

I-11 Corridor Stakeholders Engagement Meeting Notes

Group C/D – April 5, 2018

Arizona-Sonora Desert Museum (ASDM)

The Education Annex, Classrooms 1-2

2021 N Kinney Road

Tucson, AZ 85743

12:30 p.m. – 4:00 p.m.

BACKGROUND:

The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) are preparing a Tier 1 Environmental Impact Statement (EIS) for the Interstate 11 (I-11) Corridor between Nogales and Wickenburg, Arizona. The Tier 1 EIS will assess the potential social, economic and natural environmental impacts of a No Build Alternative and a reasonable range of Build Corridor Alternatives for a proposed transportation facility within the I-11 Tier 1 EIS Corridor Study area. The Notice of Intent to prepare the I-11 Tier 1 EIS was issued in May 2016. Since then, FHWA and ADOT have conducted public and agency scoping meetings, outreach to tribes and stakeholders, and completed an alternatives development and screening process.

FHWA and ADOT have invited the U.S. Institute for Environmental Conflict Resolution (U.S. Institute) to facilitate meetings with interested stakeholders regarding the I-11 Tier 1 EIS Corridor Study in Pima County, to augment the ongoing public input effort. The objective of these stakeholder group meetings is to provide a method for additional productive Pima County community conversations to inform the Interstate 11 Corridor Environmental Impact study with more specifics regarding individual community concerns and preferences to enable technical analysis and planning.

This is the second of three meetings for the C/D Study Group, which includes stakeholders located in the geographical area west and northwest of the Tucson mountains.

AGENDA ITEMS & HIGHLIGHTS

TOPIC	DETAILS
WELCOME & INTRODUCTIONS	The US Institute's 3 rd party neutral facilitator, Joy Keller-Weidman, welcomed everyone. Introduced herself, as Senior Program Manager, Transportation Sector; and the senior program associate, Mitch Chrismer, who will be co-facilitating and notetaking.

TOPIC	DETAILS
MEETING OVERVIEW	Reviewed the Meeting#2 Outcomes & Agenda Items <u>OUTCOMES:</u> <ul style="list-style-type: none">• Understand each stakeholder's perspectives re: I-11 Corridor options

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- Understand the values, interests and characteristics most important to the stakeholders
- Identify potential impacts/benefits of proposed corridors based on local knowledge within the stakeholder group
 - Identify ways to mitigate/promote those

AGENDA

- Meeting overview (Meeting outcomes, agenda & meeting agreements) **(10 minutes)**
- Provide proposed corridor information, currently available to the public **(20 minutes)**
 - Provide study **process** information regarding current status
 - Review unanswered questions and the resources for answers
- BREAK (10 minutes)**
- Stakeholders' Input **(120 minutes total)**
 - Review perspectives & interests **(30 minutes)**
 - Identify specifics that stakeholders believe are important to consider in decision making **(40 minutes)**
 - Explore pros and cons **(30 minutes)**
 - How might design options provide solutions **(20 minutes)**
- BREAK (10 minutes)**
- List questions to answer during next meeting **(10 minutes)**
 - What information is needed re: I-11 Corridor options and what technical information would be helpful
 - What additional types of information can stakeholders identify to be considered in decision making
- Next meeting agenda items **(10 minutes)**
- Closing Comments and Meeting feedback **(15 minutes)**

TOPIC	DETAILS
INTRODUCTIONS	Facilitator asked for everyone to share their name & stakeholder group Stakeholders present represented the following groups:

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	<ul style="list-style-type: none"> • National Parks Conservation Association • Arizona Heritage Alliance • Avra Valley Coalition • Avra Valley Coalition • Sonoran Institute • Northwest Fire Dept. • Freeport McMoran • Caterpillar • Columbine Enterprises • Coalition for Sonoran Desert Protection • Arizona-Sonora Desert Museum • Friends of Saguaro National Park • Tucson Metro Chamber • Friends of Ironwood Forest <p>In addition, four staff members were present from FHWA and ADOT staff.</p> <p>Dayna Wasley, AECOM Carlos Lopez, ADOT Jay Van Echo, ADOT Aryan Lirange, FHWA</p>
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TOPIC	DETAILS
MEETING AGREEMENTS	<p>The facilitator referred to the items below and asked for consensus on these meeting agreements:</p> <ol style="list-style-type: none"> 1. Be prepared to participate, collaborate, and share pertinent information. 2. Engage in a respectful, thoughtful deliberation. 3. One person speaks at a time: Listen carefully when not speaking. 4. Be open to all perspectives.

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	<p>5. Keep in mind the large picture (regional interests as they relate to larger needs and priorities), as well as your individual/stakeholder group viewpoint.</p> <p>6. Turn off or mute all electronic devices, so there are no distractions.</p> <p>7. No recording devices will be allowed during the meeting.</p>
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TOPIC	DETAILS
CURRENT PROJECT PROCESS INFORMATION	<p>ADOT shared the following information re: project process:</p> <ul style="list-style-type: none"> ◆ Working on dEIS ◆ Continuation of scoping ◆ First draft almost ready to share with cooperating partners (late May) ◆ Info gathered at these meetings will be included in dEIS ◆ ADOT/ FHWA recently met with BOR, FWS, NPS, AZ Game and Fish, Pima County, City of Tucson (Tucson Water - CAPSTAR) ◆ Met with Tucson Water re: facilities

TOPIC	DETAILS
OUTSTANDING QUESTIONS AND ANSWERS	SEE LIST BELOW:

OUTSTANDING QUESTIONS & ANSWERS

- Why are we discussing Avra Valley alternatives?

A: ADOT and FHWA conducted an 18-month phase of the process (May 2016 through December 2017) to identify the key issues that need to be addressed and the corridor alternatives to be studied in the Tier 1 EIS. The I-11 Intermountain West Corridor Study, Alternatives Selection Report (ASR), and other documents regarding this phase of the process are available online at <http://www.i11study.com/Arizona/Documents.asp>. The C, D, and F alternatives are the result of suggestions from various sources (agency, public, and technical analysis) during the Tier 1 EIS scoping and ASR phases.

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- What will FHWA/ADOT do with the input from these meetings?

A: All input received from project stakeholders, including members of the public participating in the Udall Foundation lead outreach, will be given the same consideration/weight as part of the FHWA and ADOT decision-making process documented in the I-11 Tier 1 EIS. These meetings were designed to provide the project team with an additional opportunity to hear and record in the stakeholders' own words what is important. Often, written or formalized submittals do not convey a level of detail these conversations produce. We are hopeful that at the end of the Udall meetings, we will receive a higher level of understanding of the concerns and opportunities for each Corridor Alternative and be able to better address them in the Tier 1 EIS document.

- What considerations have been made for future transportation and shipping? How does that affect corridor size?

A: FHWA and ADOT have conducted modeling to assess future travel demand, including for freight, and considered local plans and initiatives regarding the shipping industry. The specific built facility size would be identified the Tier 2 stage and would include more specific design and modeling to determine a particular width and configuration that meets the need and will be based on the most current modeling projections at that time.

- Why were all Avra Valley routes not already eliminated?

A: See response to first question. Note that the goal of the alternatives development and screening process was not to select preferred alternatives, but rather to identify a reasonable range of alternatives to be considered in the Tier 1 EIS. Heightened concerns in a particular area may lead to more options in those sensitive areas.

- Why Tier 1 and Tier 2 process being used here – why haven't environmental Studies already been done?

A: Prior studies have been focused on general locations for a high-capacity corridor in the intermountain west (beyond the state of Arizona). Each step in the process drills down a little deeper. This Tier 1 EIS is appropriate because specific funding is not yet identified, and this study is intended to provide a programmatic level review of the corridor alternatives to determine the best option to advance, or determine not to implement the corridor from Nogales to Wickenburg, AZ. If a build corridor is selected to advance, the Tier 2 processes would develop more detailed facility design within the 2000 foot corridor that was selected and the accompanying environmental review would also be more detailed, i.e. at the site-specific level rather than the Tier 1 programmatic level.

- What are the funding sources?

A: The State Transportation Board approved the funding for this Tier 1 EIS Study, but funding sources for future Tier 2 projects are not identified at this time.

- When would this start?

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A: It depends on the funding and programming of any Tier 2 projects that come out of the Tier 1 process.

- How does this process impact / influence the EIS formal process?

A: The Udall Foundation will prepare a report documenting the input received, and FHWA and ADOT will consider it similarly to other input received from the public as the Draft Tier 1 EIS is prepared. There will be additional opportunities for public input once the Draft Tier 1 EIS is released.

- How will it affect our co-op?

A: Wells and water resources will be inventoried in the study area as part of the Tier 1 EIS, and the potential for impacts considered. Exact impacts and strategies for avoidance, minimization and mitigation will not be developed until the Tier 2 process.

- How will route affect the Freeport mine site?

A: The Tier 1 EIS will consider a variety of resource areas (see list above). The Draft Tier 1 EIS will be available for public review in Fall 2018 to enable specific property owners or businesses to understand the potential for impacts, and provide additional comment if desired. If a 2000-foot-wide build corridor alternative does overlay on a mine, exact impacts and strategies for avoidance, minimization and mitigation will not be developed until the Tier 2 process.

- Can you include environmental costs and benefits up front and throughout the decision process?

A: The Tier 1 EIS will consider a variety of resource areas (see list above). The purpose of the EIS is to provide information for decision-making including the environmental costs and benefits.

- Is everyone in the room?

A: Invitations to participate in these sessions were sent to organizations that have previously expressed an interest in I-11. All organizations who responded with interest were included.

- Who came up with the idea for these engagement meetings?

A: FHWA had the idea of a third-party-facilitated session to solicit additional information on the issues and concerns to be addressed in the Tier 1 EIS, and engaged the Udall Foundation.

- I would like to see a map of owners of private property along corridor- and alongside, maybe ½ mile on the other side.

A: The Tier 1 EIS is a more programmatic environmental review, and will be looking at programmatic level impacts rather than specific property impacts. Specific property impacts cannot be determined since the Tier 1 EIS is considering a broad corridor (2,000 ft. wide) rather than a specific design for a transportation facility (usually in the 400-ft. range). The more

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detailed analysis would occur during Tier 2 for any project that occurs as part of the I-11 corridor after the Tier 1 EIS is complete.

- Who benefits from an Avra Valley route? (options C/D). Who are the landowners and stakeholders who will benefit?

A: The corridor alternatives carried forward into the Draft Tier 1 EIS satisfy the EIS Purpose and Need, therefore, the needs outlined in that document may answer your question as to whom will benefit (<http://www.i11study.com/Arizona/Documents.asp>). The Tier 1 EIS will consider economic impacts and land use impacts, which may also provide insight into the potential benefits of options C or D. The Draft Tier 1 EIS will be available for public review in Fall 2018 to enable stakeholders to understand the potential impacts, and provide additional comment if desired.

- How will C/D affect wildlife movement. How will C/D affect night sky impacts on Kitt Peak?

A: These topics are being considered as part of the Tier 1 EIS. The potential for impacts on wildlife habitat and wildlife movement corridors will be assessed and documented in the Biological Resources section. The potential for changes with regard to dark skies will be considered as part of the Visual and Aesthetic Resources analysis. Exact impacts and strategies for avoidance, minimization and mitigation will not be developed until the Tier 2 process. The Draft Tier 1 EIS will be available for public review in Fall 2018.

- Timeframe for this should allow for joint meeting of both groups (I-10/AV). Why have you not already found out your maps are 14,000 AC off? Why no RISK analysis re: water yet?

A: If stakeholders interested in options B and C/D were offered an in-person opportunity to discuss these options with each other, the same opportunity would need to be extended to all stakeholders interested in all options. And of course, the funding and time for that are not available. If stakeholders are interested in understanding the other group's perspective, interests and options, the notes from all the meetings are available on the website."

If there is a specific comment on the map, please provide a more detailed written comment for FHWA and ADOT to consider. Water resources are being considered as part of the Tier 1 EIS process; please provide additional information on what is meant by a risk analysis.

- Please provide a schedule when reviews are scheduled to be public and when written comments will be accepted.

A: Dates will be established for a formal public review period once the Draft Tier 1 EIS is released in Fall 2018. Typically, once the Draft Tier 1 EIS is released, there is a 45-day public comment period including a series of public hearings, providing ample opportunity for review and comment.

- How can the group build trust in the process?

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Focus on the purpose of the meeting: To provide the project team with an additional opportunity to hear and record in the stakeholders’ own words what is important. Often, written or formalized submittals do not convey a level of detail these conversations produce. We are hopeful that at the end of these stakeholder engagement meetings, we will receive a higher level of understanding of the concerns and opportunities for each Corridor Alternative and be able to better address them in the Tier 1 EIS document.

And remember the published agreement: “All input received from project stakeholders, including members of the public participating in the Udall Foundation lead outreach, will be given the same consideration/weight as part of the FHWA and ADOT decision-making process documented in the I-11 Tier 1 EIS.”

- What factors are being considered in the EIS? What other factors are considered in other studies? Who are the decision-makers?

A: The Tier 1 EIS will consider a variety of resource areas (see list above) and previous studies (<http://www.i11study.com/Arizona/Documents.asp>). FHWA is responsible for the decision at the conclusion of the Tier 1 EIS process for the selection of a preferred corridor alternative, or the No Build alternative. ADOT, as the project proponent, will make a recommendation to FHWA prior to the selection. This decision will be made after consideration of all the analysis completed and the stakeholder input received during the Tier 1 EIS process. The stakeholders include Cooperating and Participating Agencies, Tribes and the public.

TOPIC	DETAILS
ADDITIONAL QUESTIONS	<p>Q: Please provide further clarification on joint-meeting with both groups – why is this not being allowed? This will be a binary decision, either / or corridor. Why rush this process? Why have these meetings right before dEIS is completed? Why not take more time?</p> <p>A: Couldn't even make it through agenda of Group B Meeting #2. Have been planning these meetings for a long time and timelines would provide the desired feedback in time for the scheduled delivery of the dEIS to cooperating agencies. Reminder that this is for a Tier 1 EIS – will dive into much greater detail during Tier 2. A meeting of both teams will not help ADOT team as much as the detail gathered from the pre-planned Meeting #3. FHWA/ADOT will get the info they need from these three meetings, that's why only scheduled three meetings. These meetings are a continuation of scoping from Notice of Intent, May 2016. Public meetings will continue, all the way up until a Record of Decision is signed. Must have</p>

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funding before Tier 2 can even start. These three meetings are just another part of scoping. Very early in the process. For additional information on other group – notes will be available on I-11 website.

Q: What mitigations needed for Tier 2 study? Caterpillar purchased a lot of land to test products. How identify items to be in list of consideration? Caterpillar owns 6000 acres, can only disturb 900. What happens if 1000 additional acres are taken away from Caterpillar? Pima Pineapple Cactus – protected, possibly on Caterpillar land. Look at maps to see where Pima Pineapple Cactus located, will impact what lands can be taken / redistributed as compensation.

A: Have a map of all property owned there, map is being analyzed re: what statutory requirements must be followed if a federal action is taken on the land. 4(f) vs. non-4(f) property determines amount of protection Caterpillar might have. 4(f) properties include public parks, recreation areas.

Note: *The main web page with FHWA information is here*

<https://www.environment.fhwa.dot.gov/legislation/section4f.aspx>

This includes the following description of protected properties: “publicly owned park and recreation areas that are open to the general public, publicly owned wildlife and waterfowl refuges, and public or privately owned historic sites.”

Q: How mitigate copper mine? Probably not possible.

A: The Tier 1 Draft EIS team have located corridor alternatives to avoid existing mining operations. If there are future plans for mine expansion that is not known, please share with project team.

Q: Why ADOT/FHWA modeling based on 5yr plans, and not taking into consideration any long-term plans from Pima/ Pinal Counties? Seems weird that those are not included and only 5year plan considered.

A: Planning processes requires that a given Tier 1 type of study utilize existing funded construction plans (the State Transportation Improvement Plan - STIP). Other unfunded projects in various long range plans are not included, however, once those projects begin their development they must consider the existing transportation landscape and make a determination if those improvements are required, can be delayed or deleted.

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TOPIC	DETAILS
DISCUSSION STEPS	Facilitator review the Discussion Steps below:

TOPIC DISCUSSION STEPS

STEP	LENGTH	CONTENT
#1: Everyone has a turn to briefly state their <u>one key</u> perspective re: the issue/topic, and explain the <u>one key</u> underlying reason/interest for their perspective.	1 minute each participant <i>(20 minutes)</i>	Chart #1: Name/Perspective/ Key Interest
#2: When it is not your turn, listen for new information; actively listen to understand other's perspective and underlying reasons for their perspective.	Ongoing throughout the process	
#3: Review the perspectives/interests chart; and ask questions to clarify other's underlying reasons; or add additional underlying reasons (not already listed).	5-10 minutes	Chart #1: Name/Key Perspective/ Key Interest
#4: Combine interests (key) where possible and as agreed upon by all participants. Transfer list of combined interests to Chart #2.	5-10 minutes	Charts #1- #2
#5: Everyone has a turn to briefly state their <u>one key</u> alternative/option that supports the listed key interests (<i>discuss and identify one at a time giving full respect, focus and consideration to each</i>).	20 minutes (1 min. per participant)	Charts #2: Key interest/Key Alternative/Option

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#6: Combine like alternatives/options where possible. Transfer list of combined alternative/options to Chart #3.	5 minutes	Charts #2-#3
#7: Everyone has a turn to briefly state the pro's and/or cons for each alternative/option listed.	20 minutes (1 min. per participant)	Chart #3: Key alternative; and Pro's/Con's
#8: Review chart(s) and identify possible common ground (<i>related to an alternative, option, etc.</i>).	5-20 minutes	
#9: Identify Next Steps.	10-15 minutes	

TOPIC	DETAILS
STAKEHOLDERS INPUT	Review stakeholders' interests; and identify options for each: See Chart#2 below

Chart #2: (combine, where possible)

Key Interests	Key Alternatives/Options
Wildlife linkages between Ironwood Forest and other areas	<p>Need more information. Central Arizona Project already interfering with Ironwood Forest / Tucson Mountain Park / Saguaro National Park. Wildlife crossings, pipelines – which is which? Need more study on wildlife usage in region, current information not sufficient.</p> <p>Consider impacts to entire Tucson basin.</p> <p>Bighorn Sheep sightings recently, chance came from Ironwood Forest.</p> <p>Impacts to Monument would be studied in Tier 2, including access, traffic, impacts to Bighorn</p>

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<p>I-11 would inflict serious environmental damages on local area (Saguaro Nat'l Park and ASDM)</p>	
<p>Use current I-10/ I-19 alignment to meet all identified needs</p>	
<p>Concern proposed corridor could cut across land purchased by Caterpillar that is designated for environmental protection, Pima County disturbance regulations, and economic impact</p>	
<p>More corridors under consideration better than fewer. Corridors should be thoroughly evaluated.</p>	<p>Transportation issues are always difficult. The more alternatives the better. I-10 could have potentially been designed better when originally implemented, might have been able to avoid the SunZia Project conflict. How transition infrastructure to be more forward-thinking? How do things to avoid/minimize/mitigate future impacts? What are other ways to address future of congestion (and potentially avoid need for I-11)? With enough information, can be able to avoid/minimize/mitigate future problems. Should challenge FHWA/ADOT to ensure have all information necessary to create a fully informed Tier 1 EIS.</p> <p>Put vision on the table first. Ask what want the future to be. Then have discussion on how to get to that future.</p> <p>Goal is to have a Tucson basin that is socially/environmentally/economically sustainable – while being resilient to constant unpredictable change. How achieve that vision? What is the big picture we have for our region? How have a discussion on achieving that big picture? We don't know what future holds, lots of potential variables that could potentially be disruptive. How can this corridor make us more resilient to the uncertainty of the future? Future (2040) corridor likely needs to be multi-model, not just a road.</p> <p>**note lan share (on Dropbox) info re: Wickenburg process, info re: mitigating congestion without constructing I-11</p>

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	<p>**note: FHWA required to come up with one alternative (in Tier 1)</p> <p>Q: ASR – 2000ft recommended corridor as produced by model analysis. Created potential routes. Tier 1 narrows this down. Still able to shift routes? How avoid privately owned (Freeport /Caterpillar/ etc.) land?</p> <p>A: Yes, can still shift potential 2000ft corridor route if DEIS Corridor Alternatives are found to impact protected areas, but that would be unexpected.</p>
<p>Degrade quality of life, for people that live and visit region. Find a way that doesn't impact environmental justice.</p>	<p>People come to this area to live, visit, escape urbanity. If lose that, lose a big aspect of what it means to live in Tucson, and that is the ability to quickly/easily visit places that maintain wild character. Don't want to lose places that are currently preserved (in terms of wild character). Light, noise, air quality, wildlife. Benefits to both people and wildlife.</p>
<p>How are maps fed into models? Private vs. Public lands – potential error in model?</p>	<p>Q: Accuracy of maps A: ADOT continues to build their model based on GIS info available. Model looks at 4(f) properties, TCPs, public lands. Unless land is protected in some way, a federal roadway can go from Point A to Point B and evaluate as needed. Developing maps at a "Google Earth" aerial imagery level at this time.</p> <p>Q: Private lands affected A: Protected species/buildings/locations avoidance is the first option, mitigation second option, depends on consultation with USFWS or appropriate Agency.</p> <p>Area near Freeport land is very inhospitable. Also a lot of cultural considerations in that area. Plus effect on the open-pit copper mine. Mineral interests, raw land cost – need be considered when making decision. What happens when transportation infrastructure comes so close to a mining operation? Need more info/discussion on effects of this.</p> <p>Current route would not go over open-pit mine – but could go over adjacent land that Freeport could potentially expand to in the future.</p>
<p>Preserve wells</p>	<p>Not enough water for future growth – already looking at potential caps in the near future.</p>

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	<p>Some new developments in Pinal County (14) have been denied because state cannot issue an assured 100yr water supply. **info on this will be posted on DropBox for stakeholders to access if desired</p>
<p>Want to see all considerations weighted equally in process (neutrality important)</p>	<p>What happens if C/D is actually built? Need all information and facts possible – instead of solely focusing on opposition to new build. Goal of these meetings should be focused on information gathering rather than simple opposition. The more input the better.</p> <p>Design options are possible. For example, I-8 has no exits in Gila Bend area. Can we build a road similar to this? Should be discussing mitigation strategies. I.e. creation of overpass wildlife corridors.</p> <p>Hope to see mitigation options along corridors, up to specific counties / municipalities along route. Hope to see a plan set aside that says (i.e.) “absolutely no growth in this area.” Let local municipalities contribute to design options.</p> <p>Q: How does limited access affect emergency services? A: There are access options that are limited to EMS services only.</p> <p>Q: Eminent domain an option? A: If fed govt decides to take, can do it when there is a public need for a right-of-way. This would happen at Tier 2 level. Tier 1 influences mitigation options explored in Tier 2. I.e. Tier 1 says “need to do more studies on X,” then in Tier 2 those studies are conducted. Right of way action is performed under the Uniform Relocation Act.</p> <p>ADOT has recently gotten creative with right-of-way, mitigation options.</p> <p>Q: What about additional data needed? Will ADOT pay for the studies? Will ADOT pay for mitigation options as prescribed? A: Yes, if deemed necessary.</p>
<p>Future school planning determined based on where Corridor route is planned</p>	

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<p>More info re: how new traffic would impact emergency services / public safety</p>	<p>Regional impacts from traffic – only one freeway through Tucson – can make things difficult, hard to re-route traffic when there is an incident on I-10. Alternate corridor would allow for less congestion and fewer negative outcomes. Hope to mitigate incidents. Re-routing traffic preferential to stopping traffic. More accidents occur on side-roads / surface streets when traffic is shut down on freeway and traffic diverted.</p> <p>Also, need consider what would happen in event of mass evacuation. Another corridor would facilitate evacuation in event of disaster.</p> <p>Connection corridors important when there is a traffic bottleneck. Risk management an important consideration. The more options the better (in terms of public safety)</p> <p>For how fast Tucson is growing, the lack of corridors is disturbing. I-10 and I-19 can't solve all our problems. People's lives are at stake. Need think about broader picture. Urbanization continues to creep. Need think about the future. Public safety /emergency vehicle access is important.</p> <p>Picture Rocks / Avra Valley / Northwest -all fire departments would be affected by a new corridor.</p>
<p>Oppose development because of environmental concerns. Need as much info as possible informing Tier 1 process</p>	
<p>Don't have confidence in models, especially re: the 80ft right-of-way</p>	<p>Additional concerns:</p> <p>I-11 could take land from major industry (Caterpillar, Freeport). If can do that can also take land from small homeowners. Environmental Justice should be considered. Impacts to community if property/land taken from homeowners.</p> <p>Cumulative impacts. This area has been under development for many years. Tucson Water, Central Arizona Project -have already experienced environmental impacts from other projects, hope to avoid additional impacts going forward.</p>

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	<p>Consider totality of all residents, don't pit Avra vs. Tucson (e.g.). Big picture thinking needed. Why should entire burden fall on City of Tucson? Need think about infrastructure needs, effects /benefits to Southern Arizona. Same argument re: social effects on people in Avra can be made for people in Tucson.</p> <p>Where is the tipping point? Growth is continuous in this area. Need plan for it – better to have a plan than not have a plan. May not need a freeway here today – but probably will in 2040.</p> <p>Interstate freeway through a picturesque, unique area ... people come here because of what is currently offered, don't want to see this devastated (noise pollution, light pollution, viewsheds, soundscapes, tourism). --Tier 1 will evaluate at a qualitative level impacts, noise pollution, light pollution, social/environmental impacts, etc.</p>
<p>Public are overwhelmingly against proposed C/D route (re: public comments thus far)</p>	<p>Public comments – majority spoke in opposition to I-11. Mitigation / design options – should be careful not to argue for a new corridor solely because it is possible to design things that help mitigation.</p>
<p>With all the previous research and steadfast opposition, why is building I-11 in the Avra Valley an option?</p>	<p>Protect Saguaro National Park. Increasing people will benefit protection (in terms of donations), but need to consider all impacts. All impacts considered can be overwhelming. How help increase transportation / public safety? Does a second freeway have to be constructed? Need talk more about other no-build possibilities.</p> <p>For the next stage, there are a lot of reports that have been created that address impacts – ensure that all this research is taken into consideration. Ensure end-result meets the needs. **note add studies to Dropbox for others to read</p>
<p>It is completely feasible and practical that I-11 is placed in Avra valley. Much of the route in Avra valley is creosote land except for a portion that is environmentally sensitive. Issues through these areas can be mitigated with proper design implementation.</p>	<p>Tucson growing very quickly. Freeways aren't solution to all problems, but are a necessary evil. Considering the current size of Tucson, asinine that don't have another freeway. Would rather see a freeway built than watch another mine destroy a mountainside.</p> <p>Support I-11 C/D route, concerned about environmental impacts, if this option does proceed, need work together to minimize impact.</p>

I-11 Corridor Stakeholders Engagement Meeting Notes

Group C/D – April 5, 2018

Arizona-Sonora Desert Museum (ASDM)

The Education Annex, Classrooms 1-2

2021 N Kinney Road

Tucson, AZ 85743

12:30 p.m. – 4:00 p.m.

	<p>Double-stacking I-10/I-19 would be a huge economic disruption to the downtown.</p> <p>Think about everyone in this region holistically, consider the big picture.</p> <p>Silent majority – often in these processes a vocal opposition has high visibility</p> <p>Tucson is 33rd largest city in US. Population steadily increased in the valley. Development keeps accumulated. Hope to see practical/reasonable traffic alternatives.</p>
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TOPIC	DETAILS
NEXT MEETING PLANNING & SCHEDULING	<p>April 26, 2018</p> <p>Agenda Items:</p> <p>HOMEWORK – If C/D Option chosen, what would you want it to look like? What design options? Next meeting will dive deep, go around room, listen to everyone’s thoughts on what an I-11 corridor C/D option would look like.</p>

TOPIC	DETAILS
CLOSING COMMENTS	<p>Outstanding questions/comments:</p> <ul style="list-style-type: none"> ◆ Next meeting -still need to find a venue. Saguaro National Park? Picture Rocks Community Center? ◆ Question to FHWA/ADOT – what information + level of detail is desired at this time? <p>A: Remember that Tier 2 is re: very small segments, specific areas. Tier 1 is broad. Tier 1 will not collect data to be able to locate a (i.e.) wildlife crossing at a specific X milepost at this time. Tier 1 is the roadmap for Tier 2. Tier 2 goes into a deeper dive / quantitative analysis.</p> <ul style="list-style-type: none"> ◆ Q: Get sense that this group could benefit from more time. Would it be possible if rest of the I-11 corridor goes forward with their process, while C/D & B takes more time to discuss? I.e. Maricopa County is ready to go with this, but this area needs more time.

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	<p>A: Jay can ask, above his paygrade</p> <ul style="list-style-type: none"> ◆ Request: Next time there is a public comment section – can ADOT lump C/D and B together, rather than ask for info on each proposed route individually. <p>A: Future DEIS public engagement process will allow for all types of comments (general, specific corridor alternative, location specific).</p> <ul style="list-style-type: none"> ◆ Learned a lot, thanks ◆ FHWA: next meeting – will dive into solutions. Wildlife crossings is nothing new to FHWA and ADOT. What are other solutions to other resource areas (visual, noise)? There is a lot we already know, but need specifics. I.e. we already understand that bighorn sheep don't like to go under a road, will only go over. Some Interstates go many miles without any exits, which could address some of the Key Interests previously discussed. ◆ Agencies are looking for options right now – anything and everything can be considered. Next meeting, bring info that you want to be considered if this option is selected. Be as creative as possible. ◆ Q: Next meeting – can ADOT AND FHWA collect a list of what is / is not mitigatable? ◆ A: This is a very broad question and each resource area has different ways to mitigate impacts to those resources, a simple list is not possible.
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NEXT STEPS:

WHAT	BY WHOM	BY WHEN
Homework assignment: If C/D option was chosen: What would you want it to look like? Be specific about your vision and options to be considered.	All stakeholders	4/26
WHAT	BY WHOM	BY WHEN
Explore how to mitigate Caterpillar impacts (consider prior agreement) and provide an update.	FHWA/ADOT	Next meeting
WHAT	BY WHOM	BY WHEN
Research and update the stakeholders re: the definition of 4(f) Property as it relates to private lands & easement/agreement	Aryan	In Meeting Highlights

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WHAT	BY WHOM	BY WHEN
Copper mine – consider mitigation strategies	Agencies	future

WHAT	BY WHOM	BY WHEN
Provide contact for meeting Venue – April – Picture Rocks Community Center and send to Mitch	Ross	ASAP
WHAT	BY WHOM	BY WHEN
Upload items into DropBox	Stakeholders	As needed
WHAT	BY WHOM	BY WHEN
Consider joining C/D and B in public comment process	FHWA/ADOT	future
WHAT	BY WHOM	BY WHEN
Consider extending C/D & B (Tucson) stakeholder discussions past this period, and provide an update	FHWA/ADOT	Next meeting