

I-11 and Intermountain West Corridor Study

Public Information Meetings October 2012

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 21st Century Act (MAP 21).

As part of the study, the public and stakeholders are invited to share their opinions and ideas on decision points throughout the process. The first round of public information meetings were held in October 2012 in two locations: October 18 at the Henderson, Nevada Convention Center from 4 to 7 p.m. PDT, and for October 23 at the Burton Barr Central Library in Phoenix, Arizona from 6 to 8 p.m. MST. 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.

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



Photo 1: Participants at the Phoenix public meeting

The purpose of the public information meetings was to formally introduce the study and 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 public meeting comment form.



Figure 1: Attendance by location



Each event began and ended as an open house, where participants could review various informational display boards, discuss the project with team members, or provide feedback to a court reporter or on study maps. The meeting also included a formal PowerPoint presentation given by project co manager Sondra Rosenberg from the Nevada Department of Transportation (NDOT) at the Nevada meeting while project co manager Michael Kies from the Arizona Department of Transportation (ADOT) served as the presenter in Arizona. The presentation provided an overview of the project including vision concepts from previous studies, study partners and outreach activities, work plan and schedule and how participants could stay involved in the study. After the presentation, a formal question and answer session was facilitated.

Questions and Comments

At the conclusion of the formal presentation, participants were asked if they had any questions or comments they wanted to direct to the project co manager. Following summarizes those questions and comments; a complete transcript from each meeting is appended to this summary.

Questions

Is tolling of the Boulder City bypass (Nevada) being considered? *Questions regarding the Boulder City bypass should be direct to RTC.*

Will I 11 use existing routes and simply update the entire route to four lanes? *The study will examine what is the most effective way to build I-11. Arizona does have an implementation plan to improve US-93 to a four-lane, divided highway from Phoenix to the Hoover Dam.*

Will the improvements to US 93 result in reduced travel times between Phoenix and Las Vegas? *Yes.*

Why aren't the US 93 improvements at an Interstate standard? *Funding wasn't available to provide grade-separated intersections, as is required of Interstate highways.*

Are there new funding sources available to make improvements to the existing US 93 now that the Corridor received an "Interstate" designation? *No.*

When the Corridor passes through Las Vegas beyond Railroad Pass, will it join with I 15? *As part of the study, all alternatives, including use of the I-15 corridor, will be analyzed.*

Are there any illustrations of the Las Vegas alternatives? *Not until later in the study.*

How will you assure us you'll consider I 11 a multimodal Corridor? *We have structured the study to look at the multimodal capabilities of this Corridor; NDOT and ADOT are committed to the review of multimodal opportunities.*

If Congress has designated this Corridor as an Interstate, does this prohibit the Corridor from becoming multimodal without Congressional approval? *No. ADOT and NDOT are able to recommend what they would like to do with the Corridor.*

A multimodal, consolidated corridor is a good idea, but what considerations have been given to security and becoming a target of terroristic acts? *We will be reviewing those issues as part of the study.*

Will the study consider things like transmission line corridors in conjunction with I 11? *Yes.*



When will we expect to see a potential alignment(s) for I 11? *As for the areas south of Phoenix and north of Las Vegas, we simply want to see if there is feasibility in moving this concept forward; you won't likely see an alignment for those areas as part of this study. For the priority Corridor between Phoenix and Las Vegas, potential corridors will be identified after the completion of the Corridor Justification Report.*

Would it make more sense to consider an alignment along US 93, readjusting by Wickenburg? *There is a lot of synergy to using the US 93 corridor. ADOT has plans to continue to develop US 93 as a four-lane divided roadway. However, an Interstate requires more improvements than just a four-lane divided roadway, including traffic interchanges and access management.*

How would an I 11 Corridor affect the I 17 expansion? *As part of the bqAZ, or Building a Quality Arizona study, improvements for the I-17 were recommended in addition to the potential need for an I-11 Corridor.*

Where is the funding coming from for I 11? *No funding has yet been identified for this Corridor, and thus, it would compete with other future transportation projects and improvements, but we are also looking at alternative mechanisms for funding, such as tolls.*

What role will public land and wildlife agencies play in the planning process? *Agencies, including public land and wildlife interests, are part of our Stakeholder Partners group, and we will be using them as resources throughout the study.*

What is the demonstrated need for this Corridor? *We will be investigating whether the Corridor is needed as part of this study which will be documented in the Corridor Justification Report and Business Case.*

Where are the major developments planned associated with this proposal? *Specifically related to Phoenix-area development, I'd encourage you to review the I-10/Hassayampa Valley and I-8 & I-10/Hidden Valley transportation framework studies.*

Is there a timeframe for when this project will be shovel ready? *No.*

Based on the terrain and geological conditions, could you have a consistent width Corridor? *No; it's unlikely that the right of way will be a consistent width for reasons you've identified.*

What's the potential for water being transmitted through the Corridor? *We're not sure at this point; we will be evaluating this as part of the study.*

How will Phoenix be able to handle another Interstate connection when we already have congested intersections (i.e. the I 10 stack)? *As part of this study, our traffic engineers will help us identify where best to locate the Corridor.*

What are my rights as a constituent for input in this process? *ADOT genuinely seeks out the input of our constituents and we are asking tonight for your input into this process.*

What will be the timing of receiving federal funding? *Each year, states receiving a funding allotment from the Federal Highway Administration and then we identify its use based on priorities.*



Will there need to be a special request for funding of I 11? What would be the timing? *Potentially, for various funding options. Once the environmental studies are complete, funding requests can begin.*

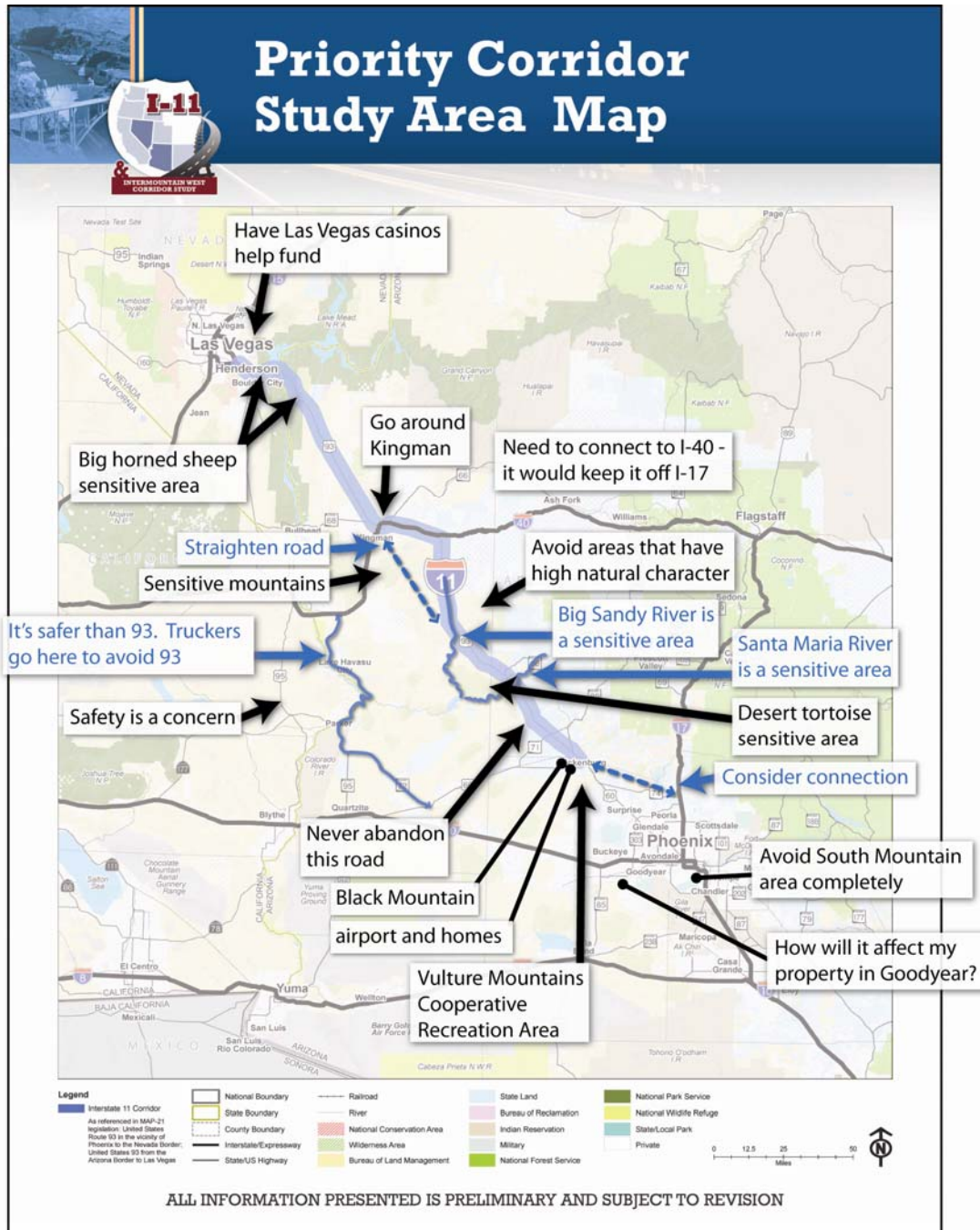
Comments

- The Las Vegas Chamber is pleased with the designation of the I 11 Corridor between Phoenix and Las Vegas and we look forward to working with stakeholders to bring the Interstate to fruition as it will provide tremendous opportunity to the communities along the Corridor.
- The Corridor will benefit Las Vegas and Arizona through an increase in tourism and safety improvements. I hope federal funding is provided.
- As a trucker who has made hundreds, if not thousands, of trips between Las Vegas and Phoenix, I can tell you safety is a priority issue. US 93 is a very dangerous route.
- The costs of toll roads go beyond just the toll issued; these costs are added to everything you buy that arrives by truck.
- I would like the following route: Phoenix to Prescott (via Highway 69), to Chino Valley to Kingman to Las Vegas.
- It would be good to have a water exchange pipeline as part of the Corridor.
- As part of the Can Do Coalition, we advocate for the Phoenix to Las Vegas Corridor, but also the southern connector (Hassayampa Freeway as part of the I 8 & I 10/Hidden Valley Transportation Framework Study); it is critically important to the Phoenix region. I'd like to request that the environmental impact statement include study of the portion of the Corridor extending south of Phoenix.
- I'm concerned with the public notice for this meeting.
- I'm concerned that the federal government has already identified a route between Las Vegas and Wickenburg; we do not need more concrete.
- I'm concerned about the cost of this road and the potential use of tolls to pay for it.
- I don't think an I 11 Corridor could relieve traffic from I 5 (southern California).
- I'd like to see the I 11 Corridor be multimodal in nature.



Map Feedback

Both meeting locations offered plots of the Priority Corridor study area, as well as the entire Intermountain West Corridor. While participants at the Henderson meeting used these plots as reference, participants of the Phoenix meeting used the plots to provide geo specific comments. Feedback provided is summarized below.



Other plotted comments:

- Please take care of Mother Earth and all livestock animals!!!
- Need to examine the cost/benefit for the study for all modes. Include cost of airfare between Phoenix and Las Vegas as part of cost/benefit analysis.
- Development: why a road to support development?
- Why do we need it?
- Fix it first! No new freeways.
- Property owners opening land to development. Why more?
- Work on getting drivers off the road rather than encouraging more.
- If 93 was opened to four lanes it would help.
- Consider wildlife corridors.
- High speed rail I 11.
- Opens more areas for development bad news.
- No toll roads.

Feedback Forms

The following summarizes the comments received through November 2, 2012 using the public meeting comment form. The feedback is reported exactly as it was provided without grammatical edits.

- If there were a continuous routing w/o having to stop at intersections then I think this would be a highly desirable alternative. As it stands now—I am disappointed with the at grade intersections. I am not in favor of a tolled roads. Passenger rail should be planned in addition to the roadway. Challenges—businesses impacted—growth and international travel could be increased.
- October 30, 2012 Dear Mr Kies, My comments regarding the INTERSTATE 11 AND THE INTERMOUNTAIN WEST CORRIDOR STUDY begin on the following page, PAGE 2. Your recent presentation, including materials, at the Barton Barr Library on the Study was a big disappointment because we first time attendees learned you held at least one prior comment session with stakeholders and others in Arizona. Your discrimination against any business or individuals not at the prior meeting(s) is very poor service to the Arizona community! Additionally disappointing, you failed to provide copies of the prior comments, including authors' data, to the attendees at the library meeting in order for all to have opportunities to become current with prior Study comments. Again, poor service to the Arizona community! Route US93 from the Hoover Dam/Lake Mead appears generally satisfactory for I 11 southeast to the Kingman, Az. Vicinity; perhaps "I 11 only" may be the reality for a corridor. Inside the Kingman area to businesses and residents of said area. The corridor eastward from the Kingman area can be the existing I 40/US93 til US93 turns southward. The width of an I 11 corridor following US93 south of I 40 to the Wickenburg, Az. area will be very, very inconsistent. ADOT knows the existing US93 4 lane segments, and might know if said segments can be connected by additional 4 lane segments ? Mountainous terrains between the existing US93 4 lane segments may prevent a 4 lane I 11. The water streams/resources should not be damaged by an I 11 project!!! As a 4 lane I 11 approaches the Wickenburg, Az. area, corridor options appear to be a diversion SW to Aguila, Az., then southward (?) for connection with the I 10 somewhere west of Buckeye, Az.. Once I 10 and I 11 are aligned, the I 11 can continue eastward til connecting with the South Mountain Freeway. As I 11/SMF connect with I 10 south of Phx metro, I 11/I 10 can carry the traffic to Mexico via Tucson area. A US95 route Nv. to Yuma, Az. can be a separate I 11 connection to Mexico. A rail line, a water pipeline (where is the extra water in an already very arid Arizona?), utility energy lines and telecommunications being in the same corridor with an I 11, south of I 40, questions common sense whether you speak of one or



more pairing proposal. The biggest group of stakeholders consists of the Business and Citizen Taxpayers in this I 11 proposal in Arizona. Taxpayers must have financial numbers to determine the worth of the I 11 proposal!!!! The finances must be included at this stage of the Study. Will look forward to a comprehensive presentation at the next meeting.

- Q1 IF properly placed the corridor could bring to Wickenburg, AZ opportunities to expand tight industrial growth, while maintaining its western charm and long established ranch environment. Placement of the corridor west of Black Mountain, between it and Forepaugh is essential for “The Town of Wickenburg” to remain an old west landmark. Option 2 is to place the corridor between Wickenburg and Morristown, AZ. However the western trek makes more economic sense due to topography. Q2—Connections to AZ 93 and 89, with opportunity for the traveling public to enjoy a stop in “old” Wickenburg for all it has to offer “The Out Wickenburg Way”. Q3—The future generations are able to continue to enjoy the ranch living that made Arizona special, along the spirit of the diverse cultures settled the Town of Wickenburg and brought Arizona to statehood 100 years ago. Plus that those young people are able to have gainful employment in the area of their birth, while keeping Wickenburg as an example of the Western experience. Q4—Maintaining Central Arizona as it is today and affording Arizona economic growth through opportunities of trade and development. With escalating fuel prices it will be essential to have work with a local labor force in an area desirable for family living and the feel of traditional Arizona. Also preserving Ranches for vacation destinations and supplying the food requirements of a growing population.
- I see no justification for another freeway—to nowhere?? I'd like to be on a focus group like land use, sustainability.
- What is the anticipated source(s) of funding for this construction. Construction contracts should stipulate that labor & materials are US sourced; no China or Spain involvement.
- This road is nowhere close to being a turnpike quality road! This is only a food in the door to raping Arizona drivers on any road ADOT and legislators think they can steal more money with! Where are the gas tax dollars and lottery dollars?
- I have several concerns and questions about this proposal. I do not believe that another interstate is needed. ADOT and others planning/transportation agencies need to consider long term solutions to address transportation concerns, rather than continuing to apply these short sighted band aid solutions. This proposal will cause more problems than it solves! I realize that funding has not yet been identified, but will adequate funding be allocated to environmental mitigation, such as wildlife crossings and other habitat connectivity? Such measures are vital and must be considered and incorporated from the beginning. Finally, will adequate surveys be completed to determine environmental consequences? Too often, studies and proposals—especially those from ADOT—rely on inadequate knowledge. For example, some proposals rely on data from only one survey or one season of surveys for wildlife presence/absence, abundance, or distribution. Other proposals rely on data from the AGFD HDMS, which is woefully incomplete. In order to adequately determine impacts to wildlife, thorough surveys must be done throughout the years, at varying times of day/night, and for a number of years to account for species that are only present or active at certain times. ADOT must begin planning and conducting these surveys now in all areas to be considered. Otherwise, it will have very limited knowledge of true impacts. Thank you.
- The I 11 best route is 60 eastbound from Wickenburg to (State) 74 east to Lake Pleasant Parkway then south to the 303. Then east to I 17. There is nothing on State 74 and the 303 is completed from Lake Pleasant Parkway the best and least expensive route!!



Appendices

Transcript: October 18, 2012 Henderson, Nevada Public Information Meeting Presentation

Transcript: October 23, 2012 Phoenix, Arizona Public Information Meeting Presentation

PowerPoint Presentation



Transcript: October 18, 2012 Henderson, Nevada Public Information Meeting Presentation

The following is a transcript of the presentation and question and answer session. It was completed in real time, and is has not been edited, proofread or corrected. It may contain computer generated mistranslations or electronic transmission errors, and may have inaccurate references, spellings or word usage. It is provided for purposes of reference only.

JULIE MAXEY: Good evening. Thank you for coming out tonight. We'll go ahead and get started. My name is Julie Maxey. I'm the public hearings officer for the Nevada Department of Transportation. I would like to thank you for coming out today for the I 11 Intermountain Corridor Study. As you can see, we have a couple other projects of transportation in the room tonight, the Boulder City bypass, and we have a couple staff here that can assist you with questions on that. We have the RTC here tonight, Tina Quigley, is here, the general manager for RTC. If you could raise your hand, there you are. Thank you for coming out tonight. They have some display boards and handout materials for the I 11 project that they are working on right now. We also have Arizona DOT here with us tonight and Sondra Rosenberg, the project manager for the I 11 corridor study. We'll be introducing them as well.

Before we get started, I would like to go over a couple housekeeping things on making comments. We have a court reporter here tonight. When we get to the question and answer portion of your presentation, if you could please state your name clearly for the court reporter for the permanent record. If she can't hear you, we'll stand up and say can you please repeat and we didn't get that.

We have a comment form that is on the back of your handout, and there is a stack of handout forms on the back of the table. If you would like to fill that out here tonight and place it in the comment box, or if you would like to take it home with you, the comment period for this public meeting is November 2nd; however, we'll always accept comments concerning the corridor studies. So please feel free to visit our web site. With that in mind, I'll hand it over to Sondra Rosenberg to go through the presentation and thank you.

SONDRA ROSENBERG: Thank you, Julie. Before we begin, I would like to introduce some of our members of the project team, Mike Kies and Meagan Kintner for Arizona DOT, who are partners in this study, and Bardia Nezhati, the project manager for the consultant side and Dan Andersen. Wave. All right. Thank you.

So you're probably wondering why are we here. Well, we want to get information to you. We want to get your questions. We want to hopefully answer some of your questions, but, also, we want you to help us guide where this study goes. We'd like to gather your comments about really anything related to the study but, in particular, some things to think about that we're very interested in are some opportunities for this corridor, the different transportation components that should be considered as part of this study, how would you define success in the ultimate vision to the study and the ultimate construction of this corridor and what challenges face the implementation of the corridor. What are the opportunities, what are the challenges, and anything else you're thinking about, we would love to hear from you.

And how will we use your comments? Well, your comments will help influence what the corridor vision is that will serve as the foundation for the rest of the study. So my presentation will include a project overview vision conception from past studies. We looked at a lot of other studies that were done. This didn't come out of nowhere. There has been a lot of recommendations from previous work that was done that leads up to this. We'll talk about studying partners expectations and outreach work plan and schedule and how you can stay involved and then, of course, we'll have questions and answers at the end. So the background is that federal transportation authorization which is how we get



our money in transportation can designate high priority corridors, and the CANAMEX corridor was designated back in 1995 and that corridor, as it may suggest, goes from Mexico, Canada included I 15, US 93 from Phoenix to Las Vegas and connected South Phoenix down to Mexico. So this, again, is not a new concept. This was designated in 1995. In that included portions that were not interstate. This has been advanced through the Maricopa Association of Governments which is the Phoenix metropolitan area. They have done several framework studies, building and quality. Arizona, which was the statewide plan for State of Arizona and NDOT and RTC have done various work on the Boulder City bypass as well as statewide studies, corridor studies over types of efforts so the CANAMEX corridor, the portion of the CANAMEX corridor on US 93 between Phoenix and Las Vegas was designated as future I 11 with most recent authorization, MAP 21, which stands for Moving Ahead for Progress in the 21st Century. And since then, Arizona and Nevada DOT have signed an agreement to do this two year study to look at this corridor.

What does the study entail? It entails two levels of study. We're looking at a very detailed corridor planning between Las Vegas and Phoenix. That corridor has been fairly well defined. Some of the other alternatives that will be in a lot more detail than the rest of the study which is a high level visioning for sort of what is the need and what might fulfill that need north and south of that priority section. In addition, we're taking a multilevel consideration, so this just isn't a freeway study interstate study. We're looking at also transportation including, you know, rail and public transportation. In addition, we're looking at how this corridor might align with corridors for utilities as well. Again, as I mentioned, this is not a new concept. Previous corridor vision concepts come from some other studies such as the Connecting Nevada study which we have some information in the back on that, as well as the building and quality of Arizona, and some of the other studies that I mentioned previously. And some of those concepts, some of those vision concepts include, you know, providing between Phoenix and Las Vegas, we know a lot of people recognize that need stimulating economic development and new transportation cross roads, providing opportunities for communities, connecting those communities, economic opportunity and service the foundation for a stronger more diversified economy in the Mountain West.

From past studies, we identified corridor need, and that includes rapidly growing population in the Intermountain West which could require additional infrastructure alternate, a corridor may be needed to transport freight, generating a global trade opportunity. Choices may be needed to provide efficient and reliable travel between those, between these large metropolitan areas.

What are the benefits? We brought that up for the vision and need in previous studies, but connecting communities, improving safety and travel time, enhancing economic vitality, enhances commercial capabilities, and the list goes on. There is a lot of opportunity here that could benefit this area.

So this is how our study is sort of organized with the participation of various different groups. At the top we have our project sponsors and the core agencies we're working on. At the bottom we have focus groups that we're just beginning to create right now, and those are the folks that will get into really the technical details. But the middle is really the meat and how this corridor is guided, how the study is guided, and that includes Stakeholder partners which includes, you know, agencies that are involved, city, counties, utility companies, freight operators. And they're working parallel with the public, and your input will directly guide that organization as well. So you're up there in the middle. Your input is very important. We want to engage you throughout the study, and that is sort of how that all works.

So we're here. We just started. We signed a notice to proceed. We just began the study at the very end of July. We're a couple months into a two year study. There are some of the milestones along the way. We want to bring you in at the very beginning, again, like I mentioned, we really want your



input to help us describe the vision and guide us through the rest of this, you know, the rest of this corridor, if you will, on our path.

At the end we'll have some recommendations for the corridor and we want you to guide us long that path. And, you know, the question I get asked a lot, when is this going to be built? So just to bring it into perspective, that previous figure showed the path of this study, this study is a planning study, so once we have recommendations going forward, then we start getting into the environmental process, the design process, right of way, and then we can begin construction. There is a lot of steps that have to occur. They don't have to occur all at once for the entire corridor. There is portions such as the Boulder City bypass and on through the environmental process, it can be broken up into pieces and look at phasing that. As part of that study, we'll also look at funding, because all of this needs money to move forward. That is part of the study as well as everything is based in planning. If we do a good job in planning, then those next steps move a little bit easier. So our web site is www.I11study.com. We encourage you to take a look at this presentation and this documentation will be up there tomorrow, and that will be under project documents. So you just click on that, you'll see our presentation. If you would like to get involved, click get involved button, and there is a comment form on there, and you can request to be put on our distribution list. And if you would like to get involved with one of the focus groups, we can work on that as well.

And so now we'll take some questions, but I think Julie had a few comments to make before we do that.

JULIE MAXEY: I want to remind everybody to state their name for the permanent record. I'll come to you with the mic so our court reporter can hear you. Anybody have any questions? No questions?

LOUIS KRAMER: My question is I know we're just early in the process, but with the bypass Boulder City being considered as a toll road because of the legislature, have they considered that, or will it be considered mainly for the whole entire corridor?

SONDRA ROSENBERG: Yes. This is at the very beginning of the process. Those specific questions on the Boulder City bypass, I encourage you to speak to the folks from the RTC. We're putting forward in our legislature this year looking into the feasibility of more public private partnerships including potentially tolls. It hasn't been successful in the past. We're not sure where that will go, because this study is so long arranged. We'll look at all options for, you know, what needs to happen and how to pay for it. Everything is on the table. That certainly could be a limitation if we're not allowed to do tolling, or if there is public opposition. We're not going to recommend that that is how we build it, but we are going to look at all possible opportunities and constraints.

CASH JASZEZAK: Cash Jaszszak. I'm here from Las Vegas. In your opinion, it's a good portion of the route is upgraded already to four lanes. I mean, is it your plan to fill in the gaps or do you see generally or start on one end and go to the other? I know you're in a plan, but in your mind where are you on that now? Because the sooner the four lanes are open, the sooner Las Vegas enjoys some of those from Phoenix.

SONDRA ROSENBERG: Right, right. I know Arizona DOT is working on some upgrade improvement to that. In terms of the schedule data and the total scope of that, I encourage you to talk to Mike Kies when we're done here. But as far the corridor as a whole, that is also part of the study is how, what is the most effective way to build the pieces of this. So it makes sense so we can enjoy the



fruits of that as soon as possible. We just don't know yet. We don't have money to do the entire piece yet. So we'll have to look at feasibility, what makes sense to do when.

JULIE MAXEY: Anybody else?

SONDRA ROSENBERG: Do you want to address that, Mike, if you don't mind.

MIKE KIES: Thank you. My name is Mike Kies with the Arizona Department of Transportation. We do have an implementation plan in Arizona to get the US 93 as a four lane divided highway all the way from Phoenix to the border at the Hoover Dam. That, however, is not going to be an interstate highway, standard four lane divided. There will still be at grade intersections. There still could be traffic lights in Kingman or as you come into the Phoenix area. So there is a difference between the four lane divided highway that we have planned and are implemented on the Arizona side and what is a full fledged interstate highway.

SONDRA ROSENBERG: Thanks, Mike.

CHERI BROWN: I want to know if there is going to be a time savings available and plans to be built. And, also, I want to know why it's not going to be a standard interstate?

SONDRA ROSENBERG: I think that was to you, Mike.

MIKE KIES: I believe the question was once we are done implementing the four lane divided plan that we have already planned for Arizona, will there be a time savings to drive from Phoenix to Las Vegas. And then the other part of the question was why aren't we doing it through an interstate standard. Well, most of the highway is posted at 65 miles an hour. When it is four lane divided, it will still remain at 65 miles an hour. I guess the only time savings would be if you're on the two lane sections, you might be delayed because of traffic and you need to pass a truck or pass an RV. When it's four lane divided, you'll have that time savings, but I think it will be negligible compared to the travel time now. When I refer to interstate standard, first, there is a couple things with interstate standards. When you drive on an interstate, everywhere that you get on and off an interstate highway, you use a ramp and you get off onto a crossroad. That is then grade separated from the highway that you're on. The US 93 on the Arizona side is not an access controlled facility, meaning that there are intersections where cars can come up to the highway, and there as well there is not a bridge separating. So we are not building US 93 to those standards, and that was decided a long time ago. And it was a funding decision that also looked at the traffic numbers. It wasn't at the time believed that all that grade separating needed to be done and all those interchanges needed to be built, so I guess that is why we're doing that.

JOHN MCCLURE: My name is John McClure. I don't need a microphone. With the designation as an interstate now, Mike, it's kind of for you. This does this open up some of your funding to be used now on this corridor that it has an interstate designation as opposed to just building a four lane open access type of roadway?

MIKE KIES: Well, the designation of the interstate highway along US 93 does not bring any new funding sources to either the State of Nevada or the State of Arizona. So we, you know, our programming has been moving along on the US 93 corridor with the plans that we have and that's the four lane divided as planned, so, no. And, you know, to follow on what Sondra's comment on the



Arizona on your question to a previous or your answer to a previous question, we're also looking at toll and revenue studies on the Arizona side for this project. So at some point we'll have toll and revenue feasibility answers for the entire stretch from Phoenix, I guess, to Boulder City.

SONDRA ROSENBERG: And, in addition, you know, some of the funding categories we can only spend on certain types of roads. Until it's built to interstate standards, we won't be able to use those types of money. But, again, it's unlikely to bring more money into the state. It's just those categories could be used once it's built.

NORMAN RUSSELL: Norman Russell, Henderson. Curiosity question. As it passes through Las Vegas beyond Railroad Pass, is it going to envision the use of the existing I 15 and than spaghetti bowl out the 15?

SONDRA ROSENBERG: That is part of the study will be looking at what the appropriate routing is through and around Las Vegas. We'll look at different alternatives. Certainly, one alternative would be I 15 through the spaghetti bowl. Another one might be on the eastern side of the valley, but we need to get into the study and collect the information and determine what the alternatives are, what the opportunity constraints are for those various different paths.

JULIE MAXEY: Anyone else?

CASH JASZEZAK: Do you have any preliminary drawings of the "what ifs" of Las Vegas, just out of curiosity?

SONDRA ROSENBERG: Not at this time. We're just starting to get into the study. I would have to look at a more detailed study plan to determine when those might be available. I think our corridor justification report which will be in about a year? Is that correct?

DAN ANDERSEN: Yes. Late Spring, the preliminary foundation we'll start looking at lines on maps sometime late, early summer.

SONDRA ROSENBERG: We'll probably have several alternatives and start to identify opportunity and constraints. It's going to be quite a while before we line a map for our final recommendations. That will be at the very end.

BRIAN MCANALLEN: The Las Vegas Chamber of Commerce is very pleased with the process that's begun on designating on the I 11 corridor between Phoenix and Las Vegas. We know it will take some time to actually go from beginning planning to completion where cars are actually driving on this new interstate, but we're very encouraged by the process that NDOT and ADOT have begun. The RTC here in Las Vegas, Maricopa Association of Governments, MAG, we look forward to working with all these entities to bring this interstate to fruition. We understand being the largest metropolitan areas in the United States, not currently connected by an interstate, that this is a major problem for us in the west and for us in the region. We believe this corridor will provide tremendous opportunity, not only for growth and jobs, not only in the construction side, but also on the business side for the services and the businesses that will help support the communities along the corridor as it's designated and built to provide those services to the travelers and the folks on the road, and it will provide greater job growth opportunities for the larger businesses in Phoenix and in Las Vegas as they partner with each other in a more aligned business atmosphere.



If we think about the CANAMEX corridor and the larger process or designation that's in front of us, we have great opportunity for goods movement and warehousing and distribution all along that corridor between Mexico, the United States and Canada. And that's what we need to move towards, and this is the fundamental piece to that equation for those of us on the west where most of the growth is, most of the population. We appreciate the understanding of the government entities as they try to build towards that. People will be moving and are moving more to the west. Demands are higher out here for our needs, and this will service that corridor. We should keep in mind, as we build this railroad, rail components along with heavy rail and also connectivity to high speed rail out in the west, as that gets developed and the inter port systems that may be attached to future Mexican ports, as they are developed and northern goods, transportation goods and warehousing down here and we need to keep all of those pieces in mind as we develop the entire I 11 corridor. But if we can get this first piece between Vegas and Phoenix built as quickly as possible, we'll be in better shape.

ROSALIE FILIPELLI: I think this is going to totally benefit Las Vegas and Arizona and bring tourism and I'm totally for it, and I hope that they can get it started soon and get the federal funding that we need and be, you know, great thing, and it will put people to work and it will connect the two cities which we need, because it's such a terrible ride back and forth and dangerous. So we look forward to it and we hope it helps the people in Boulder City, because I know they are concerned. I'm not from Boulder City, but hopefully it's going to go forward and we're very happy with what we've seen here today. Thank you.



Transcript: October 23, 2012 Phoenix, Arizona Public Information Meeting Presentation

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MR. KIES: Welcome, and good evening. Hello? Hello, everybody. We are going to start the presentation in about five minutes. We would want to ask you, if you want to get a seat, please take a seat. We will be bringing some additional chairs. They're being set up now. So we're going to take a another five minutes before we start, so that everybody can get a chair.

MR. KIES: All right. Thank you. If I could get your attention, if we could get people to sit in any remaining chairs, will you please take your seats? Great. Well, thank you all for coming tonight. The turnout exceeds our expectations of the amount of people that would come out to hear about this, this study tonight. And we appreciate your input and your comments that you will provide us on the study. My name is Michael Kies. I am the ADOT project manager for the I 11 and Intermountain West Corridor Study. Sondra Rosenberg is my partner in Nevada, at the Nevada DOT. Both of our contact information is on the back of the handouts that you have. So the format tonight is I'm going to do a presentation that probably will last about 20 to 30 minutes. We will open the floor for questions and answers at the end of the presentation. So we will ask you to hold your questions until the end. We do have a court reporter here, that's recording the presentation. Also, available after the presentation is over and the question and answer period is over, if you want to make specific personal comments about the project and you don't want to fill out a comment form or go online to our website, she'll be able to record that, that comment for you.

So what is the purpose of us getting together tonight? Well, first, we're going to provide you some information and hopefully answer your questions about where we are in the study process, what we hope to accomplish with this feasibility study, and what is the concept of Interstate 11 and the Intermountain West Corridor.

And then, but more importantly, we want to gather comments from you. As you'll find out, as I talk through the presentation, we're just at the beginning of this process. And this is where you, as the public, have the most opportunity to provide comments and concerns and input into where we go, from here on, throughout the feasibility study.

We're hoping that you can think about comments about what are the opportunities that a new corridor between Phoenix and Las Vegas and beyond could fulfill. What type of transportation components might be included in this corridor?

Many people immediately think, when we say, "Interstate 11," that we're talking about a highway with interchanges and – and four lanes. But we want to also think about: Is there – Are there other uses for this corridor? Are there other needs as far as utilities and movement of information and those sorts of things?

And then also what do you – When you think about a new corridor in the Intermountain West, what do you think about as a successful corridor? What would it mean to you? Does it mean that you are able to travel more safely between metropolitan areas or move more – have more information readily available to you?

So that's why we're here tonight: First, to give you information, but, more importantly, for you to give us information.

So here's the outline that I'm going to cover. I'm going to do a brief overview of the project and how we got to where we are today: So talk about some past studies that were done; expand a little bit



about our work program, which is one of the boards that are located in the back of the room; and then talk about how you can stay involved in the study throughout the process.

And then we'll open it to questions and answers at the end.

So, first, the background. You know, where did – Where did this idea of a new interstate corridor between Phoenix and Las Vegas, or even beyond that, come from? Well, it's – it's not a new idea. It's not a new concept. Back in the mid '90's, the idea of a CANAMEX Corridor was originally conceived. And there was a coalition between states, to look at the idea of moving people, information, and trade, in the Intermountain West, from Mexico to Canada. And that's where the name CANAMEX came from.

The Maricopa Association of Governments, which is the council of governments that oversees the – or manages the Phoenix metro area, then did some more specific studies about some transportation corridors and needs within the Phoenix metro area. And then it furthered the idea that there needs to be more transportation connections around the Phoenix metro area and then beyond, as far as Las Vegas, and beyond to the north, and maybe to Mexico to the south.

The – Then the Arizona Department of Transportation did a visioning document known as BOAZ. And I'll talk a little bit about that more.

So, with all of these steps that have been going on since the mid '90's, Congress, with a reauthorization bill that happened over the summer, the transportation Federal law that we are governed by, was reauthorized and was – was changed and – this summer. And, in that bill, Congress designated the US 93 Corridor, from Las Vegas to the – to the vicinity of the Phoenix metro area, as a future Interstate 11 Corridor.

Now, that – what that means is that we now have a higher priority on this corridor, to start looking at what this corridor should – should be about. And at ADOT we kind of call it – it's the go button, that we got the designation for a new interstate corridor. And now we're going to go forward and look at it in more detail, to look at the feasibility of that corridor.

The designation of Interstate 11 does not bring any additional funding to the State of Arizona or the State of Nevada. It does not absolutely require us to implement a new interstate highway, but it does bring it to that new higher level of priority. And that's why we are here tonight, to talk about.

So Arizona and Nevada are now partners on this feasibility study, and we're going to – it's a 24 month study. We just began in July. So we're just getting started.

You probably saw the map of the study area, in the back of the room. We refer to this as our fan map. And – and what it represents is that we're really doing two levels of study on this – on this project. When – When we think about the Las Vegas area and then to the north, and the idea of maybe a new corridor extending north of Nevada or north of Las Vegas and maybe as far as Canada, we want to look at that as a high level of connectivity. Where does a corridor like that make sense from a – from a feasibility standpoint?

And then the same, you see, in Arizona, south of Phoenix, where there's these arrows that extend in all different directions. The idea of a new interstate corridor has been talked about from – from Mexico to as far as Canada, but most of the discussion has been from Phoenix to Las Vegas. Now we want to look at one level of study beyond Phoenix and Las Vegas, at a very high level, and see about the feasibility of: Is there a corridor that we should be concentrating on that connects Phoenix to the Mexican border or goes north of Las Vegas and beyond?

But that brings us to the center of this map, and that's what we refer to as our priority corridor. That's the corridor that I believe you probably have heard about, the Phoenix to Las Vegas corridor. That's where Congress designated future Interstate 11. And I know that I've talked to some of you people, some people on the phone, about property that you own or areas of the state that you live in.

Believe it or not, this is as detailed of a map as we have right now on where this corridor is located. There haven't been any decisions made about alignments. There haven't been any decisions



made about where the corridor is exactly going to sit on the ground. That's what this two year study is really talking about.

And, then again, to emphasize, even though Congress has designated a future Interstate 11 Corridor, we really want to take a look at: Is it just an interstate highway, or are there other modes that this corridor can serve? Freight rail? Passenger rail between metro areas? What about utilities? And we've gotten a lot of comments about: What about water? Wouldn't it be great to have someplace where water moves between metropolitan areas? That's all on the table, and we're asking for that type of input tonight. So where are some past studies that more information can be found about? Well, in Arizona, there was a state wide visioning process done. We call it BQAZ. It's the Building Quality Arizona. It's documented in the state wide framework study. It's located You can find that document at www.bqaz.gov. That is a vision for transportation in the State of Arizona, in the year twenty – looking out to about 2050.

It is a place where the idea of better connection between Las Vegas and Phoenix is talked about.

Also, in Nevada, there's a study called Connecting Nevada, where you can find that document at www.connectingnevada.org. That's the complement of that visioning document for the State of Nevada and talks about the high priority corridors that are there.

And these documents both cover about how improved transportation can stimulate economic development, can serve as a foundation for a more diversified economy in the Intermountain West. And that's really where we're drawing our information from, to get started on looking at this corridor study.

So what is the need for a new corridor in the Intermountain West? Well, from the past studies, not only the studies I just mentioned, but the work that the Maricopa Association of Governments did with their framework studies, we know that we're still in a rapidly growing population area of the Intermountain West. Even though there's been a pull back from economic conditions, there's still a belief and there's still the data there, to show that the population is going to continue to grow. These two metro areas, specifically Phoenix and Las Vegas, are going to most likely be on the rapidly growing list, in the – in the country.

The idea that there's an alternative corridor needed, to move more freight in the Intermountain West. There's a lot of talk about how will the trade routes change between maybe China and the U.S. or Mexico and the U.S. and how does a corridor like this fit into that equation? That is something that we want to cover in this study.

And that – And there's a lot of desire to start looking at alternative transportation choices. Again, the designation of Interstate 11. A lot of people, immediate, like to gravitate towards an interstate highway. We want to keep this project and the idea of this interstate corridor open to as many modes as we feel is needed and – and could be serve in the corridor.

So what are the potential benefits that we hope will come out of our study and that will show that this is an important corridor in the Intermountain West? Well, a lot of people focus on enhancing economic vitality. I've talked to a lot of people about the safety of – that they – concerns that they have with how US 93 corridor is today. The travel time, that – that it would be nice to be able to travel to Las Vegas quicker or have a more reliable travel time. Enhancing commercial capabilities, serving the region's businesses. So you see a lot of economic themes here, with – with this – with this corridor here.

So, with that, that's kind of an introduction of where we are in the study. And, as you realize, we're just at the beginning. We don't have alignments established. But here's how we structured this study and how we would like to work with you to get input and get to a – some recommendations about what the purpose of the study is, what's the need, and then some corridor alignments.

At the top here, we have, as I mentioned, our project sponsors, which is ADOT and NDOT. We're in a partnership in this study. And we're working closely with what we call our core agency partners. That not only is the two States but the Federal Government, with the Federal highways; the



Federal Railroad Administration; the Maricopa Association of Governments, which is the planning organization here in Phoenix; and then the Regional Transportation Commission, which is the planning organization in Las Vegas.

And we – We meet very regularly to talk about the details of this study. Then we've invited a group of people to be a part of our stakeholder partners. That's utility companies, communities within the study area, counties, other interested stakeholders. We've had some meetings with that group, and those – those people who have a technical interest in the study, we are going to ask them to be a part of our focus groups, where we start to talk specifically about utility opportunities and economic development opportunities, alternative delivery and financing.

And then, tonight, we're out talking to you, which are members of the public. We want to continue to talk to you about your issues of concern, have you provide input into the study throughout the process. And that's why we're here tonight.

We were in Nevada last week with a similar meeting. And this is a very important part. In fact, this is the center of this decision tree that we have here. And the website is going to be a very valuable tool for you. And then tonight, with the comments that you provide, will help us throughout the study.

So here is our project road map. And I just want to talk about some of the major deliverables that – as we go through the next two years. We're right – We're right at the beginning of the study. We've documented what we call our preliminary vision summary. That's that tri fold document that you might have picked up at the table, at the front of the meeting.

One of the exciting things that we're going to be doing in this study and we're going to be spending the first year of a two year study working through what we call a business case and a corridor justification report. What this really is, is we're going to take a year's worth of time and think about: What is the business case for this new corridor? Is it – Is the business case to provide a new highway between just Phoenix and Las Vegas? Is the business case related to better freight connection with the country of Mexico? Is – Is the business case related to moving utilities more efficiently between metropolitan areas, trading water, moving information, those sorts of things? And that feeds into the justification for the corridor, itself.

And, once we have that resolved and we say, "Well, the business case and the justification of this corridor is really focused on these three things," then we can start talking about: Well, where would this corridor really be located? Would it follow exactly where US 93 is today? Or, because of some of these other things that we see in the justification of the corridor, should it be on a new corridor located somewhere else, where maybe passenger rail could be incorporated or utilities have a stronger need to be located, and so on and so forth.

And then, the second half of the study, we really get into the alternatives and laying out feasible corridors and how the connectivity could work along the study area.

And then, with that, we want to always talk about where we are in the overall process of – of implementing a corridor like this. Again, we're doing a planning study. We just started it in July in response to the Federal designation of the future interstate corridor.

The recommendations that come out of this study would then have to go into further studies, really mainly focused on environmental. If we start to think about a corridor in a new location, we then would have to do some detailed environmental studies on how does that affect the environment? What type of impacts could it be on different levels of concern? And then we would start the design process. And that – Then that would follow into right of way in engineer – right of way acquisition, and then finally start to talk about construction.

So we're a long way away from actually starting to put shovels in the ground, and we just wanted to make that – that point clear.

With that, we have established a project website for the study: I11study.com.



We have loaded information in there. There are a couple key tabs, when you get onto that website, where the project documents are. We will continue to load documents, as we go through the study. Some of the things that you see here tonight, including the presentation and handouts, will be located under that document.

And then there's the "Get Involved" tab where, right now, you can find the comment form that you got at the front table. You can also ask to be on our e mail distribution list, so that you can get further postings.

But then, as we get further in the study, this is where you could be alerted about future meetings like this or future activities that are going on related to the study.

With that, we're going to open the floor to – to comments and questions. Again, we have a court reporter here, in – in the room. When you ask a question, we – she will be recording your question and the answer that we give, so that we have that for the record.

So the first thing that we would ask you, when you ask a question, is to clearly state your name. And, if you want the record to – to show the agency or who you're representing, that would be recorded by the court reporter.

And then you can – We can answer your question.

Audra has a microphone. And so, if you have a question, just raise your hand, and she'll start going around the room.

MS. THOMAS: And you also have comment forms. You can write your comments on that before you leave tonight and put that in the box, or you can take it home and mail it in.

We ask that you provide that by November 2nd, to be part of the official record. But, as Mike has indicated, we'll take any of your comments throughout this project.

Also, at the end of the presentation, if you would just prefer to come up and talk to the court reporter and give your comments verbally, you're more than welcome to do that, too. So, after we've closed the Q and A session, we're happy to have you just come up afterwards and provide your comments verbally.

And we also have the two roll cloths in the back. And, once we are done with the question and answer session, we'll break back out into an open house format. So, if you have specific geographical questions or comments that you would like to provide the study team, there are Post it Notes that you can use to provide those specific geographic feedbacks, as well. So we have a variety of ways you can provide feedback.

So, if you're ready, we can open it up to questions, and I'll be happy to take them.

MS. DIANNE BARKER: Good evening. My name Dianne Barker. And I'm an advocate of multi modal transportation. My question is: MAG has designated I 11 as a highway. How can you assure us, this evening, that it will be considered multi modal?

MS. THOMAS: Thank you.

MR. KIES: Well, the assurance we have is that that's how we've structured the study and that's the scope of work that we've provided our consultants. Both Nevada and Arizona is very committed to looking at this corridor multi modally. We are not immediately gravitating to only an interstate highway.

MS. DIANNE BAKER: Can I just ask one more supporting question? Okay. So the study, if we go forward with it, with the options of multi modal, until we get Congress to change it to multi modal, then it's ineffective; is that right?



MR. KIES: No, because the the State Department of Transportations will be able to recommend what we want to do with this corridor. And just because there is a designation for a new – a future interstate corridor, that does not bind us into a certain solution.

MR. BOB NICHOLL: My name is Bob Nicholl, from SanTan Valley. The idea of multi modal makes a lot of sense financially, to concentrate a number of things in one corridor, to be less expensive to build, and so on. I could see where you could have data, electricity, possibly a pipeline, rail – all these things following the same path.

However, let's not forget about 9/11. What kind of – It would be a wonderful target. What sort of consideration has been given to security?

MR. KIES: That's actually a great question. And I think that those are the type of concerns that we're here to hear about tonight. Yeah. I don't think, in the project team, we've – we've talked about that subject yet. So what we'll do is we'll take that back and we'll – we'll talk about it when we get together as a team. So that's an excellent question, and we'll take it as a comment.

MS. THOMAS: Other questions? Please say your name and organization.

MR. KEN QUARTERMAINE: Good evening. My name is Ken Quartermaine. I have a time line question. Between now and X amount of time down the the down the road, so to speak, should we expect to see some idea as to where the alignment is going to be is going to be?

And then I have a second question, and that is: Will this early part of the study also consider things like the transmission line corridors in conjunction with the I 11 Corridor?

MR. KIES: Let me take your second half because that's the quicker answer, is: Yes. The transmission lines, when I talk about a potential utility corridor, we want to talk about anything that's in a wire or in a pipe. So we believe that there's an opportunity.

And we've heard, from our stakeholder partners, that, again, this should be thought of as beyond just an interstate highway and multi modal and maybe – maybe with utilities included.

The first part of your question, the time line: Well, there's two parts to the answer. If you'll remember the fan map that I showed, and it is in the back of the room, we – we don't believe that, for those areas that are south of the Phoenix metro area and north of the Las Vegas area, that we'll get to a point where we're actually talking about alignments or specific corridors. What we want to test is the feasibility of whether this – this idea of a corridor should extend beyond what we're calling our priority corridor, which is Las Vegas to Phoenix.

But now, for the priority corridor from Las Vegas to Phoenix, once we get done with the corridor justification phase, which is about the first year of the study, we then want to start opening the discussion about corridors and where those corridors would be located.

And then it depends on how far we're able to define the need of the corridor and the vision, to figure out how specific we get with those corridors. We believe that, at the end of the study, we'll be talking about some favorable corridors of where this idea of an interstate corridor could be located.

MR. KENNY PETERSON: My voice is loud enough.

VOICE: No. You need the mike.



MR. KENNY PETERSON: Oh, you do? Okay. Okay. I'm not here representing the trucking – My name is Kenny Peterson. I'm not here representing the trucking industry, as a – as a whole. I'm here for some personal questions, as an independent trucker, who's been running between Vegas and Phoenix for 20 years, 20 years plus.

I've made literally thousands, not hundreds, thousands of trips, back when we had to go over the Hoover Dam, up until and including the day that they stopped us from going over the Hoover Dam, which was 9/11. Doing that in an 18 wheeler was always referred to and – and still kind of referred to, even though we don't go over the dam anymore, as Blood Alley.

I've almost been killed on that, on that road, before, more times than I want to admit to. And I've seen people killed on that road. It's still, with all they've done with that Tillman Memorial Bridge and the widening of it throughout Wickenburg and everything, it's – It's come a long way, from the – from the vantage point of the trucking industry and as a way of making your way to and from Vegas if you're just going there for entertainment.

Now, from a professional standpoint, going to and from Vegas, there's always been a written code in the trucking industry, especially on and around the weekends or holidays, that, if you're going or coming from there, you're either going to be coming head on into the people who are celebrating coming back from there as a winner or pissed off because they lost or – or happy because they're on their way up. It's always been real dangerous, always.

With all – Like I say, with all they've done with the 93, to make that part of it safe, up until you get into Wickenburg, there are still some stretches that are two lanes apiece. And as recent as last week, I almost got killed – Well, I don't think I'd get killed, but, when a car comes out there and does that, they'll die. I probably would just still get injured. But it happens too – too frequently.

So, from the standpoint of just transportation and – and a way up there, we almost opt to go through park – out to – on Interstate 10 to Parker, up the Highway 95 on the California side, and then up to – You end up in – in Needles.

And then you just take a little jaunt over and then go up that way, to stay off of Blood Alley.

MR. KIES: So the question?

MR. KENNY PETERSON: So the question is – You want a little history about the road? I'll give it to you.

You know, where the heck would they – After putting all that money in, where would they realign it? Wouldn't it almost make sense to stay in line with the 93 and then just kind of readjust over by Wickenburg? With the Tillman Memorial Bridge and all that money and time they spent, I mean, that would be like wasting money if they don't really utilize that, in – in a sense, as an interstate, don't you think? I mean, I – it's not –

MS. THOMAS: Thank you.

MR. KIES: Well, there is a lot of

MR. KENNY PETERSON: You're welcome.

MR. KIES: There's a lot of synergy to using the US 93 corridor as the future interstate corridor, yes.

MR. KENNY PETERSON: Yes.



MR. KIES: There's a – There's a lot of infrastructure there.

MR. KENNY PETERSON: Yes.

MR. KIES: ADOT does have plans to continue to four lane divide that corridor for all the – You know, if you drive it thousands of times or however, there's places where it's four lane divided. Then it goes back to two lanes. Then it goes back to four lane divided.

MR. KENNY PETERSON: Yes.

MR. KIES: We have plans to continue to upgrade and get that to a four lane divided highway. And that's going to happen, whether the idea of a new interstate corridor moves forward or not.

MR. KENNY PETERSON: Right.

MR. KIES: You're right. Then – Then the question is: Well, if there's the need to go beyond that – Because what we're doing with US 93 is we're four laning – we're four lane dividing the highway. And that is a huge safety improvement from what it was

MR. KENNY PETERSON: Two thumbs up.

MR. KIES: – a couple of decades ago. But, to be an interstate highway, you still have – There's still a lot more that would need to be done to make it interstate. The biggest change is, when you're on an interstate, you have to use a ramp to get off the highway, go up to a crossroad. The crossroad has to be on a bridge or – or under the – the freeway. And that's what we call access control.

US 93 is not that way at this point. And it – there is – would – Even after the whole highway is four lane divided, there would still be a lot of work and a lot of cost, to take it from that point to an interstate standard.

So, yes, there's a lot of reasons to think about the 93 Corridor. But, when you start thinking about is there the possibility of a rail corridor being incorporated into that, other utilities in that, plus the upgrade that would still have to be done to the US 93 Corridor, there may be some opportunities in some places to be in a different – in a different alignment.

MR. KENNY PETERSON: I mean, it almost seems, you know, if I travel that road a lot, that they have already prepared, in a few different places – if you're familiar with the road and you travel it, too – like – like they're getting ready to put an off ramp there, off ramps to nowhere. Are you following what I'm saying? Because there's no crossovers, but there are – there's little – There's little things over there.

MR. KIES: You're right – You're right on track with what we're doing with the study. We want to – We want to look at that corridor. But, as I said, there might be some opportunities to think about other places.

MS. THOMAS: Other questions? Please raise your hand.
Please state your name and where you're from.

MS. SHARON PEARSON: Yes. I have another question concerning the I 17 Corridor.

MS. THOMAS: Could you state your name and where you're from?



MS. SHARON PEARSON: My name is Sharon Pearson, and I live near MetroCenter. And we have gone to the I 17 Corridor expansion. How is this going to affect it or be in conjunction with it or take away from it?

MR. KIES: Well, one of the documents I mentioned during the presentation was the BQAZ or Building a Quality Arizona framework that was done. And that was a transportation vision for the State of Arizona, out to the year 2050. That document does recommend that we look at a new corridor like we're talking about, from Nevada – connecting Nevada and Arizona.

But, with the population and the expectation of growth in the state, all of our existing interstate corridors are still as important as they are today. And that document does recommend improvements and widening to all of the existing interstate highways. So Interstate 17 is still on the forefront, as far as the State of Arizona goes.

And, again, we are just starting the planning process on this corridor. As you mentioned, you've already been to some planning studies on Interstate 17. So the Interstate 17 Corridor is even ahead of where we are in this corridor.

And so it – it – it's still on our mind. We do have to look at the funding that we have available and prioritize where we put that. But, as I said, the BQAZ study does acknowledge that all the other interstates are – need to be widened and improved.

MS. THOMAS: Any other questions?

MR. DAN MOTTARANO: My name is Dan Mottarano. You brought up a question: Funding. Where is the funding coming from, this I 11?

MR. KIES: Well, again, the – the designation of a future interstate corridor does not bring any new funding to the State of Arizona or Nevada. So the – the funding for this, this corridor, would compete, as was asked about – with other corridors, like Interstate 17, if we look at our conventional funding sources.

One of the things I mentioned, the business case, which is a document that we want to work on right after we're done with this public outreach phase. We want to look at: Are there other revenue sources or funding options that we can use for a corridor like this? When we talk about utilities or moving information or rail service or passenger rail, all of those could come with new funding sources, whether they be funding from those utility companies or funding from revenue from rail movements.

Also, there is alternative funding sources that could be thought of with a highway. You know, I hate to say the word. But, you know, tollways have – have been – have been discussed. And so – And it's – it's on the table, so

VOICE: Take it off.

VOICE: Take it off.

(Audience applauds.)

MR. KIES: Please Please put it in your comment form.

MR. BOB NICHOLL: Bob Nicholl, from SanTan Valley again. I think my question has just been answered.



I've been following some websites, talking about toll roads and some of the unbelievable things that have happened when they have them. Not only is there the cost of using toll roads, personally, but the cost that gets added to everything you buy because it shows up by truck, and some of them pay a lot bigger toll than a car does. And even such things as agreements, where the County will maintain the parallel roads to a lesser degree, encouraging people to pay the toll, which I think is – I leave you to say what you think about it.

VOICE: Good.

MR. KIES: Well, you know, and I'll just say: That's why we're here tonight. We're here to get your input. So, if there are subjects like that, that you are concerned about and have a strong opinion on, please write it down, go to the website, put your comment on the website, come talk to the court reporter after we close the question and answer period.

MS. THOMAS: Any other questions?

VOICE: Behind you.

MR. DALE BOWLES: My name is Dale Bowles. I'm just a resident from Gilbert, Arizona. A question: What role will public land and wildlife agencies play in the planning process? I don't see them listed as partners or stakeholders, so such as Game and Fish, which is Fish and Wildlife Service, Bureau of Land Management, et cetera.

MR. KIES: Right. Well, there was – there was a – There was a box here that's called "Stakeholder Partners." That's – That is where all those organizations are. We – We have coordinated with agencies like Game and Fish. As – as we go forward with the study, we'll be talking to all of those resource agencies.

But, you know, you bring up a good point. The stretch between Phoenix and Las Vegas has a lot of open space, land that's owned by the Federal Government, whether that be the Bureau of Land Management, whether it be National Forests and those sorts of agencies. So we – We do need to coordinate with them. And you do see, one of our focus groups that we are going to form, and ask people who have those – those – that technical knowledge to be a part of, is environmental – environmental sustainability.

Yeah, we aren't thinking that we are just going to go out and pave the desert and – and – and cover it with – with improvements. But I've gotten a lot of – We've gotten a lot of comments already, before we've even come out to talk to you, about the Joshua trees that are located up northwest of Wickenburg. We know that that's a concern to everybody. And so – And so all of that is going to be addressed.

And, when we're done with this feasibility study and we actually have recommendations that we want to move forward with, then we actually have to start the detailed environmental studies. And that is where we will actually get into the nitty gritty of the environmental concerns.

MR. DALE BOWLES: Thank you.

MS. THOMAS: Any other questions?

MS. SANDY BARR: Hi. I'm Sandy Barr. I work for the Sierra Club here in Arizona. And I heard you explain the need for this, but it seems pretty weak. And I have participated in a – in a previous



meeting. And I assume that you're going to do something more with that, because, just because Phoenix is growing or potentially growing and Vegas is growing doesn't mean that you need this massively large corridor between the two. And so I think that, certainly, for me, I would need to see a little bit more about that.

The second question is, is: Where – I mean, where are the major developments planned associated with this proposal? Because I see a website with all the proponents. They are – all come from the development background. And so I'm assuming there's some land out there that they're looking at developing and that is partly what's driving this, as well. So I'd – I'd like to see some questions like that answered, as well. Thank you.

MR. KIES: Well, the first half of your question, about the justification: The reason that we don't have a lot of information to share with you is, again, for the first year of this two year study, so half of the time that we're going to be working on this, we're only going to be concentrating on the corridor justification, the business case, and why is this corridor justified.

And, you know, it could be that we spend all that time and we – we look at all the input that everybody has given us, and there may not be a strong justification. And that is what we want to solve with the first – first part of the study.

And then, as to the – the development side of the question, one of the things that you might want to look at is the Maricopa Association of Governments did do some framework studies. One was called the Hassayampa Framework Study, and the other is the Hidden Valley Framework Study. And those framework studies really were focused on what is – where is all this development potential around the Phoenix metro area and what would the transportation framework be to serve that level of development. Those studies did come out with recommendations about where new freeways would be needed to be located, to serve that development.

When we get to the feasibility assessment and alternative analysis of this study, we – we intend to look at those freeway corridors. If a – if a – If a freeway corridor has already been suggested, then it would make sense for us to start thinking about: Is that the route that this corridor should follow? So –

MS. THOMAS: Other questions? Please state your name and your agency.

MR. JOHN COOK: I'm John Cook. I'm vice mayor and mayor elect of Wickenburg. This is going to have a big impact on our city. And so we want it as close but yet far enough away that it doesn't affect us downtown.

But what the truck driver was saying: I'm real concerned about 93. We've lost a lot of friends up there and neighbors in Wickenburg, on that highway, plus many people that we don't know, traveling on that. And it is a bloody highway.

I know that the study on just the Aguila gap of that is not for five years. And that's just a small section of that. Is there any way any of that could get sped up a little bit, to save lives?

And then, on where this highway comes off of what's 93 now, is there a way to shoot that, straight on up to 40, somewhere there, to keep the traffic off of 17? Because I know, in the future, there's a tie coming across 74, proposed to tie into the 17. If we could go on up and hit I 40, you don't have any towns or anything else. And it's – All the way up 17, there's towns that are growing all the time, up there. So they're filling up 17. So I think it would be really important to look at going on up to I 40, somewhere off of 93 there.

And do you have any time frames on when this is going to be shovel ready?

MR. KIES: I'll take the shovel ready because I can say: No, I don't have any time frames. As far as – as the – the safety improvements to the US 93 Corridor, like I said, ADOT is moving forward with all



of the safety improvements that have been planned previously, to provide that to be a four lane divided highway from Wickenburg on up to – to I 40. Yes, it takes us time. We have limited funding, and we've got to compete with other projects around the state. So we're working on US 93 as best we can, to get that – that upgraded.

I'm trying to remember all the parts to your question. Other ideas of corridors that we should be – And that kind of gets back to the – the question that the gentleman asked, in the back, of why would we look at other corridors than US 93.

We would – We'd love to hear your input on – on those ideas of where a different route could be and how it might serve the State of Arizona better than upgrading something that follows US 93, just as it is today.

Again, we're going to spend the next year concentrating on the corridor justification. And then we're going to get to the alternative analysis part of the study. So over the next year we – we welcome your input and your comments on your ideas of: You should consider this and you should consider this and you should consider that.

MR. JOHN COOK: I've made both meetings, so I'll be at all of them.

MR. KIES: All right.

MS. THOMAS: Final questions?
Please state your name and affiliation.

MR. DON MCGALKY: My name is Don McGalky, and I'm from Phoenix. Regarding the corridor, I would think that the width of the corridor could not be consistent, throughout, because of the – the terrain and, you know, special geological items that you might come across.

The second question regards: You've been talking about a water pipeline. But water is so scarce in the West, as it is already. Where are you going to get this extra water to move, one way or the other?

MR. KIES: Yeah.

MR. DON MCGALKY: The third part is: With what I've been able to see in your brochure and on your screen, having this I 11 come into Phoenix, Phoenix does not need another interstate or any big highway, causing us to have more blockage at the I 10 stack.

Would you have to, you know, shift I 11's connection to the Phoenix metropolitan area to the west or – And, for the future, if you're going to have I 11, would it be continued south? We don't have our South Mountain Freeway yet, which really disturbs me because I'm unhappy with MAG's production. But reality is what it is right now. And I know the future will be what it may be.

But I'd like to have some response on the corridor, 10 the water, and the I 11 impact on Phoenix to avoid the I 10 blockage.

MR. KIES: Well, you're exactly right, that based on the terrain from Mexico on into Vegas and beyond, you're right; the right of way may vary in different widths, based on the terrain. And, if we are talking about a roadway, the roadway that you see there along US 93, sometimes the road is split wide and then it comes back together. And that's really because of the terrain. So you're exactly right. And – and at ADOT and at NDOT, which is our partner organization, there are a lot of engineers that can – can work on those issues as we get into more detail.

The water, when I mentioned the water, this is some suggestions that – I mentioned the stakeholder partner group – that they brought to us as things that we should consider during the study.



Right. We don't know the answer, if that's feasible, if it's – You know, last I heard, water flows downhill. So, you know, how are you – Would you have to pump water up and down, down mountains? Where would that water come from? We aren't at that point yet, but that is a suggestion that's been given to us to consider in the study.

And then, as far as the traffic movements and the traffic operations in the Phoenix area, again, as we get to the point where we're more specific about some corridors that we want to consider, we'll – we'll ask the traffic engineers; we'll ask the traffic planners: How does that work with the rest of the system if a corridor is located here versus over there? Does it have impacts on other freeways? Does it have impacts and – if we're talking about a freeway corridor.

And so a lot of those questions are a little further along in the process than we are right now.
So–

MS. THOMAS: All right. We'll be taking final questions.

VOICE: Right here.

MR. TOM MARTIN: My name is Tom Martin, and I'm from Goodyear. And I have to say, it feels a little bit like we've abandoned the democratic process. The notice for this particular meeting, and I understand that it is mandated by law, that you hear an audience of the public. It feels like there's not – our – our voice is not credible.

And we would like some assurance. I would like you to read me my rights in – in response to whether or not we do this. Because many of the people in this room, I'm sure, moved to Arizona because of the lifestyle and the environment.

And now we're being told that the Federal Government wants us to have an interstate corridor, which is concrete. I'm sure it's not going to be anything but concrete.

And it – I know there are needs for trucking. And I read the papers. Las Vegas has a major traffic problem, coming out of Las Vegas. But what – How can we be assured that this isn't just already a done deal.

I hear rumors, on a regular basis, that a Spanish corporation has purchased the largest road construction corporation in Arizona. And they happen to be aligned and are getting loans. They've already done business in Texas, and they're planning on Arizona. They're going to put toll roads in.

I don't know. I feel uncomfortable if my MVD information, which I thought was private, is going to be given to a Spanish corporation. That doesn't seem right in the land of the free.

Are you going to read us our rights and tell us how we have a democratic voice in what happens here? I – I can – I can understand that you may come up with all kinds of recommendations. But how do we know – Because we do know that many of the politicians have land in the West Valley and they want that road to run through there.

And we've already paid 18 cents a gallon, at the pump, for highways, which, according to many people who drive on other roads, say are the best in the nation. So toll roads do not seem like an appropriate thing for Arizona. Can you read me my rights?

MR. KIES: I don't know how to read you your rights.

(Audience applauds.)

MR. KIES: Well, your input is important to us. Every study that we do at ADOT, we – we collect comments; we take input; we – we document how we use your input. And so that's why we're here



tonight. That's why we're asking for your comments. That's why we are going to have a website where you can stay informed and give your comments any time.

Again, I'm going to point back to the corridor justification phase of this study and that we will be back out to talk to you when we believe that we have some more – some solid corridor justification and ask for your input on that and your comments on that. Because, right, we have limited funds in the State of Arizona and the State of Nevada. And, if it doesn't make sense for us to put our funds in this corridor; if this is not the biggest bang for the buck; if there's another corridor like the I 17 Corridor, that was

mentioned, that is where our funding should – should go to and – and we'd get more opportunity out of that, then that's what we want to conclude from this process.

But, if there is a business case and a strong justification and if people like yourself agree with that, we want to hear that. And then we'll be comfortable moving forward.

MS. THOMAS: All right. We're going to take our last question. And then, after this question, we're going to break back into our open house. Those of you who have questions for our team, you can meet them in the back. If you have a comment, please write it down.

You can also come up to our court reporter, after we're done with this presentation, and verbally give her your comments.

Or, if you have something geographically specific, we'd encourage you to use the maps to identify your concern. But, again, please utilize the opportunities to provide comments, so it is part of the public record. So this will be our last question.

MR. BILL GILMORE: Thank you. Thank you. My name is Bill Gilmore. And my question is: I've been studying the time line on the website and what's in the brochures here, too. But I see and I hear talk about Arizona and Nevada funding, but I don't hear no talk and I see no time – nothing in the time line about when the Federal Government and Congress is going to be – have a request for funding. Usually it's Congress; the Federal Highway Administration is the funding of – of interstates. And I see nothing about requesting funding. Is there something in the time line? Or is it going to come after the feasibility studies?

MR. KIES: Well, we don't – we don't – I guess we don't have the time to get into the detail of how Federal funding works and – But, every year, Arizona and Nevada does get an allotment of Federal funding. And then we, as a State, look at what priorities that Federal funding should be – should be put on and – and projects that should be delivered.

So, as we get further into the process and if we do get to the point where we have recommendations and we want to start implementing some – some of those recommendations, we would – the State of Arizona and the State of Nevada would look at that Federal money that comes to us each year and decide: Is there a portion of that Federal money that we want to put towards this corridor? And then –

MR. BILL GILMORE: There's no special request, then?

MR. KIES: Well, there are other – other pots of funding. And one of the – the things, again, with the multi modal aspect of this, is Federal highways is just one part of the Federal Government. There's the Federal Railroad Administration. There's the Federal Transit Administration and other – other parts of the Federal Government.



If we start thinking more multi modally and if the business case supports multi modal, we could then start thinking about other Federal funding sources: from the Transit Agency, from the Railroad Administration, and that. So, yeah.

MR. BILL GILMORE: At what point would that come to fruition?

MR. KIES: Well, we would have to get through this two year study. We'd – We'd have to solidify our justification as to why we're doing this corridor. We'd have to look at our alternatives, suggest a recommended corridor. Then, the step after this study is to go through more detailed environmental studies about that recommended corridor. At that point, when we're done with the environmental studies, we would then be looking for that – those – those funds. So that could be several years out from – from today.

MS. THOMAS: All right. I just want to remind you that this PowerPoint presentation, as well as the handouts, are on the website. So, if you have friends and family who would like to learn more, please direct them there. If you have questions, additional questions, Mike and then Bardia – Do you want to raise your hand? And then Jackie, in the back, do you want to raise your hand? They'll be – They'll be going back to the maps. You can ask more questions. We're here until 8:00 o'clock. So we're – we're happy to take your comments and questions until then. If you have specific comments, we encourage you, again, to write them down on the comment form and leave them with us tonight or send it in to us by November 2nd.

You can also come up to our court reporter if you would prefer just to verbally provide your comments. We're more than happy to do that. Or you can use the maps in the back to provide geographic comments, as well.

We really appreciate you coming out tonight. And, if you have any other questions, please feel free to talk to Mike, Bardia, or myself. Thank you so much.

(Public comments directly to the court reporter, which occurred before Mr. Kies' presentation, began at 5:37 p.m. and are as follows.)

MR. RICK GUTIERREZ: The route I would like – I have in mind is the route from Phoenix to Prescott, on the way to Highway 69 to Prescott, to Prescott, and then from Prescott to Chino Valley and to – to Kingman, and then Las Vegas.

And, in addition to the highway, it would be good to have a water exchange pipeline, for water to go all the way from – from Canada to – to – to Arizona, so that there – it will – it will benefit a lot of cities, for a water exchange program, and for the benefit of Nevada and Arizona. Okay?

And, so doing, or the same thing, it would be good for possibly oil, and gas, as well. That's all I have.

MR. ANTHONY SMITH: I'm one of the vice presidents of the Can Do Coalition, along with the mayor of Casa Grande and the mayor of Buckeye. And we've been advocating not only the route from Phoenix to Las Vegas but this southern stretch, which is the Hassayampa Freeway and the Hidden Valley study.

These two pieces are extremely important to the west side cities and these which are on the metro Phoenix area, especially those which are in Pinal County.

The purpose of showing Pinal County in the red outline was to show that Interstate 11 cuts down into the heart of Pinal County. And, as Pinal County is one of the focal areas for growth in the next few decades, it's going to be extremely important to complete this leg of the – of the interstate,



along with the rest of the interstate, in order to have a complete system and relieve traffic and aid travel in this area.

My request, my formal request, is that, when the EIS, the environmental impact study, is done for this route, that it includes not only the popular portion from Phoenix to Las Vegas, but that it includes this lower southern stretch.

And, that way, that – that study will get this part further along than if we were to do this as an EIS and then do the southern portion.

If – if not allowed in the normal EIS, the draft I – EIS would be at least helpful, in that it provides the information for Pinal County and these other cities, in order to be able to work, move forward, with the EIS for roads in this area.

MR. TOM MARTIN: Well, I'm greatly concerned about the lack of appropriate notice for this particular meeting. It sounds – it seemed like there wasn't a lot of media notice provided to the citizenry here, and I'm concerned about that.

I hear rumors that the Federal Government has chosen a path from Las Vegas to Wickenburg. And we don't have any understanding of the need, how the need will be measured.

And, as far as the citizens, in that I know, we don't see a need for more concrete in Arizona. The – Part of the concern is most of us moved to Arizona for the wide open spaces, and more roads and more concrete is what we were fleeing from. And so we don't see concrete, without a justified need, as something that we desire.

And, secondly, we are concerned about the cost of this road. We're already paying 18 cents a gallon at the pump, state highway tax.

And our concern is there's great popularity from various politicians, and the legislature, to institute a toll road. Now, why would we continue to pay 18 cents a gallon, plus tolls? And many of the people I know say: Oh, we would never drive on the toll roads. And we wouldn't have to pay.

But the food that comes in to Arizona would come on toll roads. And that cost of doing business is going to be passed on to the citizens. And we understand that the food retailers have the smallest margin in the United States, here in Arizona. And that means it's going to be passed on to everybody. And not just food, but all other things that are retail and wholesale. It increases the cost of living. And it affects the quality of life.

And we're concerned about just the deteriorating effects of the toll roads. Many people that are here come from back east, where toll roads are all over. And – and we're concerned about that. They said they're supposed to be free after they're paid for. That doesn't ever happen.

We understand that toll roads, whoever builds the toll roads are going to be given a long term contract. We're quite concerned about that. That doesn't seem like a competitive way of doing business. That may eliminate a lot of the local contractors.

We're also concerned that, frequently, toll roads are managed by foreign corporations. The most recent ones are the ones in Texas that are managed by the Spanish corporation.

And rumors are abounding, that a Spanish corporation has bought the largest road construction corporation in Arizona. And that surprises us, due to the fact that, if that is partially true, all this is decided before this meeting. And that – that's a concern, a great concern.

So, for a number of reasons, we're – I am – have a great concern for this issue. And I hope that people will take a temperate look at it and determine if any kind of additional road is justified.

Another issue is: One of the brochures that I read online suggests that I 11 would alleviate traffic on I 5 and I 15, which are California interstates. And I don't understand how that would alleviate traffic, because that doesn't really affect – Retailers are not going to switch a route just for the sake of that. They're still going to follow the most economical route.

This is a serious situation. So that – that should be enough.



(Public comments directly to the court reporter, which occurred after Mr. Kies' presentation, began at 7:24 p.m. and are as follows.)

MS. DIANNE BARKER: My name is Dianne Barker, also known as Dee Dee. I would like to see that there are assurances to the public, by ADOT and all of its stakeholders in – in any outgoing messages or meetings, that we will be not only heard but considered, as is the law, under Title 28, Federal Highway, 450 sequence, that the public is guaranteed that assurance.

Also, I'd like to see that there is greater publicity of the meetings and greater time, that people can rearrange their schedule, to be present. I know there was a good turnout. I'd only heard one announcement, and it was this morning, by radio. And that's what brought me out, because I'm very interested in knowing about this issue of I 11 and being multi modal transportation, that it wouldn't just be at grade but we would actually consider a high speed transportation, like a rail. Maybe it even could be high speed buses.

But it would be on a grade, by itself, so it wouldn't have accidents and that it would be not only for passengers, but it would be for freight, and that we would present a project that the community would want to invest in. Because not only would it help us out in our economy, with faster delivery of goods and persons, but this safe transportation would create, also, so many types of jobs and opportunities, and that the environmental community would be involved. Because before it would be built, we would know the environmental problems, and if it's seepages from oil or whatever, that are – you know, toxins that are in the ground – that we remediate that problem before we even build anything.

In essence, it would be a hallmark international project that would put Arizona at one of the top communities for transportation, and the people will prosper, here in Arizona.


I'd like to see that, at the meetings, that everybody, not just elected officials and staff – We've had that going on for a long time. Let's move past the fact that stakeholders are only considered contractors and our politicians.

The public is the biggest stakeholder. We own the whole house, the whole house. We own the Federal money. We own the State money. We own the local money. We own the County money.

And a name tag, which costs only cents, if less than that, should be offered, so a person that comes to a meeting could have their name on it. And they would be part of community, decision maker stakeholder.

And thank you. And thank you for what you do, also.






Purpose of Public Information Meeting

- Provide information and answer questions about the study
- Gather your comments about:
 - The opportunities this Corridor could fulfill
 - The transportation components that should be included in the Corridor (e.g., freeway, passenger/freight rail, utility accommodation, others)
 - Your definition of success in terms of future implementation of this Corridor
 - The challenges facing the implementation of this Corridor
 - Anything else on your mind...
- How will we use your comments?
 - Influence the Corridor Vision which will serve as the foundation for the study


ALL INFORMATION PRESENTED IS PRELIMINARY AND SUBJECT TO REVISION

3



Presentation Outline

- Project overview
- Vision concepts from past studies
- Study partners, expectations, and outreach
- Work plan and schedule
- How you can stay involved
- Questions and answers





ALL INFORMATION PRESENTED IS PRELIMINARY AND SUBJECT TO REVISION

4

Background

- Federal transportation authorizations identified high priority corridors
- CANAMEX Corridor designated (1995)
- Corridor advanced through:
 - MAG Hassayampa and Hidden Valley Framework Studies (2006 – 2009)
 - Building a Quality Arizona (bqAZ, 2010)
 - NDOT/RTCSNV Boulder City Bypass (2005 and ongoing)
- CANAMEX Corridor along US 93 between Phoenix and Las Vegas designated as future “I-11” in MAP-21 (2012)
- Arizona and Nevada DOTs signed an interagency agreement and begin a joint planning study (2012+)





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5


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.



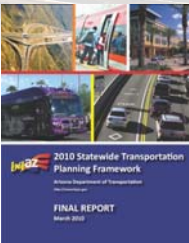
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6




Previous Corridor Vision Concepts

- From past studies:
 - Provide a vital connection between Phoenix and Las Vegas
 - Promote possible intermodal linkages
 - Stimulate economic development at new transportation 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



<http://www.bqaz.gov/>



<http://www.connectingnevada.org/>

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7



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




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8

I-11 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







ALL INFORMATION PRESENTED IS PRELIMINARY AND SUBJECT TO REVISION 9

I-11 Study Participants

Project Sponsors
(NDOT & ADOT)

- Guidance and approval on all matters
- Sign memoranda of understanding and agreements

Core Agency Partners
(NDOT, ADOT, FHWA, FRA, MAG, RTC)

- Recommend all matters to Project Sponsors
- Provide clarification and explanation on Project Sponsors questions to other committees

Stakeholder Partners
(Northern Nevada, Southern Nevada, Northern Arizona, Phoenix, Southern Arizona)

- Participate in the development of the corridor vision and segment alternatives
- Review technical reports and analyses
- Review public input and communicate with constituents

Public

- Identify issues of concern
- Provide input on study elements

Focus Groups

- Provide technical data, assessment, and evaluations
- Identify issues of importance
- Initial review of work products

Environment and Sustainability

Utility/Energy

Land Use and Community Development

Economic Development

Corridor Operations

Alternative Delivery and Finance

Freight Users

Consultant Team

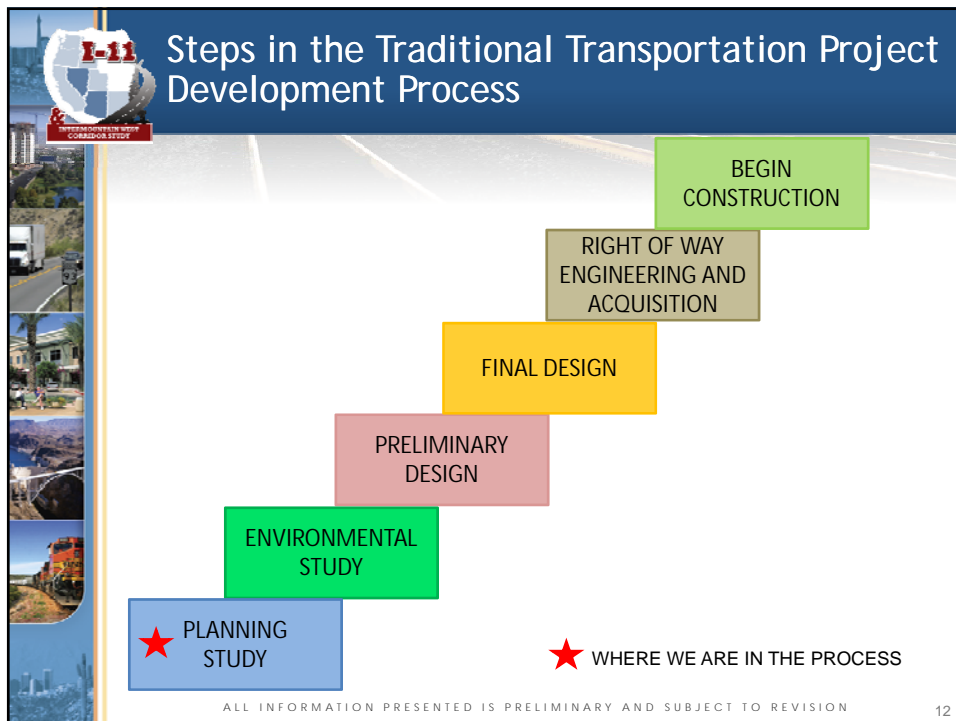
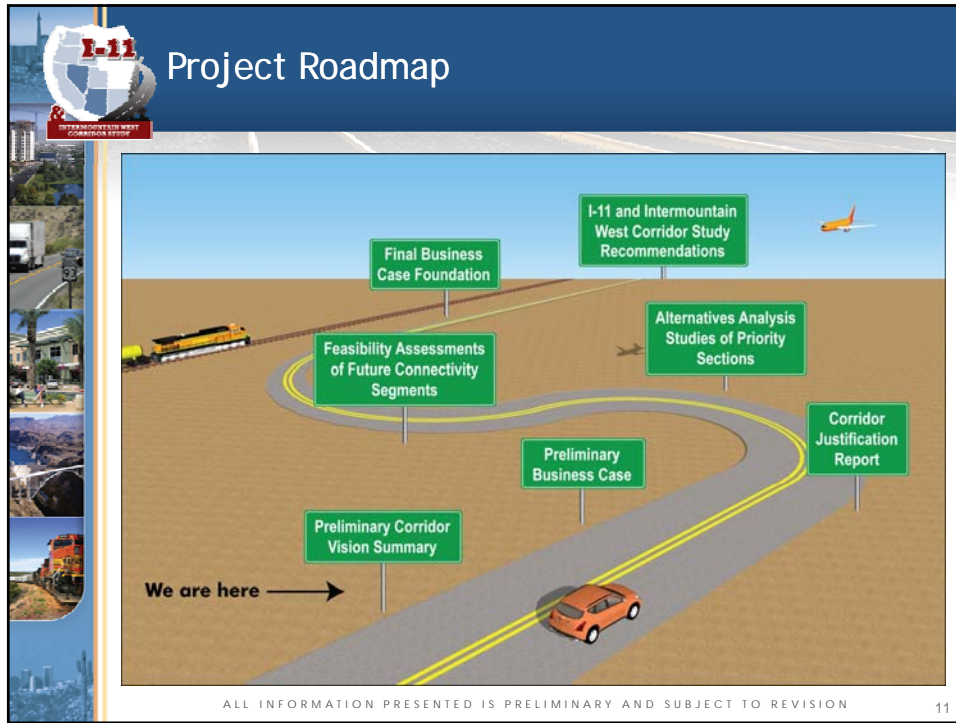
- Technical consultant
- Committee facilitator
- Document preparation


Decision Maker

Recommender

Contributor


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How you can stay involved

- Periodic public meetings
- Project website: www.i11study.com




Project Documents
Most current information

Get Involved

- Comment form
- Join email distribution list to be notified of new postings and public meetings

ALL INFORMATION PRESENTED IS PRELIMINARY AND SUBJECT TO REVISION

13



Public Comment

- Open floor for comments and questions
- A court reporter will be recording the presentation and is available to take comments before and after the presentation
- Fill out a comment form and submit:
 - In the comment boxes
 - By mail to: Sondra Rosenberg, Nevada Department of Transportation, 1263 S. Stewart St., Carson City, NV., 89712
 - Via email to info@dot.state.nv.us (reference I-11 & Intermountain West Corridor Study) in your correspondence
- **Comments are welcome throughout the study, however to be included in the public record for this meeting they must be received by 5 p.m. Friday November 2, 2012.**

14



Questions?



Project Contacts:

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