



# I-11 and Intermountain West Corridor Study

**Stakeholder Partners Kick-Off Meeting Summary**  
**September 26, 2012, 1:30 – 3:30 p.m. Pacific Time**

The Arizona and Nevada departments of transportation are working together on the two-year Interstate 11 (I-11) and Intermountain West Corridor Study (Corridor) that includes detailed corridor planning of a possible high priority Interstate link between Phoenix and Las Vegas (the I-11 portion), and high-level visioning for potentially extending the Corridor north to Canada and south to Mexico. Congress recognized the importance of the portion of the corridor between Phoenix and Las Vegas and designated it as future I-11 in the recent transportation authorization bill, Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21).

As part of the study, interested public agencies, non-profit organizations and private interests groups are invited to participate in a Stakeholder Partners group that will be asked to provide data and other input, and to share their opinions and ideas on decision points throughout the process. The first of four planned Stakeholder Partners meetings was held on September 26, 2012. Meetings were conducted simultaneously in five locations: Kingman, Arizona; Las Vegas, Nevada; Maricopa Association of Governments (Arizona); Reno, Nevada; and Surprise, Arizona. Additionally, individuals could call-in and log-on to participate in a live webinar. A total of 193 participants signed in at registration, though more attended the meetings. The following report summarizes the results of these meetings. Specific summaries for each meeting event are appended to this summary.



**Photo 1: Participants viewing the simultaneous presentation in Surprise**

The comments presented in this report represent input from Stakeholder Partners that participated and will be reviewed and considered by the study team.

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The purpose of the Stakeholder Partners meeting was to bring together project stakeholders from throughout the Corridor to receive input on the vision and mission for the facility. Participants were provided three handouts: I-11 and Intermountain West Corridor Study fact sheet, Corridor Vision Summary brochure, and the Preliminary Identification of Relevant Ongoing and Past Plans, Studies, and Other Documents inventory.



The meeting was guided by a detailed PowerPoint presentation viewed at all locations and online. Peggy Fiandaca, I-11 Team Member, facilitated the presentation and project co-managers Sondra Rosenberg from the Nevada Department of Transportation (NDOT) and Michael Kies from the Arizona Department of Transportation (ADOT) provided a review of the project, vision concepts, and work plan and schedule.

Following the project overview, breakout session discussions were facilitated. Facilitators asked participants at each location to provide feedback on the following:

- Please describe the opportunities this Corridor could fulfill.
- Which transportation components should be included in the Corridor to fulfill the preliminary identified needs (e.g., freeway, passenger/freight rail, utility accommodations, others)?
- How would you define success in terms of future implementation of this Corridor?
- What are the challenges facing the implementation of this Corridor?

After an hour of breakout session discussions, Peggy Fiandaca resumed the simultaneous meeting, asking each location to provide a brief report summarizing the key points and “big ideas” that were offered. After each breakout session report, a schedule of upcoming activities was reviewed, including two public meetings scheduled for October 18 at the Henderson, Nevada Convention Center from 4 to 7 p.m., and for October 23 at the Burton Barr Central Library in Phoenix, Arizona from 6 to 8 p.m.

### **Opportunities the Corridor Could Fulfill**

Participants in the various meetings provided many ideas for opportunities the corridor could fulfill. Following highlights some of the common items offered:

- Provide economic development for communities in Corridor
- Promote commerce and tourism through north-south rail (both passenger and freight)
- Improve access to imports from Canada and Mexico
- Reliever to or redundant route for I-15, I-10, I-5, US-385/I-580 and I-17
- Collaborate on energy opportunities (solar development, wind farms, etc.)
- Promote tourism
- Improve safety
- Utilize common right of way corridor for multiple uses (telecommunications, transportation, etc.)

### **Transportation Components that should be Included in the Corridor**

Some of the common themes offered for what components should be included in the Corridor are listed below:

- Multimodal (vehicle, freight and passenger rail, etc.)
- Telecommunications, energy and other utility components
- Efficient connections to airports

### **Defining Success**

The following outlines common responses to how participants would define success when implementing this Corridor:

- Becomes a major trade corridor in North America
- Creates jobs and boosts economic development for communities
- Improves safety and system reliability and effectiveness
- Demonstrates value to all users
- Connects communities



- Becomes a fully funded Corridor
- Becomes an environmentally-friendly, “green” corridor
- Becomes a “smart” corridor, incorporating various technologies and infrastructure

### **Challenges facing the Corridor**

Participants identified many potential challenges to implementing the Corridor. Following highlights some of the common themes offered at the meetings:

- Funding
- Right of way acquisition
- Environmental impacts
- Homeland security and safety issues
- Creating political will
- Public acceptance



# Kingman, Arizona Meeting Summary Report

Mohave Community College  
Neal Campus, Room 401  
1971 Jagerson Ave.  
Kingman, AZ

## Attendees (9):

Dan Andersen, CH2M HILL; Michele Beggs, ADOT; Ammon Heier, FHWA; Gary Jeppson, City of Kingman; Michael Kondelis, ADOT; Jack Kramer, City of Kingman; Steven Latoski, Mohave County; Travis Lingenfelter, Mohave County; Lisa McCabe, Bullhead Regional Economic Dev. Authority; Rob Owen, City of Kingman; Gary Watson, Mohave County

## Meeting Feedback

Following a brief PowerPoint presentation, Dan Andersen facilitated participants at the Mohave Community College in a dialogue regarding the I-11 and Intermountain West Corridor Study. The following feedback was provided by participants as part of that discussion.

### Please describe the opportunities this Corridor could fulfill.

- More opportunities for alternative energy. Look at using Corridor right of way to implement on-going energy production, such as solar and wind generation. This could be a source of revenue for construction and maintenance.
- This could be a huge economic development opportunity for Mohave County. Kingman would sit at the crossroads of major north-south (I-11) and east-west (I-40) Interstate freeways—an important location for distribution logistics.
- Opportunity to increase telecommunications infrastructure.
- Could be means to “finishing what we have started” with on-going lane widening and other roadway improvements on the US 93 corridor from Hoover Dam Bridge to Wickenburg.
- Will greatly improve safety
- North/south rail (passenger and freight) excellent for commerce and tourism for northwest Arizona
- Easier access and linkages to major international airports will increase desirability of Mohave County as a place to live and work.
- Improved freight capacity
- Improved access to imports from Canada and Mexico
- The convergence of a north-south freight rail line with the east-west BNSF line through Kingman would create economic opportunities

### Which transportation components should be included in the Corridor to fulfill the preliminary identified needs (e.g., freeway, passenger/freight rail, utility accommodations, others)?

- Alternative energy and utility
- Telecommunications
- Access control
- Full Interstate standards (high standards/long life)
- Dedicated commercial trucking lane(s)



- Infrastructure for trucking appears to be more important than rail infrastructure at this time. At the Kingman Airport & Industrial Park only 18% of current tenants are using rail. However, if the corridor extended from Mexico to Canada, rail could be an important element.
- Better access to airports
- Passenger rail (need a north-south passenger route)
- Incorporate future connected vehicle infrastructure to entire corridor (minimize user costs for travel)
- Transwestern pipelines and canals for water, fuels, slurry, other

#### **How would you define success in terms of future implementation of this Corridor?**

- I-11 becomes a major trade corridor for the country
- Corridor Business Case metrics come to fruition relative to greater economic development.
- Safer, faster multimodal corridor
- Alternative energy running the light rail, ability to re-charge vehicles along corridor
- Lower overall user costs (both passenger and freight)

#### **What are the challenges facing the implementation of this Corridor?**

- Funding
- Growth opposition
- NEPA requirements take time and require costly mitigation measures
- Fear of importing international crime
- Terrain challenges
- Financial impact to local agencies associated with the need to construct access roads
- Right of way acquisition costs and jurisdictional issues

#### **Questions**

How will the I-11 study affect the current I-40/US 93 west Kingman study (System Traffic Interchange Design Concept Report and Environmental Studies:

[http://azdot.gov/highways/projects/I40\\_US93\\_WestKingmanTI/index.asp](http://azdot.gov/highways/projects/I40_US93_WestKingmanTI/index.asp))?

*Unknown at this time (note: the current west Kingman traffic interchange will remain in place). The 3rd phase of the I-11 Study will identify corridor concepts and recommendations.*

Will an economic development plan be implemented for the entire corridor?

*The 2<sup>nd</sup> phase of the study will include the development of a Corridor Business Case; economic development focus groups will be a part of this development.*

Could this corridor potentially include a variety of transportation modes on single alignment or separated alignments?

*We don't know yet; this will be a study component.*

Will the I-11 alignment follow the US 93 corridor as we know it today?

*There is significant momentum for I-11 to follow the US 93 alignment because of Congress' recent action designating portions of US 93 in Arizona and Nevada as I-11, and because much of US 93 is already a 4-lane divided highway. However, the Study will need to consider alternative alignments for prudent reasons and to be compliant with the National Environmental Policy Act (NEPA).*

#### **Request**

Add Unisource (electric & gas provider) and Frontier Communications to the Stakeholder Partners list.





# Las Vegas, Nevada Meeting Summary Report

Regional Transportation Commission of Southern Nevada  
Room 108  
600 S. Grand Central Pwy.  
Las Vegas, NV

## Attendees (40):

Vicki Adams, City of North Las Vegas; Travis Anderson, National Park Service; Darrin Badger, Focus Property Group; Richann Bender, California-Nevada Super Speed Train Commission; Mike Boyles, National Park Service; Hon. Richard Carrillo, Nevada State Legislature; Jorge Cervantes, City of Las Vegas; Bob Coyle, Republic Services; Cindy Creighton, Nevada Subcontractors Association; Debbie Dauenhauer, Southern Nevada Transit Coalition-Silver Riders; Dorothy Jean Dickey, Bureau of Land Management, Southern Nevada; Pamela Dittmar, City of North Las Vegas; Josie Eck, CH2M HILL; Tracy Fourtz, City of Henderson; Randy Fultz, City of Las Vegas; Robert Herr, City of Henderson; John Hiatt, Friends of Nevada Wilderness; Mike Jackson, Southern Nevada Transit Coalition-Silver Riders; Andrew Kjellman, RTC - Regional Transportation Commission of Southern Nevada; Karlos LaSane, Caesars Entertainment; Telma Lopez, Southwest Gas Corporation; Peter Lowenstein, City of Las Vegas; Mary Martini, NDOT; Bardia Nezhati, CH2M HILL; Bruce Nyhuis, National Park Service; Brian O'Callaghan, Las Vegas Metropolitan Police Department; Fred Ohene, RTC - Regional Transportation Commission of Southern Nevada; John O'Rourke, Nevada Highway Patrol; Joseph Pantuso, Southern Nevada Homebuilders Association (SNHBA); Aileen Pastor, RTC - Regional Transportation Commission of Southern Nevada; Priscilla Raudenbush, NV Energy; Ingrid Reisman, Las Vegas Monorail; Jason Rogers, City of Henderson; Yvonne Schuman, NDOT; Sue Seawalt, Clark County; Michael Shannon, Clark County; Jacob Snow, City of Henderson; Amber Stidham, RTC - Regional Transportation Commission of Southern Nevada; Angela Torres, RTC - Regional Transportation Commission of Southern Nevada; Tim Tso, Southwest Gas Corporation; Catrina Williams, Bureau of Land Management

## Meeting Feedback

Following a brief PowerPoint presentation, Bardia Nezhati facilitated participants at the Regional Transportation Commission of Southern Nevada in a dialogue regarding the I-11 and Intermountain West Corridor Study. The following feedback was provided by participants as part of that discussion.

### Please describe the opportunities this Corridor could fulfill.

- Improve safety
- Improve tourism
- Accommodate truckers
- Opportunities for light rail and freight rail
- Opportunities for a bypass around Las Vegas, specially for freight to relieve the congested I-15
- Transport options for ports of Mexico
- Create economic activities along Corridor
- Opportunities for warehousing and distribution centers
- Expansion of major companies
- Opportunities for installing dark fiber (currently only exists along US-95)



Photo 2: Observing the simultaneous presentation in Las Vegas



- Create a scenic route
- Recreational opportunities
- Futuristic: pods / automated drive / smart signs / pavement heating elements / wind farms / carbon omission / solar

**Which transportation components should be included in the Corridor to fulfill the preliminary identified needs (e.g., freeway, passenger/freight rail, utility accommodations, others)?**

- All of the ideas listed in “Please describe the opportunities this Corridor could fulfill”
- Electrical distribution lines (but not transmission Lines)
- Data centers (require lots of power)
- Passenger rail
- Amenities
- Apply smart growth approaches and sustainability practices
- Connectivity to public transit (HUBs)

**How would you define success in terms of future implementation of this Corridor?**

- Complete right of way acquisition
- Improve international commerce
- Transportation improvements from north to south
- Meeting needs of other alternative modes
- Freight relief
- Complete environmental clearances; NEPA success
- Create/promote recreational areas
- How you go through community
- Obtain public lands
- Traverse national recreation areas
- Decreased freight and passenger bottle necks
- Community buy-in; get them on board
- Avoiding negative significant environmental impacts (e.g., providing deer crossing)
- LA/LB ports (no more opportunity for deep-water ports)
- Asian goods moving to Mexico need to accommodate those frequent movements (accommodate it easterly and further north)
- Improve connectivity
- Grow commerce
- Create jobs
- Quality of life
- Opportunity to connect long distance commute
- Accommodate bicycling via trails
- How the two communities will become healthier and the overall livelihood of people—that is a sign of success
- Use of technology for homeland security/surveillance
- Nevada currently doesn’t support green technology – great opportunity to promote/incorporate

**What are the challenges facing the implementation of this Corridor?**

- Diverting traffic away from communities
- Archaeological resources impacts



- Resources/impact/cost (water and power)
- Impact natural resources
- More people, more impacts
- Greater mobility
- Greater homeland security issues
- Weigh-in-motion stations
- Port of entries
- Environmental challenges
- Social challenges
- Implementation and funding
- Basic energy usage
- Safety improves to a point but then it decreases
- Getting freight off I-15 from downtown Las Vegas core via a bypass route; environmental impacts associated with bypass around Las Vegas
- Opportunities for Interstate to become main street arterials (3% commercial / 97% recreational)
- New construction funding not competing with existing funding
- Opportunity to accommodate double / triple trailers
- Prioritization/segmentation
- Weather problems
- Facility shut down (resources necessary)
- Railroads operated by private companies (funding for maintenance)
- Challenging topography north out of Las Vegas and Colorado River crossing
- Total cost of ownership to build something new and the cost to maintain it





# Maricopa Association of Governments Meeting Summary Report

Maricopa Association of Governments  
302 N. First Ave.  
Phoenix, AZ

## Attendees (17):

Kathy Boyle, ADOT; Dan Cook, City of Chandler; Shane Dille, City of Nogales; Laura Douglas, ADOT; Arturo Garino, City of Nogales; Bob Hazlett, Maricopa Association of Governments; Chad Heinrich, City of Tempe; Sintra Hoffman, ADOT; Hubbard; Michael Kies, ADOT; John Kissinger, City of Nogales; Joe LaRue, ADOT; Rui Pereira, Town of Wickenburg; Nathan Pryor, Maricopa Association of Governments; Vijayant Rajvanshi, AECOM; Dennis Smith, Maricopa Association of Governments; Brent Stoddard, City of Glendale

## Meeting Feedback

Following a brief PowerPoint presentation, Mike Kies facilitated participants at the Maricopa Association of Governments in a dialogue regarding the I-11 and Intermountain West Corridor Study. The following feedback was provided by participants as part of that discussion.

### Please describe the opportunities this Corridor could fulfill.

- The connection between Mexico and Canada provides an economic and tourism opportunity; critical emphasis should be placed on making the linkage to Nogales/Mexico
- Broader trade opportunities include:
  - Connecting Phoenix and Las Vegas metropolitan areas
  - Extension to Tucson metropolitan area
  - Multimodalism of corridor – including freight and passenger rail
- Project should include interest groups that currently use the corridor (e.g., trucking industry)
- Advantages to building the corridor include the advancement of the aerospace and energy industries, as well as the ability to bring in new manufacturing industries
- Moving forward with the Corridor provides an “image builder” to Arizona in a tough economic environment – stating that the “state is open for business”
- Corridor provides opportunities for future targeted growth
- Corridor serves as an alternative or redundant route to I-10
- Opportunity for Arizona and Nevada to collaborate on energy or solar industry development
- Development opportunities in small communities along the Corridor could increase as a result of Corridor development

### Which transportation components should be included in the Corridor to fulfill the preliminary identified needs (e.g., freeway, passenger/freight rail, utility accommodations, others)?

- Proposed Hassayampa Freeway
- Passenger rail
- Freight rail – joint BNSF and UPRR corridor
- Energy (natural gas, solar, fiber optics)
- Water
- Efficient connections to airports



- Connectivity with other modes:
  - Corridor could intersect other major corridors; crossroads could serve as intermodal hubs (e.g., freight coming from Punta Colonet, rail line connectivity – Wellton Branch)
  - Commuter rail corridors
- Connection to Grand Canyon Railway
- Land component:
  - Release some federal or state land for development
  - Use as catalyst for construction of the Corridor
- Public/private partnerships could be used for implementation (e.g., Self-Monitoring, Analysis, and Reporting Technology [SMART] corridor)

#### **How would you define success in terms of future implementation of this Corridor?**

- Traveling with access to information technology (e.g., wi-fi)
- Increased economic activity
- Competitive economy
- Benefits for smaller communities
- Newer, faster, quicker
- New coalition of power/resources
- Improved economic base/tax base
- Improved image as an international trade partner
- Ensure movement in both directions (between Phoenix and Las Vegas)
- Corridor as a destination

#### **What are the challenges facing the implementation of this Corridor?**

- Create political will:
  - Commerce and residential
  - Consensus between major players
  - Create a business case
  - Line up everyone's aspirations
- Make sure local communities understand the benefits of the Corridor
- Sell as an investment for the state's future
- Funding – get the private sector involved
- Selling the plan to decision-makers
- Getting the stakeholders together
- Putting the plan in place



# Reno, Nevada Meeting Summary Report

Regional Transportation Commission of Washoe County  
Board Room  
2050 Villanova Dr.  
Reno, NV

## Attendees (18):

Amy Cummings, RTC - Regional Transportation Commission of Washoe County; Mark Gallegos, CH2M HILL; Lee Gibson, RTC - Regional Transportation Commission of Washoe County; Denise Inda, NDOT; Troy Martin, NDOT; Michael Moreno, RTC - Regional Transportation Commission of Washoe County; Isaac Morrison, New Nevada Resources LLC; Derek Morse, CH2M HILL; Tim Mueller, NDOT; Tina Nappe, Sierra Club, Toiyabe Chapter; James Nugent, CC Communications/ Churchill County Communications; Coy Peacock, NDOT; Jeff Richter, NDOT; Sondra Rosenberg, NDOT; Rose Stridland, Sierra Club, Toiyabe Chapter; Bill Thompson, NDOT; Kevin Verre, NDOT; Steve Volk, Truckee Meadows Water Authority

## Meeting Feedback

Following a brief PowerPoint presentation, Derek Morse facilitated participants at the Regional Transportation Commission of Washoe County in a dialogue regarding the I-11 and Intermountain West Corridor Study.

The following feedback was provided by participants as part of that discussion.

### Please describe the opportunities this Corridor could fulfill.

- Jobs
- Livability
- Tourism
- Rerouting of truck traffic around communities
- Additional truck routes
- Economic benefits
- Safety improvements
- Connectivity
- Possible additional Colorado River crossing
- Access to existing telecommunications/conduits in right of way
- Holistic view of infrastructure (transportation, telecommunications, power transmission, and other needs the Corridor might be able to accommodate)
- Power corridors
- Spur new development in rural areas
- Wildlife accommodations
- New bicycle routes
- Alternate route for I-5, I-15, US 385/I-580 traffic
- Nevada as innovator
- Advanced planning may provide opportunity for new/alternate funding streams
- Right of way for high speed and commuter rail and transit
- Public-Private Partnerships – more value with multiple uses
- Ports of Entry – revenue and enforcement



- Cost savings, operations
- Travel time reduction
- Infrastructure to support future growth
- Dedicated truck lanes
- Green truck lanes (automated/driverless trucks)

**Which transportation components should be included in the Corridor to fulfill the preliminary identified needs (e.g., freeway, passenger/freight rail, utility accommodations, others)?**

- Robust wildlife corridors/crossings
- Integration with community fabric
- Maintain access to grazing lands and provide for movement of agricultural equipment
- Rest stops/Visitors services
- Cultural wayfaring
- Access for mining operations and equipment movement
- Military operations and heavy equipment movement
- Preserve natural drainages, springs, and waterways
- Automated/driverless truck lanes
- ITS/traveler communications
- Maintenance considerations
- Uniform commercial vehicle types and permits

**How would you define success in terms of future implementation of this Corridor?**

- Safety/accident reduction
- Economic growth for Nevada
- Improved system reliability/reduced delays
- Increased freight efficiency/cost effectiveness
- Improved flow of goods and people
- Revenue from users – utilities/rest stops
- Maximizing revenue streams
- Understanding and appropriately meeting demand
- Demonstrated value to all users – taxpayers, businesses, other interests
- Consider all costs both direct and indirect
- Substantially pays for itself through user fees

**What are the challenges facing the implementation of this Corridor?**

- What are the lifecycle cost impacts?
- Funding
- Public acceptance
- Environmental constraints
- Is there really a need? Duplicative? (Don't I-5 and I-15 serve this need already?)
- Industry acceptance
- Minimizing community fragmentation
- Overcoming potential Tribal concerns
- Minimizing environmental impacts
- Right of way acquisition/preservation
- Changing demographics



- Economic shifts
- Maintaining relevance
- Political shifts
- Meeting needs for 50, 100, 200 years? (electric cars, rail, etc)

## Questions

Who designated US 93 as an Interstate corridor?

*US 93 between Phoenix and Las Vegas was designated as Interstate 11 by the U.S. Congress. This designation does not include US 93 north of Las Vegas. The study will address potential improvements within the officially designated I-11 corridor as well as a potentially extending the corridor north to Canada and south of Phoenix to Mexico.*

Is there a proposed route between Phoenix and Las Vegas?

*The focus is on the existing US 93 corridor but the study team will be looking at all possible options for this segment. We may find that it would be most cost-effective to upgrade the existing US 93, but other alternatives will be evaluated to determine how to best meet the current and future needs.*

Would additional bypasses be included?

*The study will be evaluating the various options, including potential bypasses.*

What is the study horizon?

*Would depend on the specific segments. Generally speaking we are looking at a 20- to 50-year horizon.*

Wouldn't this just be an unnecessary duplication of I-15?

*The segment from Phoenix to Las Vegas would work in conjunction with the I-15 system. The study will evaluate if a multimodal corridor continuing through Nevada north of Las Vegas would be a viable alternate route to potentially reduce future strain on the I-15 system.*

Would the project include additional bypasses?

*Possibly. The study will help to determine the current and future needs.*



# Surprise, Arizona Meeting Summary Report

City of Surprise Communiiversity  
15950 N. Civic Center Plaza  
Surprise, AZ

## Attendees (47):

Diane Arnst, ADEQ; Diane Arthur, City of Surprise; Brian Babiars, WACOG; Steve Boyle, Town of Wickenburg; Chris Bridges, Central Yavapai Metropolitan Planning Organization (CYMPO); Pamela Cecere, SWCA; John Cook; Sam Crissman, Town of Wickenburg; Mike Cronin, El Dorado Holdings; Kathleen Depukat, Bureau of Land Management; Jim Dickey, Arizona Transit Association; Patricia DiRoss-Coughlin, Salt River Project; Ian Dowdy, Arizona Wilderness Coalition; Mark Eckhoff, Town of Florence; Chris Fetzer, NACOG; Peggy Fiandaca, PSA; Thomas Fisher, City of Tucson; Charlene Fitzgerald, Yuma Metropolitan Planning Organization; Janeen Gaskins, City of Surprise; Woody Grantham; Skip Hall, City of Surprise; Craig Heustis, Town of Buckeye; Thomas Hulen, Friends of the Sonoran Desert National Monument; Reed Kempton, City of Scottsdale; J Kenny, El Dorado Holdings; Megan Kintner, ADOT; Bill Knowles, Arizona Game and Fish Department; Audra Koester Thomas, PSA; Diane Landis, City of Litchfield Park; Carlos Lopez, ADOT; Georgia Lord, City of Goodyear; Brian McAchran, Town of Buckeye; Christine McMurdy, City of Goodyear; John McNamara, AECOM; Jackie Meck, Town of Buckeye; Michelle Rider, WESTMARC; Thomas Ritz, City of Glendale; Karen Savage, City of Surprise; Judie Scalise, ESI Corporation; Sally Stewart, ADOT; Ray Strauss, Town of Buckeye; Timothy Tait, ADOT; Tim Wade, Arizona Game and Fish Department; Marisa Walker, CANAMEX; Sharon Wolcott, City of Surprise; Kelly Wolff-Krauter, Arizona Game and Fish Department; Larry Yount, LKY Dev. Company, Inc.

## Meeting Feedback

Following a brief PowerPoint presentation, Peggy Fiandaca facilitated participants at the Surprise Communiiversity in a dialogue regarding the I-11 and Intermountain West Corridor Study. The following feedback was provided by participants as part of that discussion.

### Please describe the opportunities this Corridor could fulfill.

- Connecting the west valley along the corridor and ultimately connecting to Las Vegas. This will be transformational for the west valley. This corridor will allow us to be more competitive with our neighbors in California and New Mexico
- Connecting transportation and economic development produces jobs, jobs, jobs
- I-11 will bring traffic and customers from California, Utah, New Mexico and Mexico
- Finalize and connect the CANAMEX
- Tourism benefit: White Tanks
- This is a statewide benefit, not just metro Phoenix.
- Great regional project that could focus on a comprehensive approach to growth could be facilitated by Arizona Commerce Authority, Westmarc and Greater Phoenix Economic Council
- Kingman evolving into a key economic activity center
- Connect to MAG freeway system
- It's about connectivity: connect within region; connect



Photo 3: Team members Peggy Fiandaca and John McNamara solicit feedback from participants during the breakout session in Surprise





- within state; connect with other states; connect with Mexico and Canada
- Provide alternative to I-15
- Could be an alternate route to Grand Canyon (name: Grand Canyon Highway)
- Growth with jobs, jobs, jobs
- Opens up Arizona bedroom communities to Las Vegas
- Include important issues with connecting to Canada and Mexico

**Which transportation components should be included in the Corridor to fulfill the preliminary identified needs (e.g., freeway, passenger/freight rail, utility accommodations, others)?**

- Clearly multimodal; must accommodate alternatives
- Must be looked at as not just a road; address: tourism, towns along Corridor, environment
- Passenger rail from Phoenix to Grand Canyon; benefits all towns along the way
- Major, better freight corridor
- Right of way needs to accommodate all modes (truck, cars, rail, transit, etc.)
- New freight rail; connect BNSF to UPRR
- Light rail
- Not just an Interstate (does “Interstate” designation preclude multimodal alternatives?)
- Should be a smart corridor (telecom fiber, etc.) as identified in WACOG Study
- Many alternative energy projects planned along corridor that need a transportation corridor
- Rail connectivity to Mexico (per Yuma Rail Study)

**How would you define success in terms of future implementation of this Corridor?**

- Connecting communities
- Positioning Arizona as a wide open, historically-based/historically-rich state
- Not becoming a pass-through state (freight logistic centers, intermodal, etc.)
- Delivers direct and indirect jobs
- Maintain wildlife connectivity (maintaining wildlife populations, supporting tourism, etc.) and ADOT as a model for such
- Paid for/financed successfully
- Well integrated; not disturbing built or natural environments
- Healthy activity centers along Corridor
- Total environmentally-friendly “green” Corridor
- Smart corridor, incorporating all technologies
- Previous and ongoing studies fully integrated (frameworks, bqAZ, Connecting NV) into I-11 study

**What are the challenges facing the implementation of this Corridor?**

- Bypassing Wickenburg could be a major economic impact to the community; I-11 must support “host” communities
- Address wildlife connectivity (travel ways, habitats, etc.); species and habitat studies are always an afterthought; should be included as a part of the design
- Fulfill PEL requirements
- Maximize many uses in same corridor (smaller footprint)
- How to get across facility
- Need more “buy-in” at executive and legislative levels of state governments
- Where will entry points be to Mexico?
- Could be a scenic corridor



- Funding; potential opportunities include managed lanes, tolling, etc.
- Must be tied to an economic strategy to take advantage of opportunity
- Water impacts of induced developments
- Air quality/non-attainment areas
- Traffic investigation, pullouts
- Alternative energy generations; plug-ins for trucks
- Context sensitive solution approach; design integration
- Take advantage of best technology in planning
- Getting around Wickenburg and Vulture Mountains
- Quality of life impacts (pluses and minuses)



# Webinar Meeting Summary Report

Meeting conducted via Live Meeting and teleconference

## Attendees (76):

Pawan Agarwal, Bullhead City; Jennifer Albert, City of Yuma; Dana Anat, U.S. Bureau of Reclamation; Sandy Bahr, Sierra Club; Cody Beeson, City of Yuma; Steve Betts, Arizona State University; Brent Billingsley, City of Maricopa; Fausto Burrue, Pinal County; Hon. Irene Bustamante Adams, Nevada State Legislature; Lissa Butterfield, Reno-Tahoe Airport Authority; Randal Cagle, NV Energy; Craig Chenery, Maricopa Association of Governments; Jennifer Daigre, CH2M HILL; Daniel Doenges, Carson Area Metropolitan Planning Organization; Kelly Dole, City of Phoenix; Patricia Dross FRT?; David Ebeling, City of Phoenix Aviation; Encore-Anderson; David Fanning, Nye County Nevada; Sonna Lynn Fernandez, Idaho Transportation Department; Joshua Gaboton, ADOT; Jim Garza, White Pine County; Charla Glendening, ADOT; Jason Gray, Las Vegas Alliance; Mark Griffin, Central Arizona Association of Governments (CAAG); Kazi Haque, City of Maricopa; Bob Havlett, Las Vegas Alliance; Candice Hein, CH2M HILL; Tiffany Hesser, Clark County; Damon Hodge, NDOT; Kevin Igo, City of Phoenix; Brett Jones, Arizona Contractors Association; Timothy Kanavel, Pinal County; Michael Keeling, Keeling Law Offices; Suzanne Kinney, Arizona Chamber of Commerce and Industry; Jean Knight, Central Yavapai Metropolitan Planning Organization (CYMPO); Pete Konesky, Nevada State Office of Energy; Robert Lang, Brookings Mountain West; Greg LaVann, Greater Yuma; Teresa Lopez, Salt River Project; Kevin Louis, City of Casa Grande; Angie Martin, United States Postal Service; Dan Marum, Wilson & Company; Julie Maxey, NDOT; Clifton Meek, U.S. EPA, Region 9; Eric Miskow, Nevada Natural Heritage Program; John Mitchell, City of Eloy; Farhad Moghimi, Town of Sahuarita; Carolyn Mulvihill, U.S. Environmental Protection Agency; Gilbert Olgin, Town of Florence; Tim Oliver, Maricopa County; Tod Oppenborn, Nellis Air Force Base; Tom Peterson, Clark County Department of Aviation; Dave Pfordt, Town of Sahuarita; Giao Pham, City of Apache Junction; Tony Rivera, NDOT; Heather Roberts, City of Eloy; Kara Roberts, Las Vegas Chamber of Commerce; Lloyce Robinson, Town of Youngtown; Jack Ryan, CenturyLink; Matt Ryan, Coconino County Board of Supervisors; Thomas Sassone, CenturyLink; Sean Sever, NDOT; Bob Shriver, City of Fallon; Martin Shultz, Brownstein Hyatt Farber Schreck; Leah Sirmin, Federal Highway Administration, Nevada Division; Andy Smith, Pinal County; Tom Sockwell, Mohave County; Ed Stillings, Federal Highway Administration, Arizona Division; Kevin Thomason, ALPO Gas Corp.; Kevin Thompson, Southwest Gas Corporation; Randy Travis, NDOT; David Welsh, Tucson Regional Economic Opportunities; Kevin Wilkins, Yuma County; Mike Willett, Yavapai County

## Meeting Feedback

Following a brief PowerPoint presentation, Jennifer Daigre solicited feedback online regarding the I-11 and Intermountain West Corridor Study. The following feedback was provided by participants as part of that effort.

### Please describe the opportunities this Corridor could fulfill.

- Connects the two largest metropolitan areas not linked by an Interstate.
- The possibilities are essentially what's been outlined in the fact sheet.
  - Connecting communities, major trade hubs, existing and future domestic and international deepwater ports, and intersecting transcontinental roadways and railroad corridors.
  - Enhancing the economic vitality of communities connected and served by the corridor.



- Improving safety and travel time reliability for the movement of people and goods throughout the Intermountain West.
- Providing relief for congested north-south corridors in the Western United States, such as I-5 and I-15.
- Enhancing commercial opportunities by linking trade between Mexico and the Intermountain West.
- Increasing the global competitiveness of the region.
- It could facilitate economic development opportunities, specifically related to turning the Southwest into a commercial cargo hub. We anticipate a lot of development to follow be spawned by the creation of this corridor. This is key to increasing the flow of international trade through the region.
- We are very concerned about the impacts this corridor will have on the lands of western Arizona and what it will do to our state. Are these kinds of transportation plans sustainable either economically or environmentally? We do not see a great deal of opportunity here.
- Concerns with fiber optics with economic development and other services along the corridor.
- The opportunity of this corridor could be far-reaching and could have a positive impact on the entire western portion of the United States. As a state north of this corridor, I can see positive impacts for Idaho as goods and services move north to Canada and south to Mexico. Connecting high-priority corridors will strengthen our economy and ability to move products.
- Utilizing transportation and utility right of way to create common corridors has many benefits in this region and beyond.
- The bigger collaboration of agencies and partners will increase federal funding opportunities.
- Higher utilization of the Port of Entry at San Luis, AZ.
- We are seeing opportunities related to air cargo.
- Looking at future expansion in Nevada beyond Las Vegas could allow a second North-South Rail line to be developed. The SWIP power line could provide a potential alignment.

**Which transportation components should be included in the Corridor to fulfill the preliminary identified needs (e.g., freeway, passenger/freight rail, utility accommodations, others)?**

- Through populated areas, I think it's important for utilities to have dedicated right of way crossings to allow facilities to extend across/under the highway structure. Perhaps every mile to two miles.
- Initially a highway and utility function. When the corridor gets to Idaho, it would seem better to switch to Boise and go north from there. If US 93 would be continued it would be awfully close to I-15.
- Freeway should be the core component. Freight rail is important as it relates to the movement of goods. Ideally, there would be smooth connectivity between these two modes to get freight to its final destination as efficiently as possible. Managing utility accommodation is critical to moving the project forward as well.
- This is the first real opportunity for a new Interstate to be developed after the construction era. We recommend that Arizona and Nevada take advantage of developing a true multimodal facility and include as much as is feasible, but make sure it is sustainable. The corridor between Las Vegas and Phoenix would be a prime location for high-speed rail. Other areas could be added to the Las Vegas high-speed rail hub as funding becomes available, such as between Los Angeles, Denver, Salt Lake City, etc. Consider including rail/freight intermodal facilities to get products on to rails and off highways.



- Better ground connectivity between hub and reliever airports along the corridor, multimodal connectivity centers (e.g. air, rail, freight, and freeway).
- It should look at how the corridor will increase carbon emissions and other pollutants and how that will impact communities and the west. What are the impacts on air quality? Freeways contribute to poor air quality time and time again. It should consider impacts on wildlife and wildlife corridors – already we are looking at trying to reconnect areas that have been negatively affected by existing freeways and highways. Overpasses or underpasses might help mitigate this in certain locations, but there would be a serious cumulative negative impact to wildlife from this proposed corridor.
- Fiber optic, rail and transmission lines should all be part of any right-of-way developed. But I would suggest the project to also lead toward development in rural communities to help support the “rural America” campaign in providing economic opportunities for rural areas to leverage projects like this to help drive population from metropolitan areas over-burdened into rural areas.
- All three currently identified (vehicle, rail, and utility). I would also add water, and as an offshoot of rail, I would note high speed rail.
- This facility should focus on the movement of cargo with rail and truck traffic with non-cargo traffic as the next level of importance. This effort should also include planning for rail/truck yards for the transfer of cargo. On the higher level discussion on connections to Mexico should include the new Port of Entry in San Luis as an alternative connection from Mexico to Phoenix.
- Freeway, along with any necessary utility accommodations (to link Vegas and Phoenix), as well as ports/freight/rail (to facilitate commerce).
- All modes and mode transition. Whenever possible, freight/truck separation. Connectivity needed to east west as well. Wildlife protection corridors needed.

#### **How would you define success in terms of future implementation of this Corridor?**

- Success would be judged by the collaboration you have begun... how well people and agencies were included throughout the planning and development process. And lastly, success will be judged by the users—how easily they can access their destination, the truckers and their ability to move products, the rail facilities being able to get product transferred, the transmission lines to areas that need services...
- City of Phoenix Aviation Department will be conducting an air cargo study beginning this November. The study will analyze the feasibility of additional air cargo development at Phoenix area airports. We see this as a possible component in this study.
- Success would be that this was not built and that we learned how to work more efficiently and effectively with what we have already built, seeking to mitigate some of the damage and thinking realistically about the impacts of climate change and real economic and environmental sustainability. This type of corridor is a very outdated way to look at transportation and is the kind of project that requires enormous amounts of capital, natural and otherwise.
- The US Postal Service would view this project as being successful if it in any way decreased the amount of time required to get from point A to point B with freight (rail or truck). We would consider this project successful if it was a divided highway, decreasing the incidence of head-on collisions for our truck drivers. The current roads are primarily one lane each way.
- The project provides critical transportation linkages in an area of the country that is currently underserved. We are better able to take advantage of the trade and commercial opportunities available. The project would include linkages to the border with Mexico and be a true North American corridor. In sum, economic development is enhanced in both urban and rural communities.



- Having diverse components will create jobs; improve our economy while connecting cities, towns, states and countries. Also this will bring international attention to the region, which spawns investment opportunities in the West.
- The project should be able to achieve its greatest success if it's able to stay within existing BLM rights of way already in place to limit the amount of environmental disturbance but most importantly, where it can provide the most applicable uses where those uses do not exist now. Example, what right of way exists now that could use a rail line, fiber optic, power transmission and/or new highway access improvements where a current path lacks most of thoughts improvements now, still connecting Mexico to Canada as a final benefit to the line?
- Success would facilitate transportation of goods and services while protecting the environment, it would also allow increased access for recreational opportunities such as hiking and backpacking which could promote additional land preservation.
- Success would be utilizing agricultural and mining activities to move the products from the source to the eastern border of the state more efficiently.
- Interconnectivity occurs between communities throughout the state system. Mode shift from vehicle to rail (high speed) between metro areas. Easy transition (seamless) occurs between modes. Smart highway incorporated into this design. Freight distribution enhanced through state enhancing our economies. Freight delays reduced moving goods while reducing carbon footprint. Costs will not drawdown away from other communities in the State. Environmental impacts reduced.

#### **What are the challenges facing the implementation of this Corridor?**

- Funding will be the largest obstacle. The other will be meeting all environmental issues/requirements.
- The map indicates that I-11 would stop short of Phoenix and not connect to another Interstate. If this is true, I see this as a challenge.
- The key challenges will be funding and environmental compliance. Secondary challenges will be interagency cooperation.
- Funding. Developing a public-private partnership maybe necessary for implementation.
- The largest challenge would be financing and another would be right of way if existing rights of way are not used. The use of fossil fuels is a challenge, but this corridor could extend the length of the network providing for natural gas trucks and reduce the use of diesel. Look at impacts that a new Interstate has on the economics of the surrounding areas.
- Enormous costs and significant environmental impacts are two of the biggest challenges. I hate to sound like a broken record here, but should we continuing to promote a fossil fuel based transportation system when we know it is harming our health, harming the planet – remember the southwest is ground zero in North America for climate change impacts, and destroying wildlife habitat and connectivity that is even more critical in light of climate change. I would reiterate the air quality issues as well.
- The biggest challenge I see will be community approval of a corridor at different county lines and how the overall benefit of the project will outweigh the costs and potential loss of public land space. You will need to educate the community on potential job cluster developments along the corridor and how this project will improve the use of resources and reduce waste per private transportation costs. Look at the industry that leads each county and identify avenues the county can capitalize on opportunities.
- Paying for it without it drawing money needed away from other parts of the state system. Reduction of impacts to the environment, wildlife, etc. Concern about impact on economies of





areas not on this corridor. Need for linkage between east west corridors and communities.  
Seamless transition between modes truly coordinated. Converting mode shift from auto to rail.

## Questions

How can White Pine County play an active role in expressing its interest to see the Northern Nevada Corridor be aligned with the SWIP 500kV Power Line right of way granted to NV Energy and LS Power recently and use the same right of way to produce the I-11 corridor within the 1,000 foot right of way issued by BLM from Las Vegas to Idaho as an alternative to going to Reno?

*Next year in late Spring the project will initiate the study of specific segments of the corridor, including: Phoenix Metropolitan Area (Casa Grande to Wickenburg), Northern Arizona/Southern Nevada (Wickenburg to the Arizona/Nevada state line), Las Vegas Metropolitan Area (Arizona/Nevada state line to Las Vegas), Northern Nevada Future Connectivity Segment (Las Vegas Metropolitan Area and Beyond), and Southern Arizona Future Connectivity Segment (Mexico to Casa Grande). We will meet with stakeholders who have an interest in each of these segments.*

How much of this project is being funded by federal dollars?

*There is approximately \$2.15 million of federal funds appropriated to the “planning” phase of this \$2.5 million study. Although the recently enacted federal transportation legislation “Moving Ahead for Progress in the 21st Century (MAP-21)” designates I-11 and recognizes the need for a future Interstate between the Phoenix and Las Vegas metropolitan areas, it does not guarantee future funding. This designation however does elevate the importance of the proposed route, improving its chances for obtaining federal funds should the project warrant further consideration.*

How much is the estimate of the cost of the Las Vegas-Phoenix portion?

*At this early planning stage of project, we do not have study alternatives developed yet hence we do not have estimated construction costs available. The study team anticipates having preliminary order of magnitude cost estimates for implementation of the Las Vegas-Phoenix portion developed later in the study process (anticipated in early 2014). A unique element of this project is the development of a Business Case. The goal of this Business Case is to help determine the value of the project. In addition, benefits and costs of the proposed corridor to different parties and stakeholders (e.g., private investors, freight carriers and shippers, state and local governments, residents) will be estimated using different assumptions about funding scenarios and planning options (e.g., alignment, project type). The Business Case will identify and describe projects and public policy initiatives impacting decisions, validate existing estimates of capital costs and other life cycle costs, and identify benefit and cost metrics based on a set of core objectives.*



## Online Feedback

Additional feedback provided by Stakeholder Partners through online submission

### Participants (12):

Jay Aldean, Truckee River Flood Management Authority; Stuart Boggs, Valley Metro; Andrew "Butch" Borasky, Nye County; Mike Hand, RTC - Regional Transportation Commission of Southern Nevada; Rogene Hill, City of Avondale; Damon Hodge, Nevada Department of Transportation; Joe Hornat, Town of Oro Valley; Jerry Nabours, City of Flagstaff; Dr. Joseph Pantuso, Southern Nevada Home Builders Association; Dick Powell, City of Casa Grande; Zoe Richmond, Union Pacific Railroad; Lloyce Robinson, Town of Youngtown

## Feedback

The following feedback was provided by Stakeholder Partners using an online form.

### Please describe the opportunities this Corridor could fulfill.

- Vital link from the Northwest Valley and Phoenix to California and Nevada
- There are very limited opportunities for Union Pacific Railroad other than perhaps bringing more business interests to the West Valley that may need rail service
- Currently for our organization, this corridor would provide additional linkage between Nevada and Arizona contractors and materials. Being in northern Nevada, I would still propose that the corridor continue heading north to Reno and Washoe County. The linkage between northern and southern Nevada would add to the overall transportation network and should be the next increment of study
- Freeway, passenger/freight rail, utility accommodation
- Corridor would link the Phoenix and Las Vegas metropolitan areas, two of the largest metro areas in the southwestern U.S. that are not linked by a direct interstate highway connection. Would contribute to the development of the CANAMEX corridor that would enhance the movement of goods between three countries, Mexico, the U.S. and Canada. Would provide the opportunity to develop multi-modal transportation options along this corridor by developing a corridor that can accommodate both road and rail modes
- Safe route to Las Vegas. Improved trade opportunities providing a north/south route from Mexico to ports north. Possible economic development opportunities for the state of Arizona
- This would be a very positive link for trade and continue new and alternate opportunities as to how and what "roads" benefit the entire area. With new corridors comes new growth: industrial, retail and homes
- Joining two major urban areas in an efficient manner. Provides economic growth opportunities
- Increased economic opportunities between Las Vegas and Phoenix and the municipalities that lie along the corridor (benefits for tourism and dialogue between stakeholders in each community). As well as the possibility of extending the corridor south to Mexico and north to Canada, thus creating a true transcontinental corridor that opens the entire Intermountain West to better movement of goods, people and services. Improved travel times with the upgrading of U.S. 93 to interstate standards (perhaps relieving congestion on heavily trafficked highways in the respective cities).
- The overall concept of the corridor connecting Mexico and points north to Las Vegas, Reno and on to Canada will influence economic development opportunities all along the corridor. Approximately 200 miles of the corridor are within Nye County's borders. Nye County commissioned a related study in 2007 that concluded the economic development potential of a north/south rail and highway corridor between Las Vegas and Reno could provide annual public



and private benefits of \$2.3 billion for Nevada. The international extension of the corridor would only add to that potential

- Living in Casa Grande about 50 miles south of Phoenix, I think many are missing one of the biggest selling points for I-11. I-10 carries a tremendous amount of pass-through traffic through metropolitan Phoenix (especially truck traffic) and creates parking lot conditions often. I-11 is planned (from the information we have) to begin west of Casa Grande from I-8 to Las Vegas. The north- or west-bound Phoenix pass-through traffic can exit I-10 at the west bound entrance of I-8, then turn north on I-11 and travel on freeway to the I-10 connection west of Phoenix or continue north on I-11. It will be like having extra lanes for Phoenix. Another important aspect will be a two-way connection between San Diego and Las Vegas.

**Which transportation components should be included in the Corridor to fulfill the preliminary identified needs (e.g., freeway, passenger/freight rail, utility accommodations, others)?**

- Definitely passenger rail and a freeway
- Freeway only
- Freight and passenger travel are like “chicken and egg” scenarios. Which comes first? This is not easily answered, but at the end of the day, both are crucial and need to be explored since they are closely related – travelers follow goods, and goods follow travelers
- Freeway, passenger/freight rail, utility accommodation
- Freeway, passenger/freight rail, electric transmission line to tap into the developing solar power generating capacity in southern Arizona and the developing wind farm capacity in northern Arizona. Corridor should also include room for telecommunications conduit and possibly oil/gas transmission lines
- Freeway, passenger and freight rail lines, possibly separated tracks
- I would not object to a “toll road” for this road to assure it is built and for ongoing maintenance. However, there should be ample provision for all manner of items in the right of way, i.e. rail (freight and passenger), utility right of way, and probably a few others
- Freeway and passenger rail
- An all-of-the-above approach seems ideal – freeway, passenger and freight rail, utility accommodations, etc.
- The study should include as many intermodal components as possible, specifically, highway, rail, communications, energy (natural gas, oil, gasoline and electricity) transmission and water pipeline. Limiting the corridor study is counter intuitive. We suggest being as inclusive as possible. With regard to the proposed general routing from Las Vegas to Reno, we specifically suggest a “Las Vegas bypass” from I-15 at the California/Nevada border north to US 95 in the Lathrop Wells/Amargosa Valley area. Such a route would reduce I-15 traffic in the Las Vegas valley and enhance the flow of commerce to and through the Pahrump and Sandy Valleys

**How would you define success in terms of future implementation of this Corridor?**

- Increased activity, economy and exchange between the states and to Las Vegas
- Funding and construction
- When it is constructed. It will be utilized – it will also provide infill development in the available amount of undeveloped land along the corridor. Furthermore, establishing the corridor will prevent costly future needs to expand or develop a corridor
- Corridor is identified between Mexico and Canada, with explicit definition between Phoenix and Las Vegas. A target timeline/prioritization of segments is identified based on rational criteria (particularly volumes of freight/passenger traffic and accident history on existing segments)



- If it gets developed that would be a definition of success since funding and political support is still uncertain. Development of a truly multi-modal corridor would also be a sign of success
- Success would be its getting funded for construction and built within the next 10 years
- Seeing everyone recognizing the value and starting to turn some dirt
- More interchanges of commerce between Phoenix and Las Vegas
- Fully informed and engaged stakeholders. Positive working relationship between the core agency partners. A thorough impact assessment on the effects of the project's construction on the environment, on travelers, on commerce and detailed plans to mitigate impacts as best as possible. Identifying and securing the funding needed to build a project that is a true transcontinental corridor. A project delivered safely, efficiently, on time and on or under budget. Safer, more enjoyable commutes between Las Vegas and Phoenix. Enhanced economic opportunities for individuals, businesses and communities along the corridor.
- Completion of the I-11 from Phoenix to Las Vegas would provide the gaming/tourist industry of southern Nevada with enhanced access to that population center. From a commerce perspective, it would complete the third leg of the Las Vegas, Los Angeles, Phoenix "golden triangle". Completion of the Las Vegas/Reno corridor will tie San Francisco to Reno to Las Vegas and LA/Phoenix. Each of these connections will improve the flow of commerce in the Southwestern United States

### **What are the challenges facing the implementation of this Corridor?**

- Funding, prioritization, non-competing jurisdiction, but complete cooperation
- Funding
- Numerous, including the obvious funding, geography issues. Furthermore, future development would face tremendous water challenges. Finally, political, for two fairly non-populated states
- The fact that I-17 already exists and could be improved and extended for considerably less money. The economic loss that will be suffered by the Arizona cities along I-40 east of Kingman
- Challenges can be minimized by using existing state highway corridors to the extent possible
- Funding, political support, environmental concerns, effective outreach/partnering with Native American communities. Legislative obstacles that may make it difficult to utilize State Trust land for this corridor
- The route, the environmental issues, dealing with the railroads
- I believe that aside from funding, that the environmental resistance and concerns will be overblown for a project this size and delay it years too long!
- Coordination with existing freeway systems on each end of the corridor
- The findings of the study will determine the number and extent of the challenges. For now, though, the major challenges are uncertainty about what the study will yield. This makes it hard to provide cogent answers to questions about environmental issues, project costs, construction timelines and what the corridor may ultimately look like and include.
- Funding is the obvious challenge, but as important is the acceptance of a broad and long term vision for the corridor. Our vision must be adaptive and not limit opportunities that we have yet to envision



## Appendices

List of Attendees by Agency

PowerPoint Presentation



## List of Attendees by Agency

Meeting	First Name	Last Name	Agency
Surprise	Diane	Arnst	ADEQ
Kingman	Michele	Beggs	ADOT
MAG	Kathy	Boyle	ADOT
MAG	Laura	Douglas	ADOT
Webinar	Joshua	Gaboton	ADOT
Webinar	Charla	Glendening	ADOT
MAG	Sintra	Hoffman	ADOT
MAG	Michael	Kies	ADOT
Surprise	Megan	Kintner	ADOT
Kingman	Michael	Kondelis	ADOT
MAG	Joe	LaRue	ADOT
Surprise	Carlos	Lopez	ADOT
Surprise	Sally	Stewart	ADOT
Surprise	Timothy	Tait	ADOT
Surprise	John	McNamara	AECOM
MAG	Vijayant	Rajvanshi	AECOM
Webinar	Kevin	Thomason	ALPO Gas Corp.
Webinar	Suzanne	Kinney	Arizona Chamber of Commerce and Industry
Webinar	Brett	Jones	Arizona Contractors Association
Surprise	Bill	Knowles	Arizona Game and Fish Department
Surprise	Tim	Wade	Arizona Game and Fish Department
Surprise	Kelly	Wolff-Krauter	Arizona Game and Fish Department
Webinar	Steve	Betts	Arizona State University
Surprise	Jim	Dickey	Arizona Transit Association
Surprise	Ian	Dowdy	Arizona Wilderness Coalition
Webinar	Robert	Lang	Brookings Mountain West
Webinar	Martin	Shultz	Brownstein Hyatt Farber Schreck
Webinar	Pawan	Agarwal	Bullhead City
Kingman	Lisa	McCabe	Bullhead Regional Economic Dev. Authority
Surprise	Kathleen	Depukat	Bureau of Land Management
Las Vegas	Catrina	Williams	Bureau of Land Management
Las Vegas	Dorothy Jean	Dickey	Bureau of Land Management, Southern Nevada
Las Vegas	Karlos	LaSane	Caesars Entertainment
Las Vegas	Richann	Bender	California-Nevada Super Speed Train Commission
Surprise	Marisa	Walker	CANAMEX
Webinar	Daniel	Doenges	Carson Area Metropolitan Planning Organization
Reno	James	Nugent	CC Communications/ Churchill County Communications



Meeting	First Name	Last Name	Agency
Webinar	Mark	Griffin	Central Arizona Association of Governments
Surprise	Chris	Bridges	Central Yavapai Metropolitan Planning Organization
Webinar	Jean	Knight	Central Yavapai Metropolitan Planning Organization
Webinar	Jack	Ryan	CenturyLink
Webinar	Thomas	Sassone	CenturyLink
Kingman	Dan	Andersen	CH2M HILL
Webinar	Jennifer	Daigre	CH2M HILL
Las Vegas	Josie	Eck	CH2M HILL
Reno	Mark	Gallegos	CH2M HILL
Webinar	Candice	Hein	CH2M HILL
Reno	Derek	Morse	CH2M HILL
Las Vegas	Bardia	Nezhati	CH2M HILL
Webinar	Giao	Pham	City of Apache Junction
N/A	Rogene	Hill	City of Avondale
Webinar	Kevin	Louis	City of Casa Grande
N/A	Dick	Powell	City of Casa Grande
MAG	Dan	Cook	City of Chandler
Webinar	John	Mitchell	City of Eloy
Webinar	Heather	Roberts	City of Eloy
Webinar	Bob	Shriver	City of Fallon
N/A	Jerry	Nabours	City of Flagstaff
Surprise	Thomas	Ritz	City of Glendale
MAG	Brent	Stoddard	City of Glendale
Surprise	Georgia	Lord	City of Goodyear
Surprise	Christine	McMurdy	City of Goodyear
Las Vegas	Tracy	Fourtz	City of Henderson
Las Vegas	Robert	Herr	City of Henderson
Las Vegas	Jason	Rogers	City of Henderson
Las Vegas	Jacob	Snow	City of Henderson
Kingman	Gary	Jeppson	City of Kingman
Kingman	Jack	Kramer	City of Kingman
Kingman	Rob	Owen	City of Kingman
Las Vegas	Jorge	Cervantes	City of Las Vegas
Las Vegas	Randy	Fultz	City of Las Vegas
Las Vegas	Peter	Lowenstein	City of Las Vegas
Surprise	Diane	Landis	City of Litchfield Park
Webinar	Brent	Billingsley	City of Maricopa
Webinar	Kazi	Haque	City of Maricopa
MAG	Shane	Dille	City of Nogales

Meeting	First Name	Last Name	Agency
MAG	Arturo	Garino	City of Nogales
MAG	John	Kissinger	City of Nogales
Las Vegas	Vicki	Adams	City of North Las Vegas
Las Vegas	Pamela	Dittmar	City of North Las Vegas
Webinar	Kelly	Dole	City of Phoenix
Webinar	Kevin	Igo	City of Phoenix
Webinar	David	Ebeling	City of Phoenix Aviation
Surprise	Reed	Kempton	City of Scottsdale
Surprise	Diane	Arthur	City of Surprise
Surprise	Janeen	Gaskins	City of Surprise
Surprise	Skip	Hall	City of Surprise
Surprise	Karen	Savage	City of Surprise
Surprise	Sharon	Wolcott	City of Surprise
MAG	Chad	Heinrich	City of Tempe
Surprise	Thomas	Fisher	City of Tucson
Webinar	Jennifer	Albert	City of Yuma
Webinar	Cody	Beeson	City of Yuma
Webinar	Tiffany	Hesser	Clark County
Las Vegas	Sue	Seawalt	Clark County
Las Vegas	Michael	Shannon	Clark County
Webinar	Tom	Peterson	Clark County Department of Aviation
Webinar	Matt	Ryan	Coconino County Board of Supervisors
Surprise	Mike	Cronin	El Dorado Holdings
Surprise	J	Kenny	El Dorado Holdings
Surprise	Judie	Scalise	ESI Corporation
Webinar	Ed	Stillings	Federal Highway Administration, Arizona Division
Webinar	Leah	Sirmin	Federal Highway Administration, Nevada Division
Kingman	Ammon	Heier	FHWA
Las Vegas	Darrin	Badger	Focus Property Group
Las Vegas	John	Hiatt	Friends of Nevada Wilderness
Surprise	Thomas	Hulen	Friends of the Sonoran Desert National Monument
Webinar	Patricia	Dross	FRT?
Webinar	Greg	LaVann	Greater Yuma
Webinar	Sonna Lynn	Fernandez	Idaho Transportation Department
Webinar	Michael	Keeling	Keeling Law Offices
Webinar	Jason	Gray	Las Vegas Alliance
Webinar	Bob	Havlett	Las Vegas Alliance
Webinar	Kara	Roberts	Las Vegas Chamber of Commerce
Las Vegas	Brian	O'Callaghan	Las Vegas Metropolitan Police Department

Meeting	First Name	Last Name	Agency
Las Vegas	Ingrid	Reisman	Las Vegas Monorail
Surprise	Larry	Yount	LKY Dev. Company, Inc.
Webinar	Craig	Chenery	Maricopa Association of Governments
MAG	Bob	Hazlett	Maricopa Association of Governments
MAG	Nathan	Pryor	Maricopa Association of Governments
MAG	Dennis	Smith	Maricopa Association of Governments
Webinar	Tim	Oliver	Maricopa County
Kingman	Steven	Latoski	Mohave County
Kingman	Travis	Lingenfelter	Mohave County
Webinar	Tom	Sockwell	Mohave County
Kingman	Gary	Watson	Mohave County
Surprise	Chris	Fetzer	NACOG
Las Vegas	Travis	Anderson	National Park Service
Las Vegas	Mike	Boyles	National Park Service
Las Vegas	Bruce	Nyhuis	National Park Service
Webinar	Damon	Hodge	NDOT
Reno	Denise	Inda	NDOT
Reno	Troy	Martin	NDOT
Las Vegas	Mary	Martini	NDOT
Webinar	Julie	Maxey	NDOT
Reno	Tim	Mueller	NDOT
Reno	Coy	Peacock	NDOT
Reno	Jeff	Richter	NDOT
Webinar	Tony	Rivera	NDOT
Reno	Sondra	Rosenberg	NDOT
Las Vegas	Yvonne	Schuman	NDOT
Webinar	Sean	Sever	NDOT
Reno	Bill	Thompson	NDOT
Webinar	Randy	Travis	NDOT
Reno	Kevin	Verre	NDOT
Webinar	Tod	Oppenborn	Nellis Air Force Base
Las Vegas	John	O'Rourke	Nevada Highway Patrol
Webinar	Eric	Miskow	Nevada Natural Heritage Program
Webinar	Hon. Irene	Bustamante Adams	Nevada State Legislature
Las Vegas	Hon. Richard	Carrillo	Nevada State Legislature
Webinar	Pete	Konesky	Nevada State Office of Energy
Las Vegas	Cindy	Creighton	Nevada Subcontractors Association
Reno	Isaac	Morrison	New Nevada Resources LLC
Webinar	Randal	Cagle	NV Energy

Meeting	First Name	Last Name	Agency
Las Vegas	Priscilla	Raudenbush	NV Energy
N/A	Andrew	Borasky	Nye County Nevada
Webinar	David	Fanning	Nye County Nevada
Webinar	Fausto	Burrue	Pinal County
Webinar	Timothy	Kanavel	Pinal County
Webinar	Andy	Smith	Pinal County
Surprise	Peggy	Fiandaca	PSA
Surprise	Audra	Koester Thomas	PSA
Webinar	Lissa	Butterfield	Reno-Tahoe Airport Authority
Las Vegas	Bob	Coyle	Republic Services
N/A	Mike	Hand	RTC - Regional Transportation Commission of Southern Nevada
Las Vegas	Andrew	Kjellman	RTC - Regional Transportation Commission of Southern Nevada
Las Vegas	Fred	Ohene	RTC - Regional Transportation Commission of Southern Nevada
Las Vegas	Aileen	Pastor	RTC - Regional Transportation Commission of Southern Nevada
Las Vegas	Amber	Stidham	RTC - Regional Transportation Commission of Southern Nevada
Las Vegas	Angela	Torres	RTC - Regional Transportation Commission of Southern Nevada
Reno	Amy	Cummings	RTC - Regional Transportation Commission of Washoe County
Reno	Lee	Gibson	RTC - Regional Transportation Commission of Washoe County
Reno	Michael	Moreno	RTC - Regional Transportation Commission of Washoe County
Surprise	Patricia	DiRoss-Coughlin	Salt River Project
Webinar	Teresa	Lopez	Salt River Project
Webinar	Sandy	Bahr	Sierra Club
Reno	Tina	Nappe	Sierra Club, Toiyabe Chapter
Reno	Rose	Stridland	Sierra Club, Toiyabe Chapter
Las Vegas	Joseph	Pantuso	Southern Nevada Homebuilders Association (SNHBA)
Las Vegas	Debbie	Dauenhauer	Southern Nevada Transit Coalition-Silver Riders
Las Vegas	Mike	Jackson	Southern Nevada Transit Coalition-Silver Riders
Las Vegas	Telma	Lopez	Southwest Gas Corporation
Webinar	Kevin	Thompson	Southwest Gas Corporation
Las Vegas	Tim	Tso	Southwest Gas Corporation
Surprise	Pamela	Cecere	SWCA
Surprise	Craig	Heustis	Town of Buckeye



Meeting	First Name	Last Name	Agency
Surprise	Brian	McAchrn	Town of Buckeye
Surprise	Jackie	Meck	Town of Buckeye
Surprise	Ray	Strauss	Town of Buckeye
Surprise	Mark	Eckhoff	Town of Florence
Webinar	Gilbert	Olgin	Town of Florence
N/A	Joe	Hornat	Town of Oro Valley
Webinar	Farhad	Moghim	Town of Sahuarita
Webinar	Dave	Pfordt	Town of Sahuarita
Surprise	Steve	Boyle	Town of Wickenburg
Surprise	Sam	Crissman	Town of Wickenburg
MAG	Rui	Pereira	Town of Wickenburg
Webinar	Lloyce	Robinson	Town of Youngtown
Reno	Steve	Volk	Truckee Meadows Water Authority
N/A	Jay	Aldean	Truckee River Flood Management Authority
Webinar	David	Welsh	Tucson Regional Economic Opportunities
N/A	Zoe	Richmond	Union Pacific Railroad
Webinar	Dana	Anat	U.S. Bureau of Reclamation
Webinar	Carolyn	Mulvihill	U.S. Environmental Protection Agency
Webinar	Clifton	Meek	U.S. EPA, Region 9
Webinar	Angie	Martin	United States Postal Service
N/A	Stuart	Boggs	Valley Metro
Surprise	Brian	Babiars	WACOG
Surprise	Michelle	Rider	WESTMARC
Webinar	Jim	Garza	White Pine County
Webinar	Dan	Marum	Wilson & Company
Webinar	Mike	Willett	Yavapai County
Webinar	Kevin	Wilkins	Yuma County
Surprise	Charlene	Fitzgerald	Yuma Metropolitan Planning Organization
Surprise	John	Cook	
Webinar		Encore-Anderson	
Surprise	Woody	Grantham	
MAG		Hubbard	



I-11 & Intermountain West Corridor Study

## Stakeholder Partners

Kick-off Meeting

In partnership with



Prepared by



In association with



September 26, 2012





## Agenda

- Welcome and introductions
- Project overview
- Study partners, expectations, and outreach
- Vision concepts from past studies
- Work plan and schedule
- Breakout discussions
- Wrap-up

2


## Background

- Federal transportation authorizations identified high priority corridors
- CANAMEX Corridor designated (1994)
- Corridor advanced through MAG Hassayampa and Hidden Valley Framework Studies (2006 – 2009), BqAZ (2010), NDOT/RTCSNV Boulder City Bypass (2005 and ongoing)
- CANAMEX Corridor along US 93 designated as future “I-11” in MAP-21 (2012)
- Arizona and Nevada DOTs signed an interagency agreement for a joint planning study (2012+)

## What Does this Study Entail?

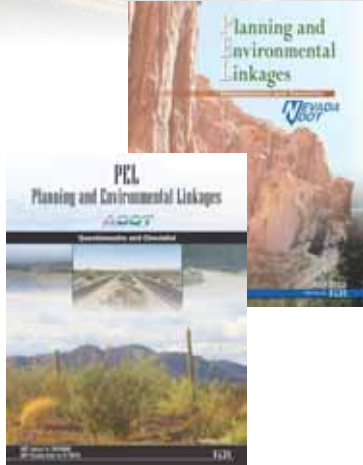
- Two levels of investigation:
  - Detailed corridor planning between Las Vegas and Phoenix
  - High-level visioning from Las Vegas to Canada, and from Phoenix to Mexico
- Multimodal consideration:
  - Interstate/highway, freight rail, passenger rail, and public transportation
  - Power, telecommunication, etc.





## I-11 Planning and Environmental Linkages (PEL)


- Serving as pilot study for both states to:
  - Identify important issues of concern early
  - Build agency, stakeholder and public understanding of the project
  - Inform the future NEPA process
    - Identify appropriate level of environmental analysis and outreach
    - Define unique study concurrence points
    - Identify when to involve resource agencies and to what extent



5

## I-11 Previous Corridor Vision Concepts

- From past studies:
  - Provide a vital connection between Phoenix and Las Vegas
  - Promote possible intermodal linkages
  - Stimulate development of new transportation and economic development crossroads
  - Spur community and economic development in focused activity centers
  - Investigate inclusion of power, telecommunications, freight rail and passenger rail
  - Serve as the foundation of a stronger and more diversified economy for the Intermountain West



6

## Suggested Corridor Need

- From past studies:
  - Rapidly growing population in Intermountain West which could require expanded infrastructure
  - An alternative corridor may be needed to move freight generated from expanded global trade
  - Alternative transportation choices may be needed to provide efficient and reliable travel between these two large metropolitan areas





7

## Potential Benefits of the Corridor

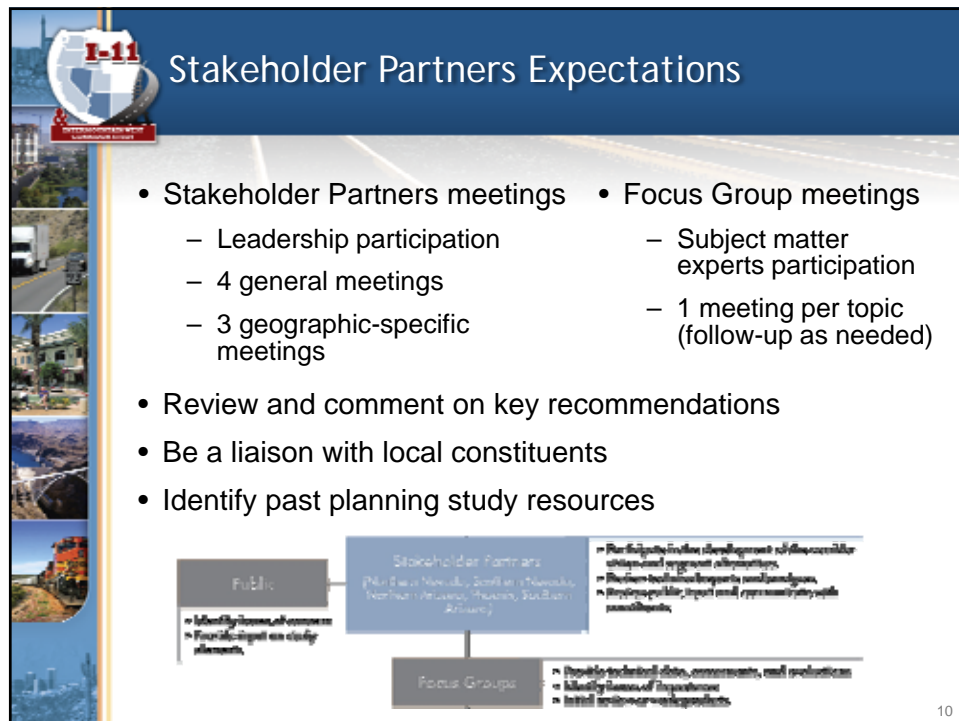
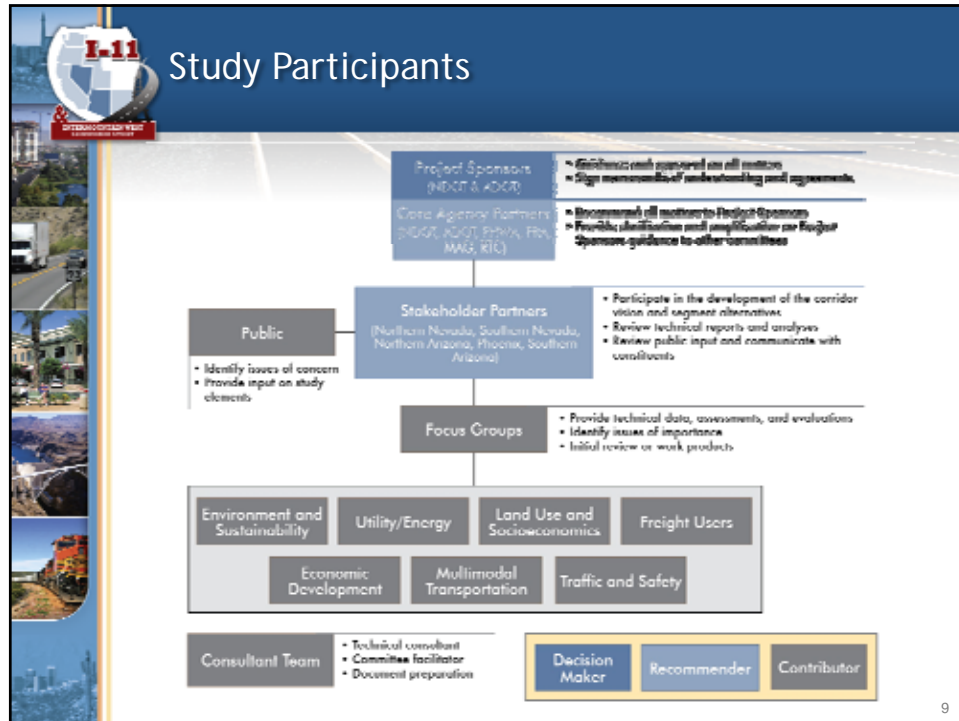
- New north-south transcontinental corridor through the Intermountain West
  - Connecting communities
  - Enhancing economic vitality
  - Improving safety and travel time
  - Providing congestion relief/alternative route
  - Enhancing commercial capabilities
  - Serving the region's businesses

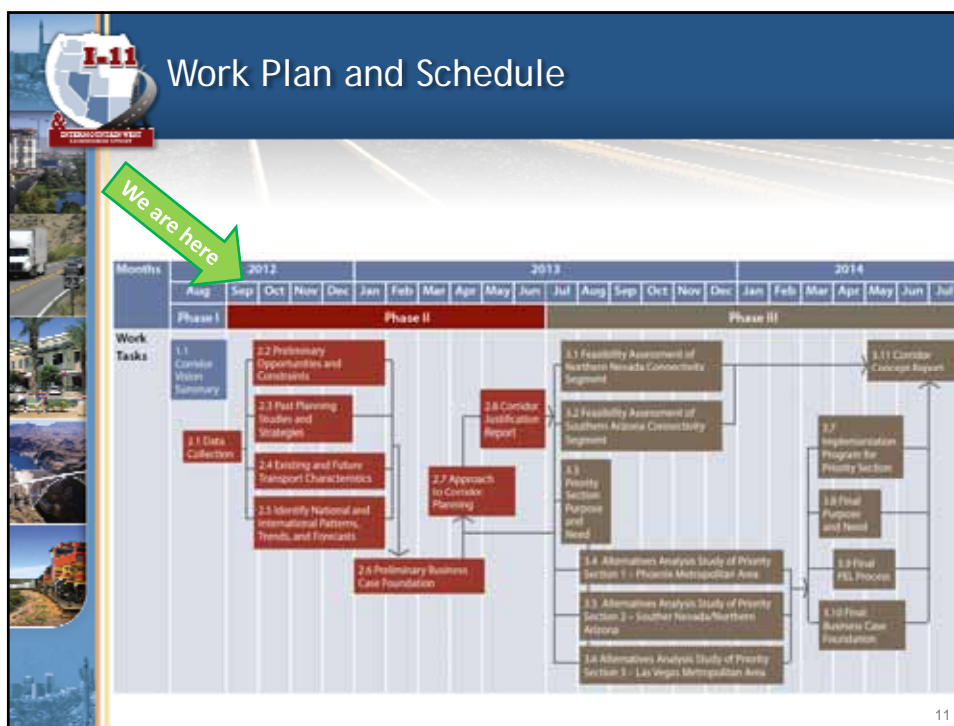







8











## Breakout Session - Logistics

- City of Surprise Community  
Surprise, AZ  
(Facilitator: Peggy Fiandaca)
- Mohave Community College  
Neal Campus, Room 401  
Kingman, AZ  
(Facilitator: Dan Andersen)
- On the Call:  
Operator Assisted Dial-In Number:  
(877) 787-5702 | Conference ID:  
30573657  
(Facilitator: Jennifer Daigre)
- RTC of Southern Nevada,  
Las Vegas, NV  
(Facilitator: Bardia Nezhati)
- RTC of Washoe County  
Reno, NV  
(Facilitator: Derek Morse)



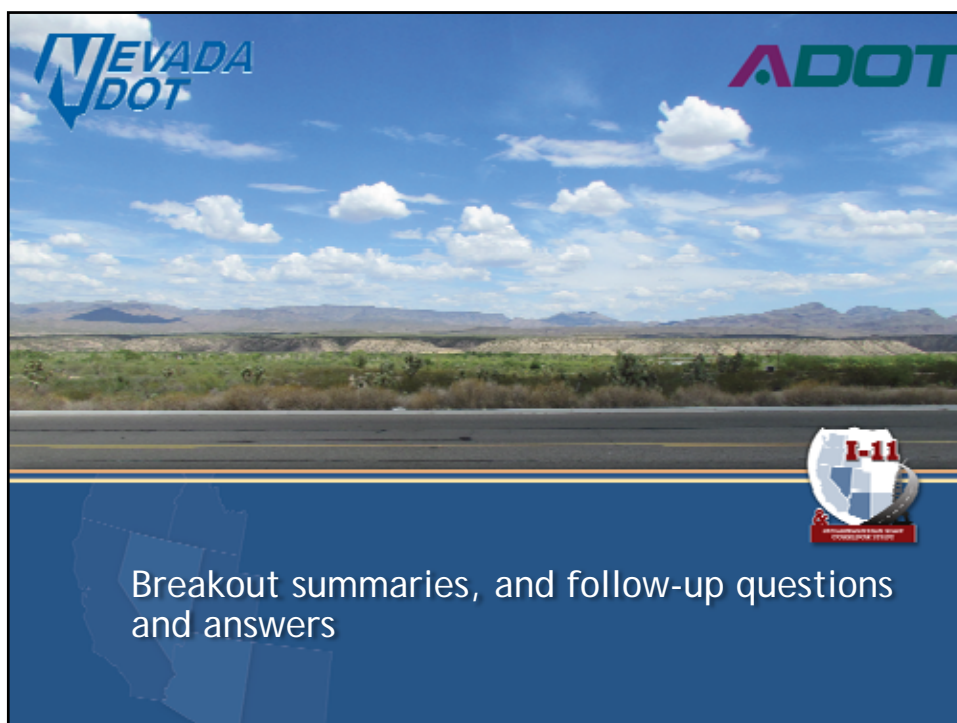
13



## Breakout Questions

- Please describe the opportunities this Corridor could fulfill.
- Which transportation components should be included in the Corridor to fulfill the preliminary identified needs (e.g., freeway, passenger/freight rail, utility accommodation, others)?
- How would you define success in terms of future implementation of this Corridor?
- What are the challenges facing the implementation of this Corridor?

14



### What's Next?

- Public meetings
  - 10/18, Henderson, NV Convention Center
  - 10/23, Burton Barr Library, Phoenix, AZ
- Focus Group meetings (early 2013)
- Stakeholder Partners meeting (Spring 2013)
- Ongoing Study Team efforts
  - Data collection
  - Draft Report: Project Understanding, Inventory, and Analysis
  - Initiate Preliminary Business Case



16



Project Contacts:

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