber of Commerce President Cindy Logan regarding concerns expressed by our local business community about potential alignments for I-11. I wish to echo several of the sentiments contained in that letter and offer the Town's continued assistance in providing all interested parties the opportunity to participate in the study process.

In particular, ADOT is to be commended for its quick organization of a business community meeting in Wickenburg on October 2, 2013, and we encourage more such opportunities to be made available as the study evolves. Frequent communication with stakeholders is essential for successful project delivery, especially for a project that will have a significant impact on Wickenburg's business owners.

Likewise, we encourage the study team to fully vet all options available for aligning I-11, including those already identified for Level II evaluation. In addition to cost, land uses, and other considerations, the impact on Wickenburg's existing business community and future economic growth should be carefully analyzed.

I-11's impact on Wickenburg will be more significant than for most other communities, and it is vital that we are viewed as a partner entity during each step of the planning process. As noted in our first comment letter, I-11 must be approached as a way to enhance Wickenburg's economy, rather than function as a third bypass of the town.

As the study unfolds and I-11 inches closer to being a reality, ADOT must also remember the importance of improving existing transportation facilities in and around Wickenburg, including long-awaited safety upgrades to US 93. We appreciate ADOT's extensive investment in this corridor and urge continued attention to the area's needs.

Thank you again for the opportunity to comment on this issue. Please do not hesitate to contact me with questions.

Sincerely,

John H. Cook
Mayor

cc: Honorable Members of the Wickenburg Town Council
Honorable Chairman and Members of the Arizona State Transportation Board
Mr. John Halikowski, Director, Arizona Department of Transportation
Mr. Joshua H. Wright, Town Manager, Town of Wickenburg
Ms. Cindy Logan, President, Wickenburg Chamber of Commerce
Ms. Julie Brooks, Executive Director, Wickenburg Chamber of Commerce
Mr. Alan Abare, Transportation Chairman, Wickenburg Chamber of Commerce
Ms. Denise Steiger, Wickenburg Regional Economic Development Partnership
Ms. Sintra Hoffman, Arizona Department of Transportation
Mr. Dennis Smith, Executive Director, Maricopa Association of Governments

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May 27, 2014

Mr. Michael Kies, P.E.
Director of Planning & Programming
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, Arizona 85007

RE: Town of Wickenburg Position Statement on Interstate 11 Alignments

Dear Mr. Kies:

Thank you for providing stakeholders the opportunity to comment on potential alignments during the final stages of the I-11 & Intermountain West Corridor Study. On May 19, the Wickenburg Town Council voted to formally endorse Alternative G/H/LL/MM and oppose Alternative I.

Alternative G/H/LL/MM provides Wickenburg with the most opportunities to enhance its economic base and maintain its unparalleled quality of life. Although the studies necessary to design the I-11 corridor have not yet been conducted, it is likely this alternative will also be the most sensible from technical and cost standpoints.

While we appreciate ADOT's consideration of Alternative I, it is not practical and would cause irreparable harm to Wickenburg's historic downtown. The amount of right-of-way necessary to implement Alternative I would require extensive condemnation of homes and businesses along US 60 and US 93, forever altering the landscape that has made Wickenburg a destination.

The Town's support of Alternative G/H/LL/MM hinges on several factors critical to Wickenburg's future:

- **Minimal Impact on Vulture Mountains Regional Park:** Outdoor recreation and preservation of the pristine desert environment are cornerstones of Wickenburg's economy and quality of life. In particular, ADOT should select an alignment that minimizes I-11's impact on the Vulture Mountains Regional Park and Recreation Area.

- **Continued Investment in US 60:** I-11's intersection with US 60 should be aligned as close as possible to Wickenburg's western boundary, facilitating future annexations and economic development. Further investment must also be made in US 60, including widening the highway from the future I-11 interchange to present-day Wickenburg and posting appropriate signage at both ends of the community. These improvements should emphasize I-11's role as a freight corridor while maintaining the US 60/US 93 "Interim Bypass" as the preferred route for leisure travelers and passenger vehicles.

- **Continued Investment in US 93:** ADOT should acknowledge that construction of I-11 is years away and continue to champion improvements to US 93 between Wickenburg and I-40. Investment in this corridor is critical for both safety and commerce; completion of a Design Concept Report (DCR) for the section known as "The Gap" remains among Wickenburg's highest priorities.

- **Elimination of SR 74 Extension:** The SR 74 connector between US 60 and I-11, as proposed in the Hassayampa Framework Study for the Wickenburg Area report, should not be considered. Its construction would have a negative impact on the Vulture Mountains Regional Park and Recreation Area and function as a true bypass of Wickenburg's existing business community.

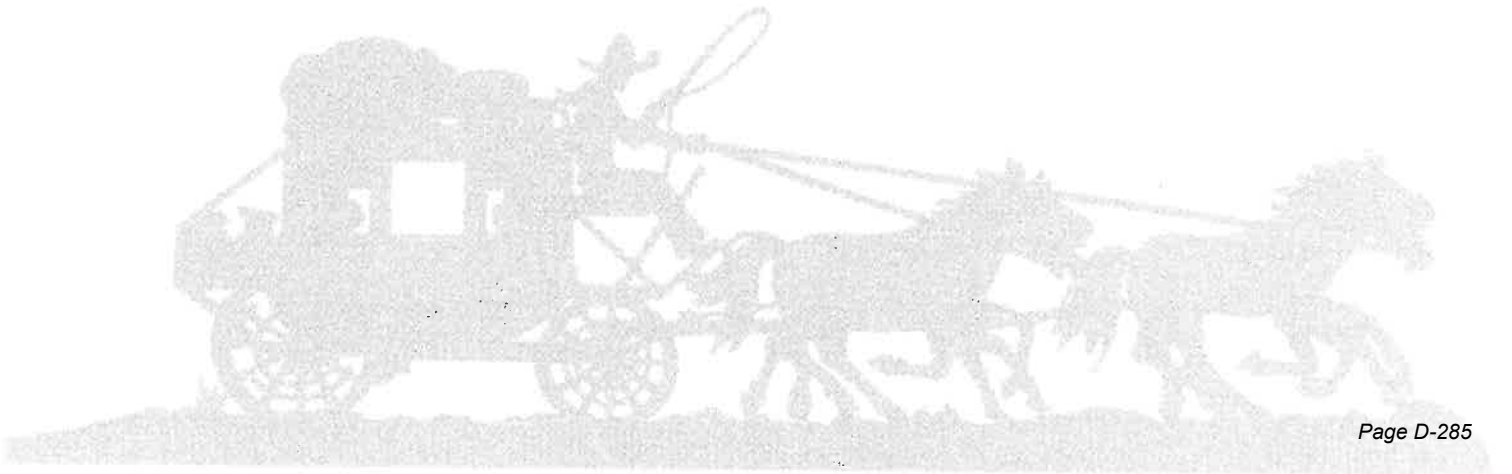
Thank you again for the opportunity to participate in this important study. The Town looks forward to being included as a key partner as additional analyses occur and the corridor continues to take shape.

Please do not hesitate to contact me should you have questions at any time.

Sincerely,

John H. Cook
Mayor

cc: Honorable Members of the Wickenburg Town Council
Mr. Joshua H. Wright, Town Manager, Town of Wickenburg
Ms. Julie Brooks, Executive Director, Wickenburg Chamber of Commerce
Mr. Dennis Smith, Executive Director, Maricopa Association of Governments
Mr. Rem Hawes, Hassayampa Field Manager, Bureau of Land Management
Mr. R.J. Cardin, Director, Maricopa County Parks & Recreation
Mr. Alan Abare, Chairman, Wickenburg Economic Development Partnership



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VIA ELECTRONIC AND STANDARD MAIL

September 14, 2016

Mr. Jay VanEcho, PE
I-11 Study Manager
Arizona Department of Transportation
1655 West Jackson Street, MD 126F
Phoenix, Arizona 85007

RE: Interstate 11 Tier 1 Environmental Impact Statement Study Area Boundaries

Dear Jay:

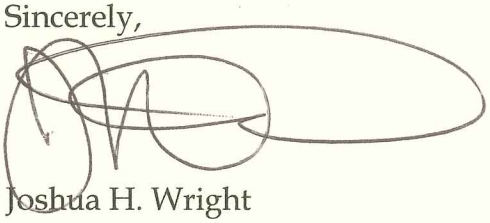
Thank you for the opportunity to comment on the proposed study area for the I-11 Tier 1 Environmental Impact Statement (EIS). On September 8, 2016, the Town of Wickenburg Mayor's I-11 Task Force met to review the proposed boundaries and agreed the study area should be expanded.

The enclosed map depicts the Town's requested changes to the study area, which can be summarized as augmenting the boundaries to both the west and north. As you may recall, these modifications reflect the comments of many citizens who attended the I-11 public meeting in Wickenburg on June 29, 2016.

Expanding the western boundary along US 60 will facilitate the inclusion of the Forepaugh area, which is planned for industrial development and will be impacted by I-11. Expanding the northern boundary will likewise facilitate inclusion of the area between US 93 and SR 89, which may likewise be impacted by I-11, dependent upon future interchange design.

We appreciate the opportunity to be involved in the Tier 1 EIS process. Please do not hesitate to contact me should you have questions.

Sincerely,

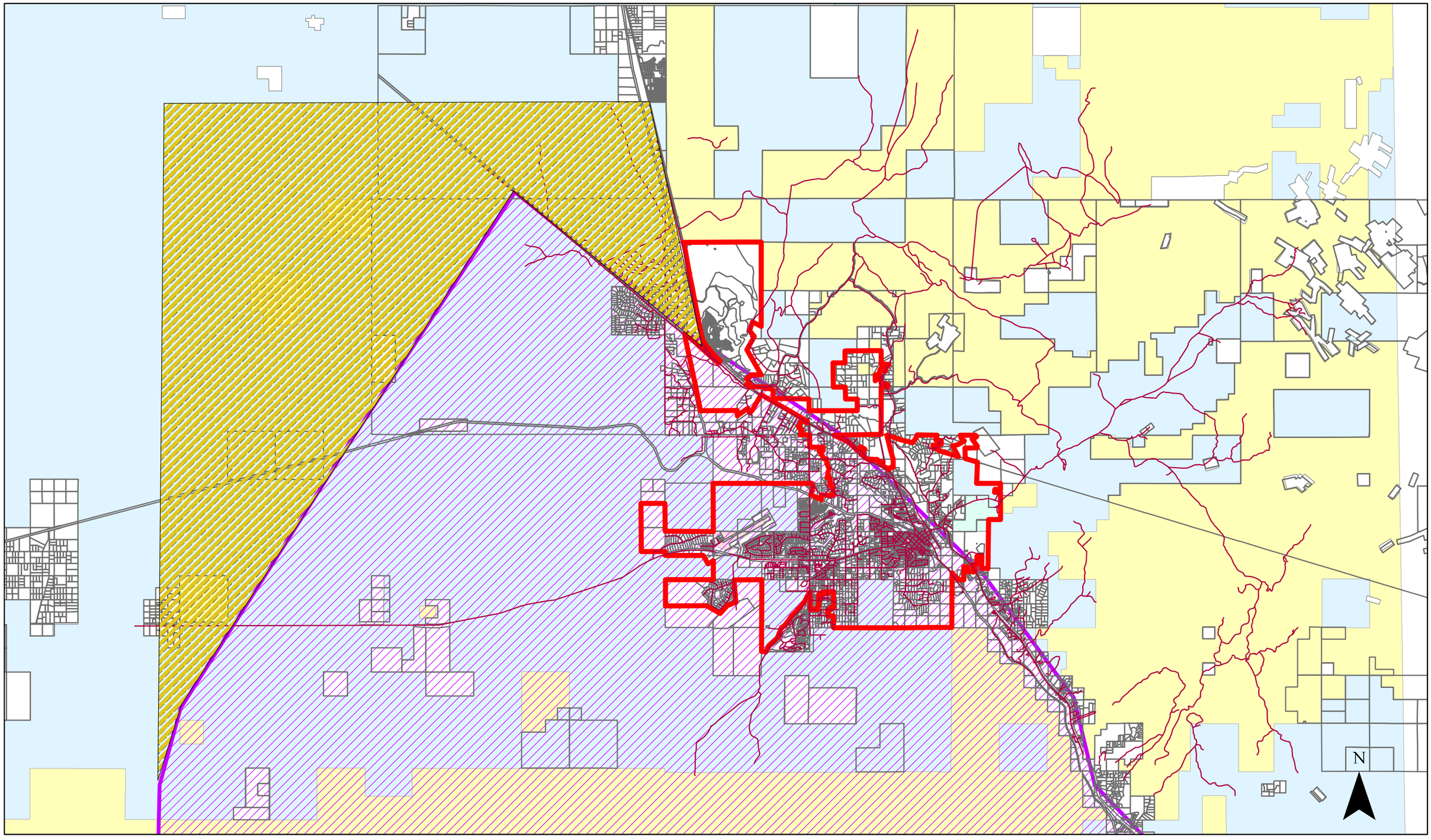


Joshua H. Wright
Town Manager

Enclosures

cc: Honorable Mayor and Town Council
Members of the Mayor's I-11 Task Force
Mr. Vince Lorefice, Public Works Director
Mr. Steve Boyle, Community Development & Neighborhood Services Director

Town of Wickenburg Proposed EIS Changes



Ives, Lisa

From:	Josh Wright <jwright@wickenburgaz.org>
Sent:	Friday, September 23, 2016 4:06 PM
To:	Jay Van Echo
Cc:	Aryan Lirange; rebecca.yedlin@dot.gov; AMER-US-AZ Phoenix-i11doccontrol; Ives, Lisa; Apple, Karen; 'Kristin Darr' (Kristin@centralcreativeaz.com); Vince Lorefice
Subject:	Re: I-11 Tier 1 EIS Study Area Boundaries

Jay:

Thank you for allowing us several days to review the new study area maps your team has developed. I forwarded the information to the Mayor's I-11 Task Force and did not receive any negative feedback.

Since the maps substantively conform to what the Task Force had requested, then I am comfortable indicating that we support them. I will pass them along to the Town Council with your acknowledgment of a northern boundary extension.

Thanks again and have a great weekend.

Best regards,
Josh

Joshua H. Wright
Town Manager
Town of Wickenburg
(928) 668-0524

On Sep 19, 2016, at 5:19 PM, Jay Van Echo <JVanEcho@azdot.gov> wrote:

> Josh:
> We had actually also been working on expanding the north study area boundary as you sent your September 14, 2016 correspondence requesting same. Based on your letter and map, conversations with the public at our Scoping Public Meeting in Wickenburg, and a written note on one of our large format maps from the public meeting, this is what we have come up with. It is close to but a little different from your map.
>
> The maps included are an overall 280 mile I-11 corridor map and a larger scale of the north section both showing the expansion of the study area along US 93 capturing the SR89 and SR71 intersections with US 93.
>
> If this meets with Town's approval would you please acknowledge this post affirmatively and pass on this information to Mayor and Council and town staff that ADOT/FHWA acknowledges the north boundary extension per maps attached.
>
> If the Town has any additional data for this expanded area please send to my attention. Additionally we will reach out to our Cooperating and Participating Agencies for additional data in this expanded area.
>
> Thank you and all the best. J
>
> Jay Van Echo

ADOT I-11 Study Manager
jvanecho@azdot.gov
520-388-4224 office
520-400-6207 cell

From: Josh Wright [mailto:jwright@wickenburgaz.org]
Sent: Thursday, September 15, 2016 11:19 AM
To: Jay Van Echo
Cc: Vince Lorefice; Steve Boyle
Subject: I-11 Tier 1 EIS Study Area Boundaries

Jay:

Attached please find the Town of Wickenburg's comments on the I-11 Tier 1 EIS study area boundaries. A hard copy of the letter and larger version of the map are also being mailed to your office.

Please let me know if you have any questions.

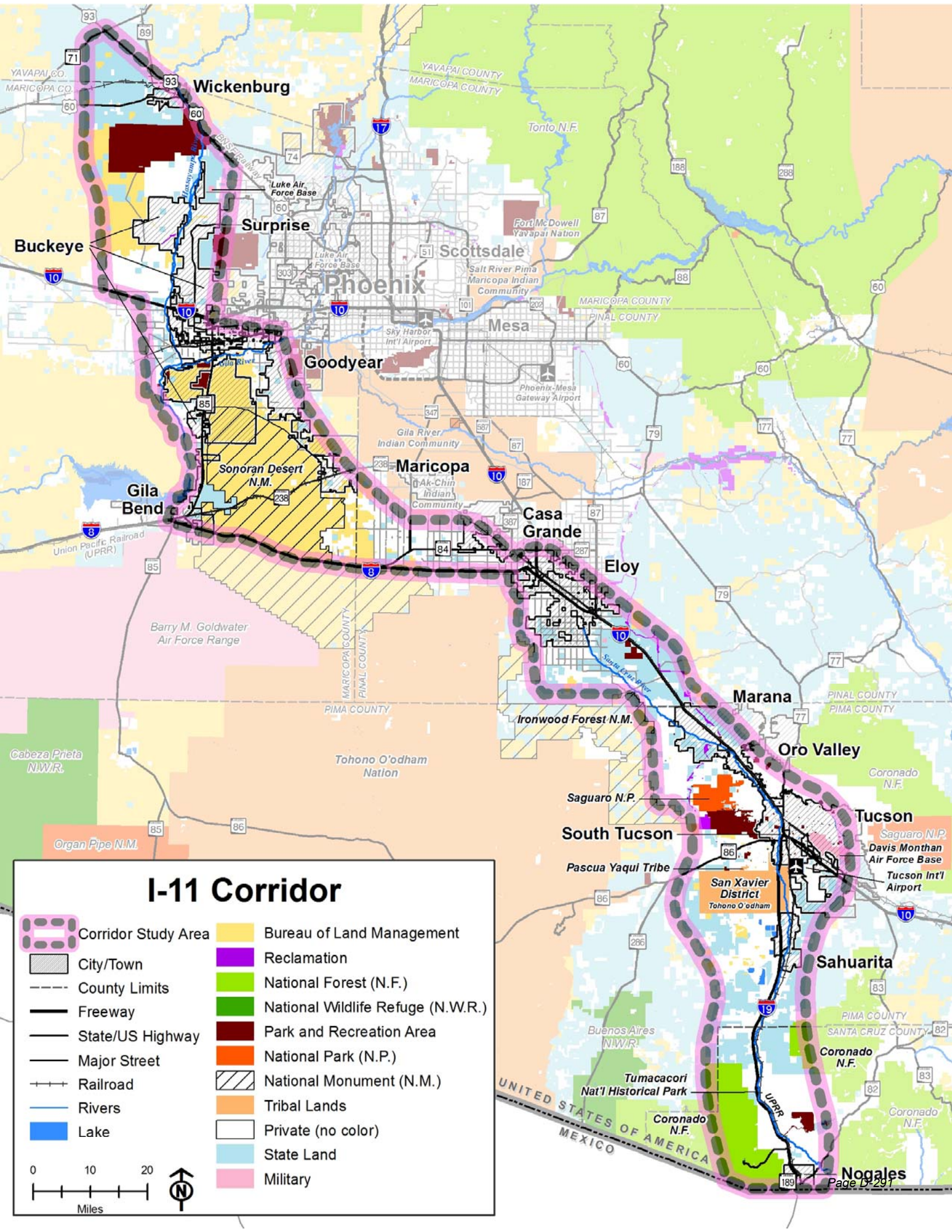
Thanks,
Josh

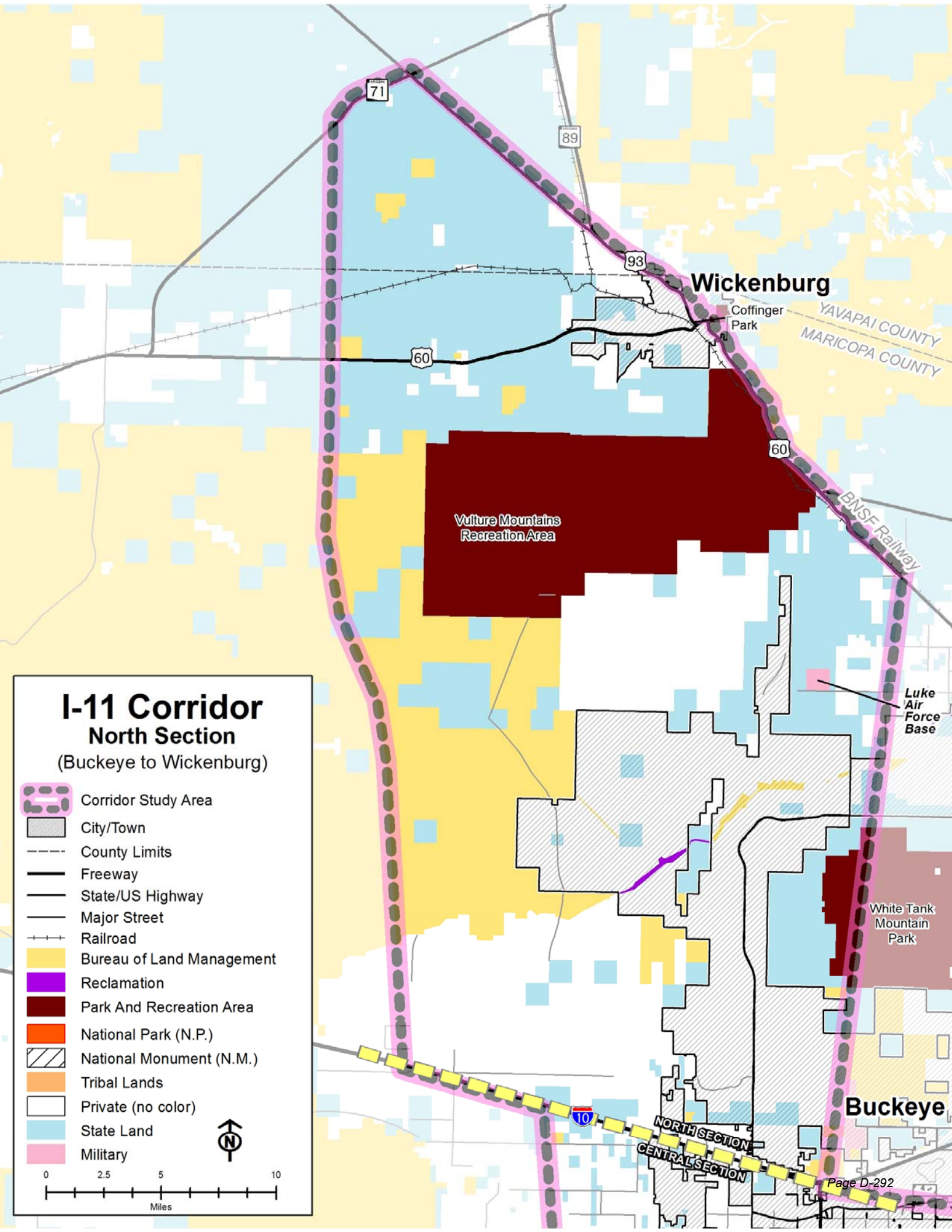
Joshua H. Wright | Town Manager
155 North Tegner Street | Wickenburg, Arizona 85390
(928) 684-5451 | jwright@wickenburgaz.org

<image001.jpg>

<I11_Corridor_30Aug16.jpg>

<I11_NorthCorridor_30Aug16.jpg>


I-11 Corridor
Corridor Study Area
City/Town
County Limits
Freeway
State/US Highway
Major Street
Railroad
Rivers
Lake
Bureau of Land Management
Reclamation
National Forest (N.F.)
National Wildlife Refuge (N.W.R.)
Park and Recreation Area
National Park (N.P.)
National Monument (N.M.)
Tribal Lands
Private (no color)
State Land
Military
0 10 20
Miles
Wickenburg
Buckeye
Surprise
Luke Air Force Base
Phoenix
Scottsdale
Fort McDowell Yavapai Nation
Salt River Pima Maricopa Indian Community
Mesa
Sky Harbor Int'l Airport
Phoenix-Mesa Gateway Airport
Goodyear
Gila River Indian Community
Maricopa
Ak-Chin Indian Community
Sonoran Desert N.M.
Gila Bend
Casa Grande
Eloy
Union Pacific Railroad (UPRR)
Barry M. Goldwater Air Force Range
Ironwood Forest N.M.
Marana
Oro Valley
Tohono O'odham Nation
Cabeza Prieta N.W.R.
Organ Pipe N.M.
Saguaro N.P.
Tucson
South Tucson
Pascua Yaqui Tribe
San Xavier District
Tohono O'odham
Davis Monthan Air Force Base
Tucson Int'l Airport
Sahuarita
Buenos Aires N.W.R.
Tumacacori Nat'l Historical Park
Coronado N.F.
Nogales
UNITED STATES OF AMERICA
MEXICO
YAVAPAI COUNTY
MARICOPA COUNTY
PINAL COUNTY
PIMA COUNTY
SANTA CRUZ COUNTY


I-11 Corridor
North Section
(Buckeye to Wickenburg)
Corridor Study Area
City/Town
County Limits
Freeway
State/US Highway
Major Street
Railroad
Bureau of Land Management
Reclamation
Park And Recreation Area
National Park (N.P.)
National Monument (N.M.)
Tribal Lands
Private (no color)
State Land
Military
0
2.5
5
10
Miles
N
71
89
93
60
10
Wickenburg
Coffinger Park
YAVAPAI COUNTY
MARICOPA COUNTY
Vulture Mountains Recreation Area
BNSF Railway
Luke Air Force Base
White Tank Mountain Park
Buckeye
NORTH SECTION
CENTRAL SECTION

TRICO ELECTRIC COOPERATIVE, INC.

A Touchstone Energy® Cooperative

June 1, 2016

Rebecca Yedlin
Federal Highway Administration
4000 N Central Ave, Suite 1500
Phoenix, AZ 85012

Re: I-11 Corridor Tier 1 EIS—Participating Agency Invitation Letter

Rebecca:

Trico Electric Cooperative is pleased to be included as a Participating Agency for the creation of the EIS in the I-11 Corridor analysis.

Please continue to include Trico in your correspondence concerning the project and consider me to be your point of contact for this portion of the project.

Trico plans to attend the June 22nd Agency Scoping Meeting in Tucson.

If you have any questions of comments, feel free to contact me at your convenience.

Respectfully,

Wesley Crane
Supervisor, Regulatory and Land Services

DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, U.S. ARMY CORPS OF ENGINEERS
915 WILSHIRE BOULEVARD, SUITE 930
LOS ANGELES, CALIFORNIA 90017

June 20, 2016

Ms. Karla S. Petty
Division Administrator, Arizona Division
Federal Highway Administration
4000 North Central Avenue Suite 1500
Phoenix, Arizona 85012-3500

Dear Ms. Petty:

I am responding to your letter dated May 24, 2016 to Colonel Gibbs, Los Angeles District Commander, inviting the Corps to contribute as a federal participating agency in the preparation of the Tier 1 Environmental Impact Statement (EIS) for the proposed I-11 Corridor located between Nogales and Wickenburg in the counties of Santa Cruz, Pima, Pinal, Maricopa, and Yavapai, Arizona.

The Corps appreciates your letter and accepts your invitation to contribute as a participating agency during the NEPA process. As my staff discussed at the pre-scoping meeting held at our Arizona Nevada Area Office on April 20, 2016, the large geographic area of the proposed I-11 Corridor makes it difficult to determine the scope of the Corps' jurisdiction at this time and therefore our ability to provide meaningful input will be limited. We will be able to further clarify and perhaps expand our role later on during the development of the Phased Implementation Plans when the Corps' jurisdiction can be more easily determined. However, our agency is currently working on a flood risk management feasibility study of the Lower Santa Cruz River, which is located within your study area. Through our participation during this early stage of the EIS process, we hope that both agencies will be able to share information that will identify and address important issues common to both studies.

Thank you for your letter and we look forward to working with your staff. Jesse Rice, Regulatory Project Manager in the Arizona Regulatory Branch, will be the point of contact for the Corps regarding this proposed project. If you have questions, you may contact him at (602) 230-6854 or Jesse.M.Rice@usace.army.mil

Sincerely,

David J. Castanon
Chief, Regulatory Division

DEPARTMENT OF THE AIR FORCE
355TH CIVIL ENGINEER SQUADRON (ACC)
DAVIS-MONTHAN AIR FORCE BASE, ARIZONA

7 November 2016

MEMORANDUM FOR FHWA & ADOT Environmental Coordinator (I-11 Corridor)

FROM: 355 CES/CD

SUBJECT: Participating Agency Tier 1 EIS Process for I-11 Cooridor

Davis-Monthan Air Force Base (DMAFB) respectfully declines your invitation to act as a Participating Agency in the EIS Tier 1 process for the I-11 cooridor. We've determined we do not have jurisdiction or authority for the most likely locations regarding this effort. However, we would like to be kept informed of the alignment alternatives throughout the EIS process so that we have oversight in determining any impacts for our current and potential future missions.

MICHAEL R TORIELLO
Deputy, Civil Engineer

Ives, Lisa

From: Bodington, Kimberly
Sent: Wednesday, October 26, 2016 4:48 PM
To: Lirange, Aryan (FHWA); Jay Van Echo; Ives, Lisa
Cc: AMER-US-AZ Phoenix-i11doccontrol
Subject: FW: ADOT & FHWA I-11 Corridor Tier 1 EIS

Please see below.

Thanks you,
Kimberly

From: HECHT, KEVIN R [mailto:KEVIN.R.HECHT@CBP.DHS.GOV]
Sent: Wednesday, October 26, 2016 1:42 PM
To: Bodington, Kimberly; rebecca.yedlin@dot.gov
Cc: AMER-US-AZ Phoenix-i11doccontrol
Subject: RE: ADOT & FHWA I-11 Corridor Tier 1 EIS

Ms. Yedlin,

I would like to continue to be involved in the I-11 corridor planning.

Kevin Hecht
Deputy Patrol Agent in Charge
Nogales Station
Office 520-761-2402
Cell 520-980-6675

From: Bodington, Kimberly [mailto:Kimberly.Bodington@aecom.com]
Sent: Wednesday, October 26, 2016 1:16 PM
To: HECHT, KEVIN R <KEVIN.R.HECHT@CBP.DHS.GOV>
Cc: AMER-US-AZ Phoenix-i11doccontrol <i11doccontrol@aecom.com>
Subject: ADOT & FHWA I-11 Corridor Tier 1 EIS

Dear Mr. Hecht,

Thank you for taking the time this morning to discuss the I-11 Corridor Tier 1 EIS project with me. As promised, the invitation letter that was previously sent to Ms. Teresa Small is attached to this email. If you are interested in moving forward as a Participating Agency, *please respond to Rebecca Yedlin of FHWA* as noted in the attached letter at your earliest convenience.

Following your acceptance, we can then follow-up with you on a project update, which will include providing you with any work products that have been circulated to the Participating Agencies to date.

Please do not hesitate to reach out if you have any questions. We look forward to hearing from you.

Best,
Kimberly

Kimberly Bodington
Transportation Planner
Multimodal Planning Department
D +1-602-648-2580
kimberly.bodington@aecom.com

AECOM
7720 North 16th St.
Suite 100
Phoenix, AZ 85020, USA
T +1-602-371-1100
aecom.com

Built to deliver a better world

LinkedIn Twitter Facebook Instagram

Ives, Lisa

From: Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>
Sent: Thursday, July 21, 2016 6:08 PM
To: Jay Van Echo; Lirange, Aryan (FHWA); Ives, Lisa
Subject: RE: WAPA I-11 Tier 1 EIS Agency follow up TRACS M5180

I had a short conversation with Dan and his supervisor, Matt Blevins, about the project and some of their concerns regarding the process.
They are leaning towards participating status for Tier 1 and cooperating during Tier 2.
They would like us to avoid their substations and lines though, and may ask for funding to participate. – Rebecca

---

From: Jay Van Echo [mailto:JVanEcho@azdot.gov]
Sent: Thursday, July 21, 2016 2:09 PM
To: Yedlin, Rebecca (FHWA); Lirange, Aryan (FHWA); Ives, Lisa; Ives, Lisa
Subject: FW: WAPA I-11 Tier 1 EIS Agency follow up TRACS M5180

FYI....Jay

From: Mar, Daniel [mailto:Mar@WAPA.GOV]
Sent: Thursday, July 21, 2016 12:55 PM
To: Jay Van Echo
Cc: Moulton, Ronald; Blevins, Matthew; Marianito, Linda; rebecca.yedlin@dot.gov
Subject: WAPA I-11 Tier 1 EIS Agency follow up

Mr. Van Echo,

Thank you for your letter dated May 23, 2016 regarding the FHWA and ADOT initiation of an Alternatives Selection Report (ASR) and Tier 1 Environmental Impact Statement (EIS) for the I-11 Corridor located between Nogales and Wickenburg, Arizona. WAPA is evaluating potential actions required of WAPA before making a cooperating agency decision. We will be in contact with Ms. Yedlin to discuss the project in more detail.

Best Regards,

Dan Mar, P.E., MS | Environmental Protection Specialist
Western Area Power Administration | Headquarters
P.O. Box 281213, Lakewood, CO 80228-8213
(O) 720-962-7258 |(F) 720-962-7269 | mar@wapa.gov

OFFICE OF THE
PUBLIC WORKS DEPARTMENT
☐ Road Division ☐ Engineering Division ☐ Solid Waste Division ☐ Emergency Management
1100 Commerce Drive
Prescott, Arizona 86305
Phone (928) 771-3183
FAX (928) 771-3167

Byron Jaspers
Director

Mrs. Rebecca Yedlin
Federal Highway Administration
4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500

Dear Mrs. Yedlin,

Yavapai County would like to be included as a participating agency in the Interstate 11 Corridor Tier 1 EIS. We also would like to provide the comments below as our initial input on the study.

Since the study ends near the intersection of US 93 and SR 89 near Wickenburg Ranch our input on this study will be limited to that specific area of the County. We will also work closely with the ADOT Prescott District Office as the impact will be the greatest to their state routes. Our concern would be how our local residents access the ultimate system improvements and any adverse impacts to the local businesses.

Additionally many of us are concerned about resources going to I-11 that might take away from any effort ADOT and FHWA might put toward improving Interstate 17. Since there are no good alternative routes to I-17 during the frequent traffic backups and shutdowns that occur, this region is concerned that I-17 receive adequate resources with regard to the mobility issue.

Respectfully,

Mike Willett, PE
Yavapai County Public Works
1100 Commerce Drive,
Prescott, AZ 86305

/lb

C: Byron Jaspers, Public Works Director

Ives, Lisa

From:	Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>
Sent:	Monday, October 17, 2016 5:09 PM
To:	Ives, Lisa
Cc:	Jay Van Echo (JVanEcho@azdot.gov)
Subject:	FW: I-11 Corridor Tier 1 ESA

Let me know whether your team is able to obtain the files or not. – Rebecca

---

From: Lynn Whitman [mailto:Lynn.Whitman@yavapai.us]
Sent: Monday, October 17, 2016 3:46 PM
To: Yedlin, Rebecca (FHWA)
Subject: RE: I-11 Corridor Tier 1 ESA

Great. Let me know if you have trouble and we'll send that out.

Lynn

From: Yedlin, Rebecca (FHWA) [mailto:Rebecca.Yedlin@dot.gov]
Sent: Monday, October 17, 2016 12:30 PM
To: Lynn Whitman <Lynn.Whitman@yavapai.us>
Cc: 'kimberly.bodington@aecom.com' <kimberly.bodington@aecom.com>; Dan Cherry <Dan.Cherry@yavapai.us>; Jay Van Echo (JVanEcho@azdot.gov) <JVanEcho@azdot.gov>
Subject: RE: I-11 Corridor Tier 1 ESA

My address is 4000 N Central Ave, Suite 1500, Phoenix AZ 85012.

I will have the team attempt to download the files from the link as well. – Rebecca

---

From: Lynn Whitman [mailto:Lynn.Whitman@yavapai.us]
Sent: Monday, October 17, 2016 3:18 PM
To: Yedlin, Rebecca (FHWA)
Cc: 'kimberly.bodington@aecom.com'; Dan Cherry
Subject: FW: I-11 Corridor Tier 1 ESA

Hi Rebecca – I tried to send you some files for the I-11 Corridor project at the request of Kimberly Bodington. Is there an address I can send them to?

It is just our county floodplains. The other option is they can be downloaded from the www.msc.fema.gov website.

Thanks

Lynn C. Whitman, P.E., CFM
District Engineer
Yavapai County Flood Control District
1120 Commerce Drive
Prescott, Arizona 86305
Phone: 928.771.3197
Fax: 928.771.3427
lynn.whitman@yavapai.us
www.ycflood.com

From: Mail Delivery System [mailto:MAILER-DAEMON@mailgwout.co.yavapai.az.us]
Sent: Monday, October 17, 2016 12:16 PM
To: Lynn Whitman
Subject: Undeliverable: I-11 Corridor Tier 1 ESA

Delivery has failed to these recipients or groups:

rebecca.yedlin@dot.gov
A problem occurred while delivering this message to this email address. Try sending this message again. If the problem continues, please contact your helpdesk.

The following organization rejected your message: [204.68.194.52].

Diagnostic information for administrators:

Generating server: mailgwout.co.yavapai.az.us

rebecca.yedlin@dot.gov
[204.68.194.52]
Remote Server returned '<[204.68.194.52] #5.0.0 smtp; 5.1.0 - Unknown address error 552-'size limit exceeded' (delivery attempts: 0)>'

Original message headers:

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   d="shp'?xml'?zip'48?scan'48,48,217,208,150?shx'48,48,217,208,150?prj'48,48,217,208,150
?dbf'48,48,217,208,150?png'48,48,217,208,150,150";a="9162131"
Received: from unknown (HELO webmail.yavapai.us) ([10.30.13.133])
  by mailgwout.co.yavapai.az.us with ESMTP; 17 Oct 2016 12:15:33 -0700
Received: from NTEXCHMBX.yavco.net (10.30.103.189) by NTEXCHMBX2.yavco.net
 (10.30.13.133) with Microsoft SMTP Server (TLS) id 15.0.1130.7; Mon, 17 Oct
 2016 12:14:52 -0700
Received: from NTEXCHMBX.yavco.net ([fe80::69c2:94ec:a604:1e4]) by
 NTEXCHMBX.yavco.net ([fe80::69c2:94ec:a604:1e4%14]) with mapi id
 15.00.1130.005; Mon, 17 Oct 2016 12:14:52 -0700
From: Lynn Whitman <Lynn.Whitman@yavapai.us>
To: "'rebecca.yedlin@dot.gov'" <rebecca.yedlin@dot.gov>
CC: "'kimberly.bodington@aecom.com'" <kimberly.bodington@aecom.com>, "Dan
 Cherry" <Dan.Cherry@yavapai.us>
```

Subject: I-11 Corridor Tier 1 ESA
Thread-Topic: I-11 Corridor Tier 1 ESA
Thread-Index: AdIoqiHSnVNUIzGWRzqW2iI/ilu/6w==
Date: Mon, 17 Oct 2016 19:14:49 +0000
Message-ID: <424d4c0c06e44d8892e1cb59a6f7a45d@NTEXCHMBX.yavco.net>
Accept-Language: en-US
Content-Language: en-US
X-MS-Has-Attach: yes
X-MS-TNEF-Correlator:
x-ms-exchange-transport-fromentityheader: Hosted
x-originating-ip: [10.48.86.171]
Content-Type: text/plain
MIME-Version: 1.0

Participating Agency Follow-up Outreach

Arizona Air National Guard (AANG)
Arizona Corporation Commission (ACC)
Arizona Department of Water Resources (ADWR)
Arizona Public Service (APS)
Bureau of Indian Affairs (BIA)
Buckeye Water Conservation and Drainage District
Central Arizona Governments (CAG)
Central Arizona Project (CAP)
Cortaro-Marana Irrigation District
Central Yavapai Metropolitan Planning Organization (CYMPO)
Federal Emergency Management Agency (FEMA)
Federal Transit Administration (FTA)
Maricopa-Stanfield Irrigation and Drainage District
Northern Arizona Council of Governments (NACOG)
Pinal County Flood Control District
Roosevelt Irrigation District (RID)
San Carlos Irrigation and Drainage District (SCIDD)
Santa Cruz County Flood Control District
Silverbell Irrigation and Drainage District
US Air Force (USAF), Davis-Monthan Air Force Base
US Air Force, Luke Air Force Base
US Customs and Border Protection (CBP)
Yavapai County Flood Control

RECORD OF CONVERSATION

CONTACT DATE: 10/14/16	**CONTACT TIME:** 10:30 AM
STAKEHOLDER NAME: AANG, General Edward Maxwell	**ADDRESS:**
PHONE: 602-267-2458	**EMAIL:**
CONTACT METHOD: **Phone**	**RECORDED BY (STAFF NAME):** Kimberly Bodington, AECOM

Comments/Questions:

- Address & phone number is incorrect, perhaps why letter was not received—updated in contact list
- General Edward Triebel may be new agency POC

Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/14/16	10:30 AM	Lauren Holmes	- Ms. Holmes took message for Gen. Maxwell to return phone call to Kimberly Bodington

RECORD OF CONVERSATION

CONTACT DATE: 10/14/16	**CONTACT TIME:** 10:34 AM
STAKEHOLDER NAME: Arizona Corporation Commission, ~~Dwight Nodes~~ John Mazza	**ADDRESS:** 1200 W Washington Phoenix, AZ 85007
PHONE: 602-810-7254	**EMAIL:** jmazza@azcc.gov
CONTACT METHOD: **Phone**	**RECORDED BY (STAFF NAME):** Kimberly Bodington, AECOM

Comments/Questions:

- Follow-up phone call regarding invitation letter
- New POC: John Mazza 602-810-7254

Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/14/16	10:34 AM	Debbie; Admin Asst.	Kimberly Bodington left message with Debbie at ACC for Mr. Dwight Nodes to return phone call on Friday 10/14/16 at 10:34 AM
10/14/16	11:55 AM	Dwight Nodes	Dwight returned phone call, not sure why he was designated POC. Referred Kimberly Bodington to John Mazza, Director of Safety Division for ACC.
10/14/16	1:30 PM	John Mazza	Kimberly Bodington reached out to John Mazza. He would like to receive invitation to be Participating Agency. K Bodington emailed Mr. Mazza Friday 10/14/16 at 2:10 PM
10/14/16	3:48 PM	John Mazza	John Mazza emailed Kimberly Bodington, confirming receipt of letter and indicated a response within one week.

RECORD OF CONVERSATION

CONTACT DATE: 10/14/16	**CONTACT TIME:** 10:42 AM
STAKEHOLDER NAME: AZ Department of Water Resources, Thomas Buschatzke	**ADDRESS:** 1110 W Washington, Suite 310 Phoenix 85007
PHONE: 602-771-8426	**EMAIL:** tbuschatzke@azwater.gov
CONTACT METHOD: **Phone**	**RECORDED BY (STAFF NAME):** Kimberly Bodington, AECOM

Comments/Questions:

- Follow up to Participating Agency Invitation

Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/14/16	10:44 AM	Theresa Johnson	Will look to find letter; usually very good at responding to invitations to participate. Will return phone call to Kimberly Bodington

RECORD OF CONVERSATION

CONTACT DATE: 10/17/16	**CONTACT TIME:** 11:45 AM
STAKEHOLDER NAME: APS, ~~Donald Brandt, CEO~~ Sandy Gill	**ADDRESS:** P.O. Box 53933 Sta. 3200 Phoenix 85072
PHONE: 602-371-6232	**EMAIL:** Sandra.gill@aps.com
CONTACT METHOD: **Phone**	**RECORDED BY (STAFF NAME):** Kimberly Bodington

Comments/Questions:

- Participating Agency Invitation Follow-up due to no response
- CEO of APS was listed as POC, most likely reason letter received no response

Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/17/16	11:00 AM	Martin Calles & Sandra Gill	- Kimberly Bodington spoke to Mr. Calles of the APS construction management team. He referred to Sandra Gill to be the POC. - Kimberly spoke with Ms. Gill, and while she does not believe she should be the main POC, she asked for the letter to be re-sent, and she will look into finding the appropriate POC. Kimberly forwarded the Participating Agency invitation letter to Ms. Gill on Monday, 10/17/16 at 12:00 PM.

RECORD OF CONVERSATION

CONTACT DATE: 10/12/16	**CONTACT TIME:** 3:30 PM
STAKEHOLDER NAME: BIA, Chip Lewis	**ADDRESS:** 2600 N Central Avenue, 13th Floor Phoenix, AZ 85004
PHONE: 602-379-6750	**EMAIL:** Chip.lewis@bia.gov
CONTACT METHOD: **Phone**	**RECORDED BY (STAFF NAME):** Kimberly Bodington, AECOM

Comments/Questions:

- Participating Agency follow-up due to no response

Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/12/16	3:30 PM	Voicemail	Kimberly left VM with Chip Lewis
10/13/16	8:44 AM	Voicemail	Chip Lewis left VM with Kimberly Bodington, AECOM; Kimberly returned phone call on 10/14/16 at 9 am
10/25/2016	1:52 PM	Chip Lewis	Chip Lewis requested for Participating Invitation letter to be resent. Kimberly Bodington forwarded the email to Mr. Lewis on Tuesday, 10/25/16 at 2:00 PM.

RECORD OF CONVERSATION

CONTACT DATE: 10/17/16	**CONTACT TIME:** 1:44 PM
STAKEHOLDER NAME: Buckeye Water Conservation and Drainage District, W.T. Gladden	**ADDRESS:** 205 E Roosevelt Avenue Buckeye, AZ 85326
PHONE: 623-386-2196	**EMAIL:** n/a
CONTACT METHOD: **Phone**	**RECORDED BY (STAFF NAME):** Kimberly Bodington

Comments/Questions:

- Participating Agency & Section 106 Invitation Follow-up due to no response

Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/17/16	1:45 PM	Janet	- Kimberly Bodington left message with Janet for Mr. Gladden to return the phone call.

RECORD OF CONVERSATION

CONTACT DATE: 10/17/16	**CONTACT TIME:** 9:10 AM
STAKEHOLDER NAME: ~~Kenneth Hall~~ Travis Ashbaugh	**ADDRESS:** 1075 South Idaho Road, Suite 300 Apache Junction, AZ 85119
PHONE: 480-974-9300	**EMAIL:** tashbaugh@cagaz.org
CONTACT METHOD: **Phone**	**RECORDED BY (STAFF NAME):** Kimberly Bodington

Comments/Questions:

- Travis Ashbaugh is the Transportation Manager and will be new POC; transitioned into new position as invitation letters went out

Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/17/16	9:10 AM	Kenneth Hall & Travis Ashbaugh	- Kenneth Hall noted Travis Ashbaugh as new POC - Travis Ashbaugh would like to receive invitation letter - Kimberly Bodington emailed letter Monday, 10/17/16 at 9:22 AM.

RECORD OF CONVERSATION

CONTACT DATE: 10/17/16	**CONTACT TIME:** 1:50 PM
STAKEHOLDER NAME: Central Arizona Project (CAP), Theodore Cooke	**ADDRESS:** P.O. Box 43020 Phoenix 85050
PHONE: 623-869-2378	**EMAIL:** tcooke@cap-az.com
CONTACT METHOD: **Phone**	**RECORDED BY (STAFF NAME):** Kimberly Bodington

Comments/Questions:

- Participating Agency & Section 106 Invitation Follow-up due to no response

Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/17/16	1:50 PM	Voicemail	- Phone number listed went to a different CAP voice mailbox. Kimberly left detailed message with said mailbox.

RECORD OF CONVERSATION

CONTACT DATE: 10/17/16	**CONTACT TIME:** 2:00PM
STAKEHOLDER NAME: Cortaro-Marana Irrigation District, David Bateman	**ADDRESS:** 12253 West Grier Road #B Marana, AZ 85653
PHONE: 520-682-3233	**EMAIL:** Cmid12253@comcast.net
CONTACT METHOD: **Phone**	**RECORDED BY (STAFF NAME):** Kimberly Bodington

Comments/Questions:

- Participating Agency Invitation Follow-up due to no response

Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/17/16	1:45 PM	Dave Bateman	- Would like letter to be re-sent. - Kimberly Bodington forwarded the Invitation letters (Participating & Section 106) on Tuesday, 10/18/16 at 3:08 PM

RECORD OF CONVERSATION

CONTACT DATE: 10/17/16	**CONTACT TIME:** 9:28 AM
STAKEHOLDER NAME: Christopher Bridges	**ADDRESS:** 1971 Commerce Center Circle, Suite E
PHONE: 928-442-5730	**EMAIL:** Christopher.bridges@yavapai.us
CONTACT METHOD: **Phone**	**RECORDED BY (STAFF NAME):** Kimberly Bodington

Comments/Questions:

- Participating Agency follow-up, due to no repsonse

Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/17/16	9:28 AM	Voicemail	Kimberly Bodington left voicemail with CYMPO number listed above.
10/18/16	11:25 AM	Chris Bridges	Mr. Bridges left Kimberly Bodington a voicemail; Kimberly Bodington returned the call on Wednesday 10/19/16 at 11:30 AM
10/19/16	2:30 PM	Chris Bridges	Mr. Bridges requested that the letter be re-sent to him for acceptance. Kimberly Bodington emailed the Participating Agency letter to Mr. Bridges on Wednesday, 10/19/16 at 3:00 PM

RECORD OF CONVERSATION

CONTACT DATE: 10/15/2016	**CONTACT TIME:** 9:00 AM
STAKEHOLDER NAME: FEMA, Alessandro Amaglio	**ADDRESS:** 1111 Broadway, Suite 1200 Oakland, CA 94607
PHONE: 510-627-7284	**EMAIL:** Alessandro.amaglio@fema.dhs.gov
CONTACT METHOD: **Phone**	**RECORDED BY (STAFF NAME):** Kimberly Bodington, AECOM

Comments/Questions:

- Original POC retired; project info was not given to new appointee
- Would like to set up a conference call/ presentation of the project
- Would like to participate as Participating Agency

Response: Participating Agency

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/14/16	9:00 AM	Alessandro Amaglio	- Kimberly forwarded Participating Agency invitation letter to Mr. Amaglio on Friday 10/14/16 at 1:28 PM
10/17/16	12:55 PM	Linda Peters	- Linda Peters, AECOM SF, called Kimberly Bodington on Monday, 10/17/16 at 12:55 PM on behalf of Mr. Amaglio, confirming requests and nature of the project. Ms. Peters will coordinate with Mr. Amaglio regarding project details and Participating Agency requirements.

RECORD OF CONVERSATION

CONTACT DATE: 10/14/2016	**CONTACT TIME:** 9:10 AM
STAKEHOLDER NAME: FTA, ~~Leslie Rogers~~ Raymond Suckeys	**ADDRESS:** 90 7th Street, Suite 15-300 San Francisco, CA 94103
PHONE: ~~415-734-9471~~ 415-734-9490	**EMAIL:** Leslie.Rogers@dot.gov
CONTACT METHOD: **Phone**	**RECORDED BY (STAFF NAME):** Kimberly Bodington, AECOM

Comments/Questions:

- Participating Agency Follow-up due to no response during scoping period.

Response: Participating Agency

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/14/16	9:10 M	VOICEMAIL	- Left voice mail @ 9:10 AM on Friday, 10/14/16
10/25/16	2:30 PM	VOICEMAIL	- Kimberly Bodington got Mr. Rogers' voicemail again. - Kimberly Bodington tried reaching Mr. Raymond Suckeys as another contact and left voicemail at 2:45 PM

RECORD OF CONVERSATION

CONTACT DATE: 10/18/16	**CONTACT TIME:** 3:24 PM
STAKEHOLDER NAME: Maricopa-Stanfield Irrigation & Drainage District, ~~Lori Castro~~ Brett Benedict	**ADDRESS:** 41630 West Louis Johnson Drive, Maricopa, AZ
PHONE: 520-424-0403	**EMAIL:** brett@ed-3.org
CONTACT METHOD: **Phone**	**RECORDED BY (STAFF NAME):** Kimberly Bodington

Comments/Questions:

- Participating Agency Invitation and Section 106 Initiation Follow-up due to no response
- Brett was designated POC for the district

Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/18/16	3:30 PM	Lori Castro Voicemail	- Lori referred Kimberly Bodington to Brett Benedict as the POC for the district - Kimberly left a voicemail with Mr. Benedict's direct voicemail box

RECORD OF CONVERSATION

CONTACT DATE: 10/17/16	**CONTACT TIME:** 9:35 AM
STAKEHOLDER NAME: Chris Fetzer	**ADDRESS:** 119 East Aspen Ave Flagstaff, AZ 86001
PHONE: 928-774-1895	**EMAIL:** Nacog@nacog.org
CONTACT METHOD: **Phone**	**RECORDED BY (STAFF NAME):** Kimberly Bodington

Comments/Questions:

- Participating Agency follow-up due to no response

Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/17/16	9:35 AM	Voicemail	Kimberly Bodington left a voicemail with Chris Fetzer's direct voicemail on Monday, 10/17/16 at 9:34 AM

RECORD OF CONVERSATION

CONTACT DATE: 10/17/16	**CONTACT TIME:** 10:30 AM
STAKEHOLDER NAME: Elise Moore	**ADDRESS:** 31 North Pinal Street Florence, AZ 85132
PHONE: 520-866-6638	**EMAIL:** Elise.moore@pinalcountyaz.gov
CONTACT METHOD: **Phone**	**RECORDED BY (STAFF NAME):** Kimberly Bodington

Comments/Questions:

- Participating Agency and Section 106 invitation follow-up due to no response

Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/17/16	10:30 AM	Voicemail	Kimberly Bodington left a voicemail with Elise Moore's direct voicemail box.
10/18/16	10:39 AM	Elise Moore	Elise Moore left a voicemail with Kimberly Bodington (OOO), K Bodington returned her call on Monday, 10/18/16 at 3:20 PM.
10/18/16	4:00 PM	Elise Moore	- Ms. Moore asked for both Participating Agency and Section 106 letters to be re-sent. - Kimberly Bodington forwarded both letters to Ms. Moore on Monday, 10/18/16 at 4:20 PM

RECORD OF CONVERSATION

CONTACT DATE: 10/18/16	**CONTACT TIME:** 3:40 PM
STAKEHOLDER NAME: Roosevelt Irrigation District (RID), Donovan Neese	**ADDRESS:** 103 West Baseline Rd. Buckeye, AZ 85326
PHONE: 623-386-2046	**EMAIL:** dneese@rooseveltirrigation.org
CONTACT METHOD: **Phone**	**RECORDED BY (STAFF NAME):** Kimberly Bodington

Comments/Questions:

- Participating Agency Invitation and Section 106 Initiation Follow-up due to no response

Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/18/16	3:40 PM	Steve	- Kimberly left a message with Steve for Mr. Neese to phone her back.

RECORD OF CONVERSATION

CONTACT DATE: 10/18/16	**CONTACT TIME:** 3:45 PM
STAKEHOLDER NAME: San Carlos Irrigation District, Michael Urton	**ADDRESS:** 120 South 3rd Street, Coolidge AZ 85128
PHONE: 520-723-5480 x15	**EMAIL:** Mike.urton@scidd.com
CONTACT METHOD: **Phone**	**RECORDED BY (STAFF NAME):** Kimberly Bodington

Comments/Questions:

- Participating Agency Invitation and Section 106 Initiation Follow-up due to no response

Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/18/16	3:54 PM	Sandy	- Kimberly Bodington left a message with receptionist, Sandy, for Mr. Urton to phone KB back.
10/19/16	8:00 AM	Mike Urton	- Mr. Urton returned KB phone call and requested for both letters to be forwarded. K Bodington forwarded both participating and section 106 letters to Mr. Urton on Wednesday, 10/19/16 at 11:19

RECORD OF CONVERSATION

CONTACT DATE: 10/17/16	**CONTACT TIME:** 11:00 AM
STAKEHOLDER NAME: Santa Cruz County Flood Control District, John Hays	**ADDRESS:** 275 Rio Rico Drive Rio Rico, AZ 85648
PHONE: 520-375-7830	**EMAIL:** jhays@santacruzcountyaz.gov
CONTACT METHOD: **Phone**	**RECORDED BY (STAFF NAME):** Kimberly Bodington

Comments/Questions:

- Participating Agency Invitation Follow-up due to no response

Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/17/16	11:00 AM	John Hays	- Would like Participating Agency Invitation to be re-sent - Kimberly Bodington forwarded the invitation letter to Mr. Hays on Monday, 10/17/16 at 11:15 AM

RECORD OF CONVERSATION

CONTACT DATE: 10/18/16	**CONTACT TIME:** 3:55 PM
STAKEHOLDER NAME: Silverbell Irrigation & Drainage DIstrict	**ADDRESS:**
PHONE: 520-251-0628	**EMAIL:** silverbell@azci.net
CONTACT METHOD: **Phone**	**RECORDED BY (STAFF NAME):** Kimberly Bodington

Comments/Questions:

- Participating Agency Invitation and Section 106 Initiation Follow-up due to no response

Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/18/16	3:55 PM	Bill Miller	- Mr. Miller would like letters to be re-sent. Kimberly Bodington forwarded both Participating & Section 106 letters on Monday, 10/18/16 at 4:15 PM

RECORD OF CONVERSATION

CONTACT DATE: 10/14/16	**CONTACT TIME:** 9:21 AM
STAKEHOLDER NAME: USACE, Michael Toriello	**ADDRESS:** 355 Civil Engineer Squadron/CD, 3775 South Fifth Street
PHONE: 520-228-3401	**EMAIL:** Michale.toriello@us.af.mil
CONTACT METHOD: **Phone**	**RECORDED BY (STAFF NAME):** Kimberly Bodington AECOM

Comments/Questions:

- Participating Agency & Section 106 follow- up due to no response during scoping period
- Re-sending the letter to Michael Toriello and Casey carter

Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/14/16	9:21 AM	Brianna	Left message for Mr. Toriello to return phone call to Kimberly Bodington
10/14/16	1:26 PM	Michael Toriello	Did not receive letter; K Bodington re-sent letter on Friday 10/14/16 at 1:34 PM
10/14/16	1:51 PM	Michael Toriello	Mr. Toriello emailed Kimberly Bodington with confirmation of receipt, and indicated a response within two weeks.
10/25/16	3:38 PM	Kimberly Bodington	Kimberly Bodington forwarded Section 106 Consultation letter to Mr. Toriello on Tuesday, October 25, 2016 at 3:38 PM

RECORD OF CONVERSATION

CONTACT DATE: 10/14/16	**CONTACT TIME:** 9:30 AM
STAKEHOLDER NAME: USAF, Luke Air Force Base: Tanya Wren or Scott Pleus	**ADDRESS:** 56 FW Public Affairs
PHONE: 623-856-6011	**EMAIL:** Staci.miller.1@us.af.mil
CONTACT METHOD: **Phone**	**RECORDED BY (STAFF NAME):** Kimberly Bodington, AECOM

Comments/Questions:

- Participating Agency follow-up due to no response during the Scoping period.
- Both Tanya Wren and Scott Pleus no longer work at the Luke Air Force Base. Staci Miller will look into who will take over as new POC and respond back to me.

Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/14/16	9:30 AM	Staci Miller	- Would like email regarding request, and will look into who will be the POC replacement for Tanya and Scott. Email sent to Ms. Miller Friday, 10/14 at 9:50 AM
10/25/16	2:30 PM	Email	- Kimberly Bodington sent a follow-up email to Ms. Miller regarding the status of a new POC.

RECORD OF CONVERSATION

CONTACT DATE: 10/14/16	**CONTACT TIME:** 10:05 AM
STAKEHOLDER NAME: US Customs and Border Protection, Kevin Hecht	**ADDRESS:** 2430 South Swan Road Tucson, AZ 85711
PHONE: 520-761-2400	**EMAIL:** Kevin.hecht@dhs.gov
CONTACT METHOD: **Phone**	**RECORDED BY (STAFF NAME):** Kimberly Bodington, AECOM

Comments/Questions:

Follow-up to Participating Agency Invitation

Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/14/16	10:05 AM	Voicemail	- Kimberly Bodington left Kevin Hecht direct voicemail on Friday 10/14/16 at 10:05 AM
10/24/16	8:14 AM	Kevin Hecht	- Kevin Hecht left voicemail with Kimberly Bodington. KB returned call and left voicemail with Mr. Hecht on Wednesday, 10/26/16 at 8:50 AM.

RECORD OF CONVERSATION

CONTACT DATE: 10/17/16	**CONTACT TIME:** 11:00 AM
STAKEHOLDER NAME: Yavapai County Flood Control District: Dan Cherry & Lynn Whitman	**ADDRESS:** 1100 Commerce Drive Prescott, AZ 86305
PHONE: 928-771-3197	**EMAIL:** Dan.cherry@yavapai.us lynn.whitman@yavapai.us
CONTACT METHOD: **Phone**	**RECORDED BY (STAFF NAME):** Kimberly Bodington

Comments/Questions:

- Participating Agency Invitation Follow-up due to no response

Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/17/19	11:24 AM	Lynn Whitman	- Would like the invitation letter to be re-sent - Kimberly Bodington forwarded the letter to Lynn Whitman on Monday, 10/17/16 at 11:30 AM.

Study Area Boundary Change Correspondence

Letter to Cooperating Agencies
Letter to Participating Agencies
Response from Arizona Game and Fish Department (AGFD)

Ives, Lisa

From:	Ives, Lisa <Lisa.Ives@aecom.com>
Sent:	Thursday, October 13, 2016 12:25 PM
To:	AMER-US-AZ Phoenix-i11doccontrol
Cc:	Rebecca.Yedlin@dot.gov; Aryan Lirange (Aryan.Lirange@dot.gov); Jay Van Echo (JVanEcho@azdot.gov); Jay Van Echo (jayv@horrocks.com); Joanie Cady (JCady@azdot.gov)
Subject:	I-11 -- Change in Study Area Boundary to Cooperating Agencies
Attachments:	I11_Corridor Study Area_30Aug16.jpg; I-11_North Section_Base Map_30Aug16.jpg; PrjCorridor_30Aug16.sbn; PrjCorridor_30Aug16.sbx; PrjCorridor_30Aug16.shp; PrjCorridor_30Aug16.shx; PrjCorridor_30Aug16.prj; PrjCorridor_30Aug16.cpg; PrjCorridor_30Aug16.dbf

I-11 Cooperating Agencies –

Please find attached a map of the **revised I-11 Corridor Study Area**, along with the **North Section** base map that reflect a change in the study area boundary following scoping. The 2014 *I-11 and Intermountain West Corridor Study* (IWCS) and Planning and Environmental Linkages (PEL) documents identified US 93 as the most suitable connection for the I-11 Corridor in northern Arizona, with the northern terminus initially established near US 93 and SR 89. However, due to some public feedback received during scoping, the northern terminus of the I-11 Corridor Study Area was extended further northwest to encompass the intersection of US 93 and SR 71. We would appreciate a review of this revised study area boundary to determine if your agency has any resources or issues that might need to be addressed in that expanded area.

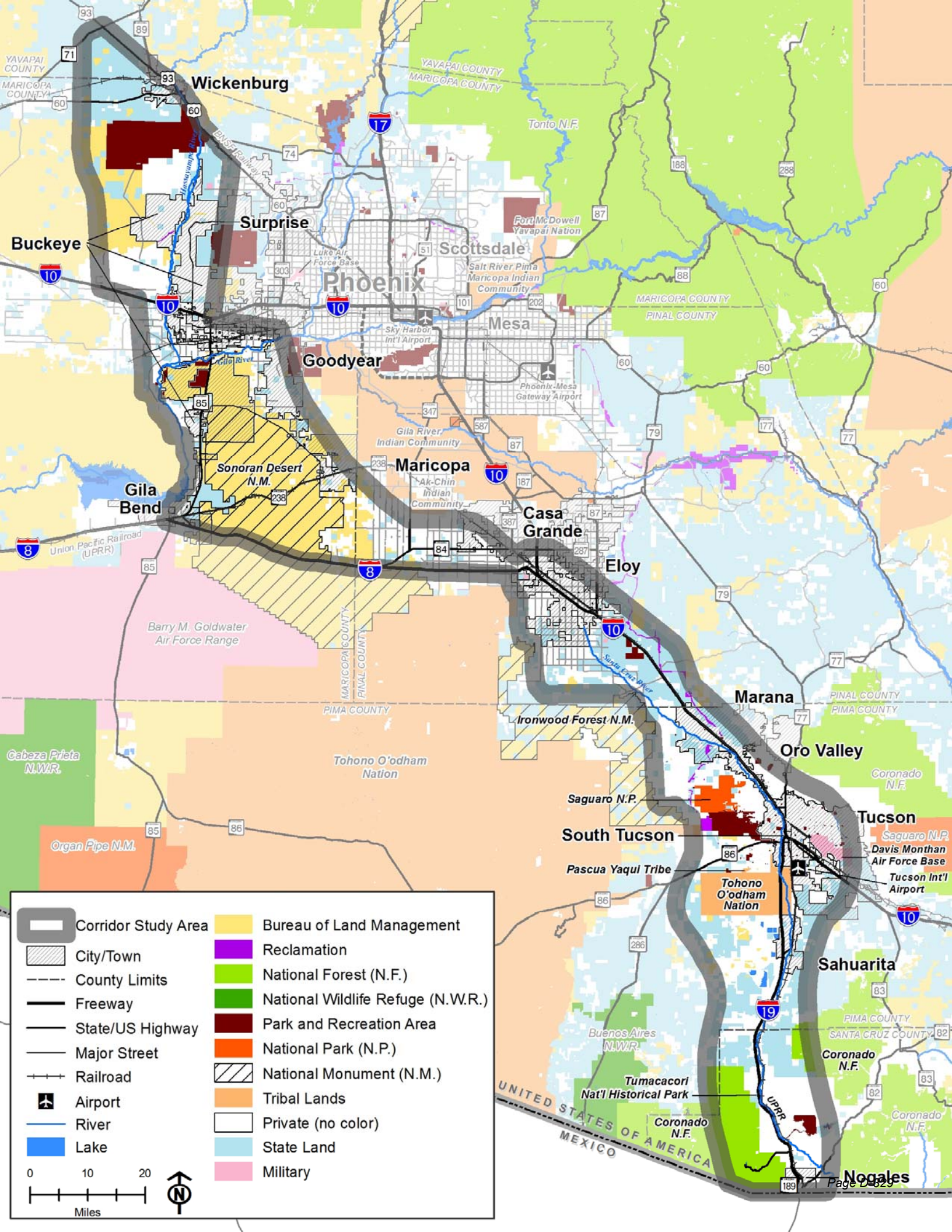
I am also attaching **GIS shapefiles** to assist in reassessing and resubmitting any new information within the expanded study area boundary, if needed. Some agencies have issues with ZIP folders, and as such, I have attached them all individually to this e-mail. You can reply to me directly with any updated information or issues to address.

Note that the attached PDF maps are intended to be base maps of the I-11 Corridor Study Area, depicting the general transportation network, municipalities, and land uses/ownership. Resources and other types of information will be incorporated into the process and included on various other maps and documents as the study progresses.

Please let me know if you have any questions regarding the attached information. We greatly appreciate your on-going assistance and involvement.

Thanks.

Lisa Ives
Consultant Team Project Manager
616-334-1875


Wickenburg
Buckeye
Surprise
Phoenix
Scottsdale
Mesa
Goodyear
Maricopa
Gila Bend
Casa Grande
Eloy
Marana
Oro Valley
Tucson
South Tucson
Sahuarita
Nogales
Sonoran Desert N.M.
Barry M. Goldwater Air Force Range
Ironwood Forest N.M.
Saguaro N.P.
Tohono O'odham Nation
Pascua Yaqui Tribe
Cabeza Prieta N.W.R.
Organ Pipe N.M.
Buenos Aires N.W.R.
Tumacacori Nat'l Historical Park
Davis Monthan Air Force Base
Tucson Int'l Airport
Phoenix-Mesa Gateway Airport
Sky Harbor Int'l Airport
Luke Air Force Base
Fort McDowell Yavapai Nation
Salt River Pima Maricopa Indian Community
Gila River Indian Community
Ak-Chin Indian Community
Tonto N.F.
Coronado N.F.
Union Pacific Railroad (UPRR)
BNSF Railway
Hassayampa River
Gila River
Santa Cruz River
UNITED STATES OF AMERICA
MEXICO
YAVAPAI COUNTY
MARICOPA COUNTY
PINAL COUNTY
PIMA COUNTY
SANTA CRUZ COUNTY
Corridor Study Area
City/Town
County Limits
Freeway
State/US Highway
Major Street
Railroad
Airport
River
Lake
Bureau of Land Management
Reclamation
National Forest (N.F.)
National Wildlife Refuge (N.W.R.)
Park and Recreation Area
National Park (N.P.)
National Monument (N.M.)
Tribal Lands
Private (no color)
State Land
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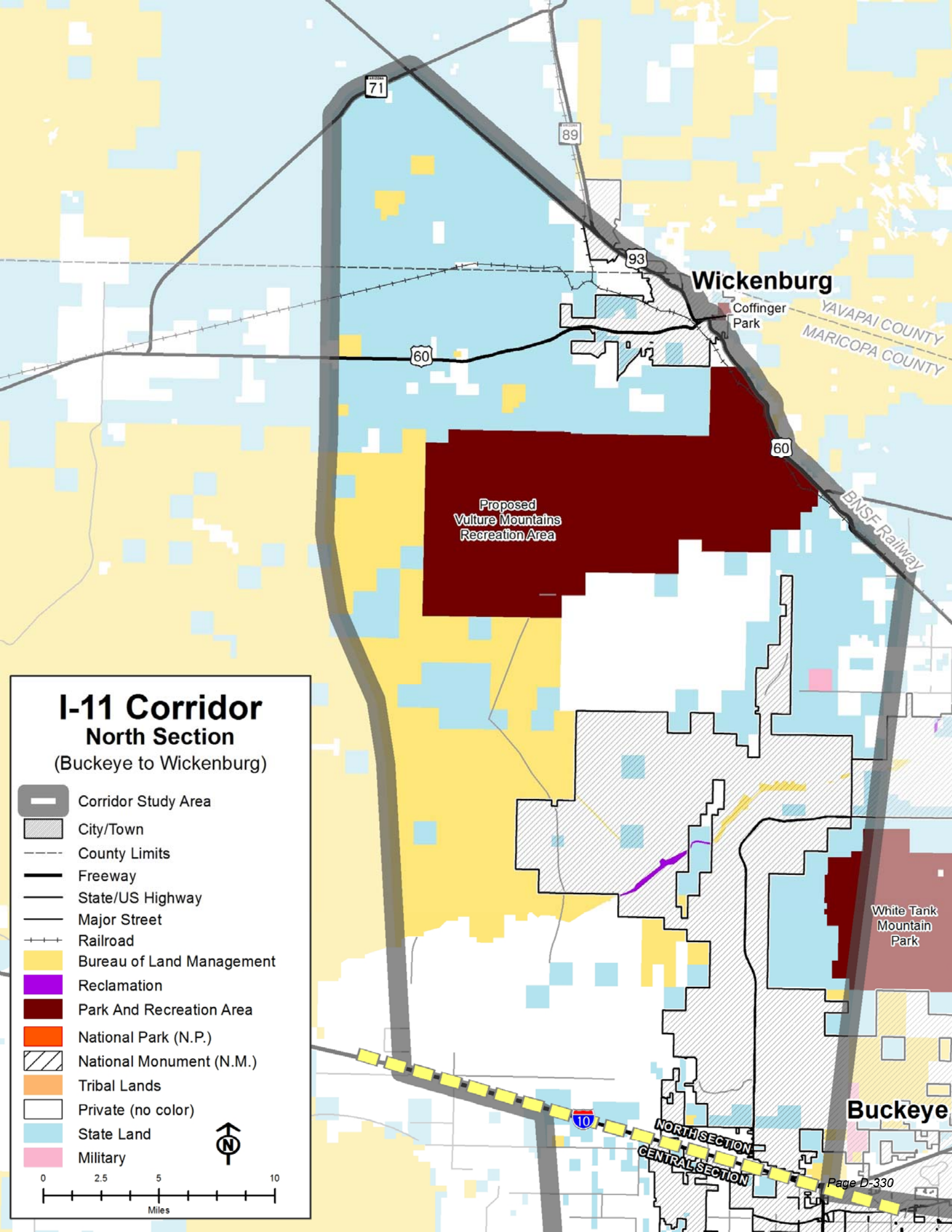
71
89
93
60
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Wickenburg
Coffinger Park
YAVAPAI COUNTY
MARICOPA COUNTY
Proposed Vulture Mountains Recreation Area
BNSF Railway
White Tank Mountain Park
Buckeye
10
NORTH SECTION
CENTRAL SECTION
I-11 Corridor
North Section
(Buckeye to Wickenburg)
Corridor Study Area
City/Town
County Limits
Freeway
State/US Highway
Major Street
Railroad
Bureau of Land Management
Reclamation
Park And Recreation Area
National Park (N.P.)
National Monument (N.M.)
Tribal Lands
Private (no color)
State Land
Military
N
0
2.5
5
10
Miles

Ives, Lisa

From:	Ives, Lisa <Lisa.Ives@aecom.com>
Sent:	Thursday, October 13, 2016 12:26 PM
To:	AMER-US-AZ Phoenix-i11doccontrol
Cc:	Rebecca.Yedlin@dot.gov; Aryan Lirange (Aryan.Lirange@dot.gov); Jay Van Echo (JVanEcho@azdot.gov); Jay Van Echo (jayv@horrocks.com); Joanie Cady (JCady@azdot.gov)
Subject:	I-11 -- Change in Study Area Boundary to Participating Agencies
Attachments:	I11_Corridor Study Area_30Aug16.jpg; I-11_North Section_Base Map_30Aug16.jpg; PrjCorridor_30Aug16.sbn; PrjCorridor_30Aug16.sbx; PrjCorridor_30Aug16.shp; PrjCorridor_30Aug16.shx; PrjCorridor_30Aug16.prj; PrjCorridor_30Aug16.cpg; PrjCorridor_30Aug16.dbf

I-11 Participating Agencies –

Please find attached a map of the **revised I-11 Corridor Study Area**, along with the **North Section** base map that reflect a change in the study area boundary following scoping. The 2014 *I-11 and Intermountain West Corridor Study* (IWCS) and Planning and Environmental Linkages (PEL) documents identified US 93 as the most suitable connection for the I-11 Corridor in northern Arizona, with the northern terminus initially established near US 93 and SR 89. However, due to some public feedback received during scoping, the northern terminus of the I-11 Corridor Study Area was extended further northwest to encompass the intersection of US 93 and SR 71. We would appreciate a review of this revised study area boundary to determine if your agency has any resources or issues that might need to be addressed in that expanded area.

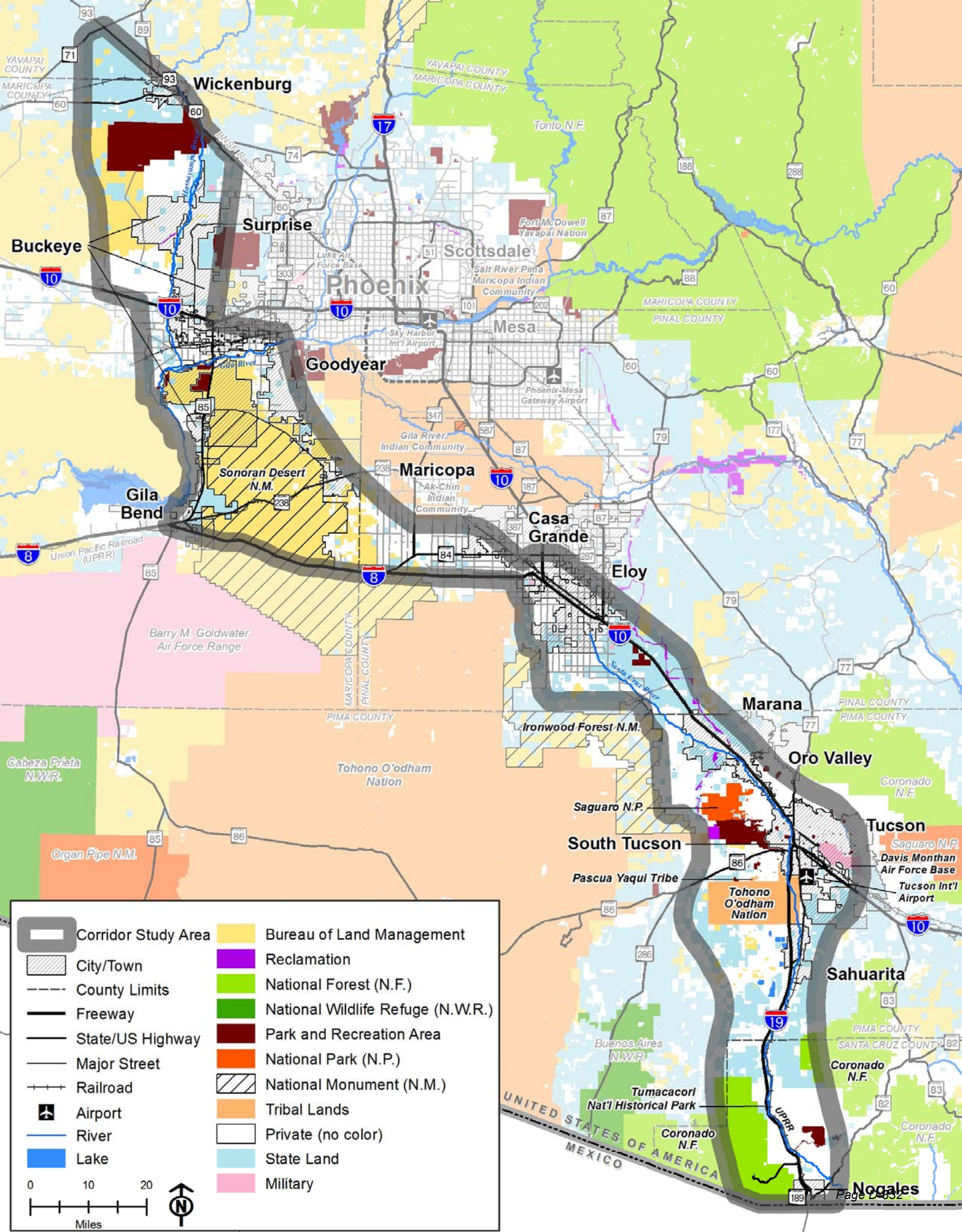
I am also attaching **GIS shapefiles** to assist in reassessing and resubmitting any new information within the expanded study area boundary, if needed. Some agencies have issues with ZIP folders, and as such, I have attached them all individually to this e-mail. You can reply to me directly with any updated information or issues to address.

Note that the attached PDF maps are intended to be base maps of the I-11 Corridor Study Area, depicting the general transportation network, municipalities, and land uses/ownership. Resources and other types of information will be incorporated into the process and included on various other maps and documents as the study progresses.

Please let me know if you have any questions regarding the attached information. We greatly appreciate your on-going assistance and involvement.

Thanks.

Lisa Ives
Consultant Team Project Manager
616-334-1875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Buckeye
Surprise
Phoenix
Scottsdale
Mesa
Goodyear
Maricopa
Gila Bend
Casa Grande
Eloy
Marana
Oro Valley
Tucson
South Tucson
Sahuarita
Nogales
Sonoran Desert N.M.
Barry M. Goldwater Air Force Range
Ironwood Forest N.M.
Saguaro N.P.
Tohono O'odham Nation
Pascua Yaqui Tribe
Cabeza Prieta N.W.R.
Organ Pipe N.M.
Buenos Aires N.W.R.
Tumacacori Nat'l Historical Park
Davis Monthan Air Force Base
Tucson Int'l Airport
Phoenix-Mesa Gateway Airport
Sky Harbor Int'l Airport
Luke Air Force Base
Fort McDowell Yavapai Nation
Salt River Pima Maricopa Indian Community
Gila River Indian Community
Ak-Chin Indian Community
Tonto N.F.
Coronado N.F.
Union Pacific Railroad (UPRR)
BNSF Railway
Santa Cruz River
Gila River
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YAVAPAI COUNTY
MARICOPA COUNTY
PINAL COUNTY
PIMA COUNTY
SANTA CRUZ COUNTY
UNITED STATES OF AMERICA
MEXICO
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County Limits
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Lake
Bureau of Land Management
Reclamation
National Forest (N.F.)
National Wildlife Refuge (N.W.R.)
Park and Recreation Area
National Park (N.P.)
National Monument (N.M.)
Tribal Lands
Private (no color)
State Land
Military
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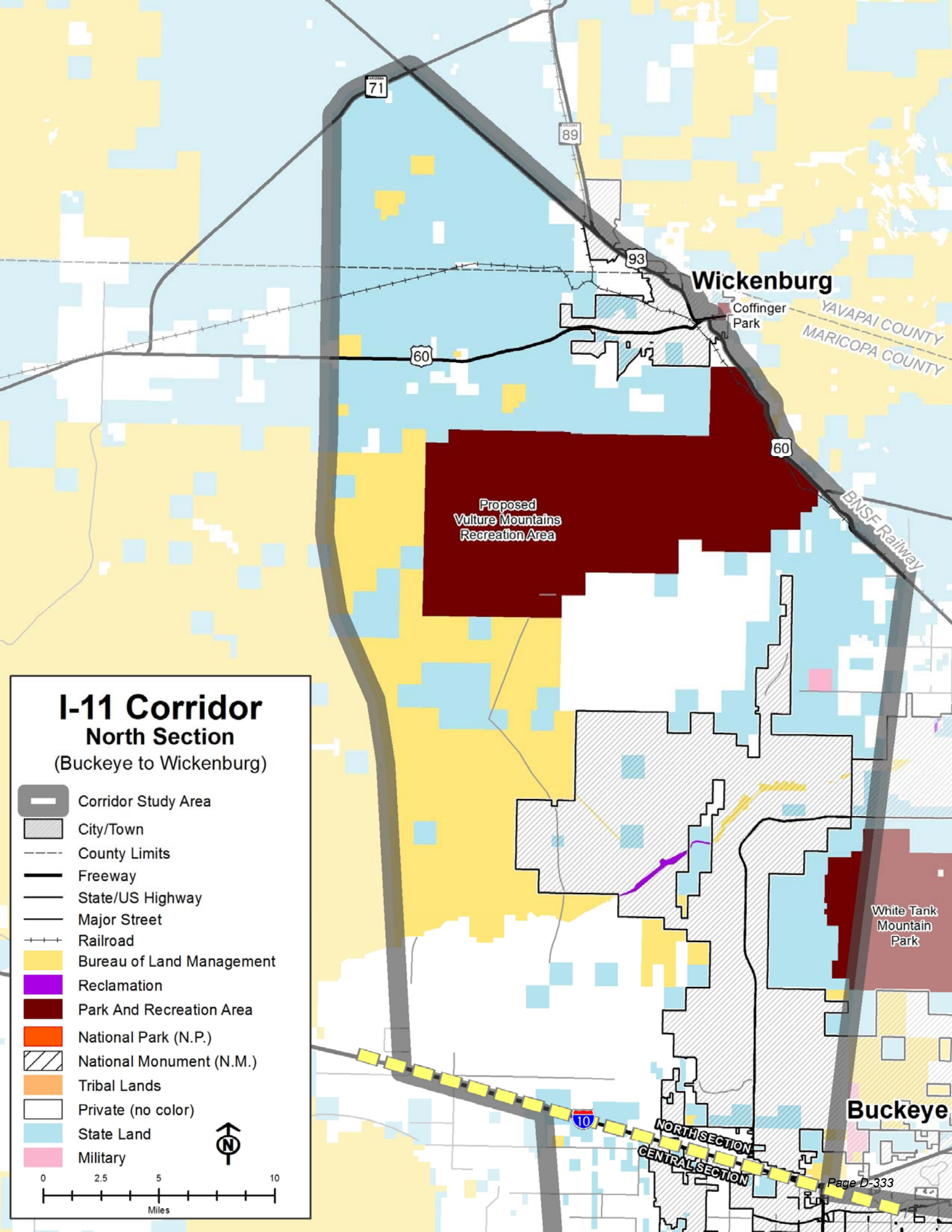
71
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Wickenburg
Coffinger Park
YAVAPAI COUNTY
MARICOPA COUNTY
Proposed Vulture Mountains Recreation Area
BNSF Railway
White Tank Mountain Park
Buckeye
10
NORTH SECTION
CENTRAL SECTION
I-11 Corridor
North Section
(Buckeye to Wickenburg)
Corridor Study Area
City/Town
County Limits
Freeway
State/US Highway
Major Street
Railroad
Bureau of Land Management
Reclamation
Park And Recreation Area
National Park (N.P.)
National Monument (N.M.)
Tribal Lands
Private (no color)
State Land
Military
N
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2.5
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Miles

Ives, Lisa

From: Cheri Boucher <CBoucher@azgfd.gov>
Sent: Thursday, October 13, 2016 7:08 PM
To: Ives, Lisa
Subject: RE: I-11 -- Change in Study Area Boundary to Cooperating Agencies

Hi Lisa,
I thought the data we sent you was clipped to the study area, but it turns out it had a 25km buffer on it, so it should include the expanded area to north.
Let me know if you find otherwise, but unless I hear from you, I think we have it covered.

Thanks!

Cheri
623-236-7615
cboucher@azgfd.gov

From: Ives, Lisa [mailto:Lisa.Ives@aecom.com]
Sent: Thursday, October 13, 2016 3:23 PM
To: Cheri Boucher
Subject: Re: I-11 -- Change in Study Area Boundary to Cooperating Agencies

Much appreciated... thank you!

From: Cheri Boucher
Sent: Thursday, October 13, 2016 5:21 PM
To: Ives, Lisa
Subject: RE: I-11 -- Change in Study Area Boundary to Cooperating Agencies

Thanks Lisa. I've forwarded to internal folks to compile the additional data. As soon as I hear back from them, I'll let you know when it should be coming your way.

Cheri
623-236-7615
cboucher@azgfd.gov

From: Ives, Lisa [mailto:Lisa.Ives@aecom.com]
Sent: Thursday, October 13, 2016 12:26 PM
To: AMER-US-AZ Phoenix-i11doccontrol
Cc: Rebecca.Yedlin@dot.gov; Aryan Lirange (Aryan.Lirange@dot.gov); Jay Van Echo (JVanEcho@azdot.gov); Jay Van Echo (jayv@horrocks.com); Joanie Cady (JCady@azdot.gov)
Subject: I-11 -- Change in Study Area Boundary to Cooperating Agencies

I-11 Cooperating Agencies –

Please find attached a map of the revised I-11 Corridor Study Area, along with the North Section base map that reflect a change in the study area boundary following scoping. The 2014 *I-11 and Intermountain West Corridor Study* (IWCS) and Planning and Environmental Linkages (PEL) documents identified US 93 as the most suitable connection for the I-11 Corridor in northern Arizona, with the northern terminus initially established near US 93 and SR 89. However, due to

some public feedback received during scoping, the northern terminus of the I-11 Corridor Study Area was extended further northwest to encompass the intersection of US 93 and SR 71. We would appreciate a review of this revised study area boundary to determine if your agency has any resources or issues that might need to be addressed in that expanded area.

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Note that the attached PDF maps are intended to be base maps of the I-11 Corridor Study Area, depicting the general transportation network, municipalities, and land uses/ownership. Resources and other types of information will be incorporated into the process and included on various other maps and documents as the study progresses.

Please let me know if you have any questions regarding the attached information. We greatly appreciate your on-going assistance and involvement.

Thanks.

Lisa Ives
Consultant Team Project Manager
616-334-1875