



I-11 and Intermountain West Corridor Study

Stakeholder Partners Meeting: Evaluation Criteria

Southern Arizona: July 16, 2013; 1-3 p.m. MST/PDT

Priority Segment: July 17, 2013; 9-11 a.m. MST/PDT

Northern Nevada: July 22, 2013; 9-11 a.m. MST/PDT

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, interested public agencies, non-profit organizations and private interests groups are invited to participate in a Stakeholder Partners group that will be asked to provide data and other input, and to share their opinions and ideas on decision points throughout the process. As part of this effort, Stakeholder Partners are invited to participate in a series of meetings for Phase 3 of the project. In July, the first of this meeting series occurred to review the results of Phase 2, as well as to discuss and receive feedback on the goals and objective, evaluation framework and alternative modes to be considered for the Corridor. Three meetings were held throughout the study area: Tucson, Arizona for the Southern Arizona Future Connectivity Corridor; Las Vegas, Nevada and Surprise, Arizona, for the Priority Corridor Segment; and Reno, Nevada for the Nevada and Beyond Future Connectivity Corridor. Additionally, individuals could call-in and log-on to participate in a live webinar for each of the three meetings. A total of 175 participants signed in and participated in this series. The following report summarizes the results of these meetings.



Photo 1: Participants at the July 16 meeting at Pima Association of Governments in Tucson, AZ

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

The purpose of this series of meetings was to receive feedback from Stakeholder Partners receive on the process and criteria that will be used to evaluate alternative Corridor alignments. Participants were provided access to the PowerPoint presentation, as well as the draft goals and objectives, draft evaluation criteria, and modal alternative options for consideration prior to the meetings.

The meeting was initiated by a detailed, narrated PowerPoint presentation viewed on location and online. Project team members provided a review of the Corridor Justification Report and its findings, including the principal conclusion that further study of a future I-11 Corridor was justified. Attendees were reminded that feedback on the Corridor Justification Report was requested prior to July 26, 2013.

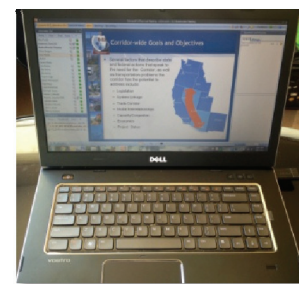






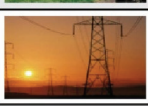
Photo 2: A participant view of the Webinar

The draft goals for the Corridor, as well as the seven objectives initially identified by the study team, were presented to attendees. Closing out the presentation, Jackie Kuechenmeister reviewed the draft evaluation process, including the proposed Level 1 Evaluation Criteria (see Figure 1) and modal alternatives being considered (see Figure 2).

Figure 1: Draft Level 1 Evaluation Criteria

Evaluation Category	Proposed Criteria	
Legislation	1	How well does the alternative meet the intent of legislative actions, including MAP-21 and the 1995 National Highway Systems Designation Act?
System Linkage	2	How well does this alternative connect major national and international activity centers from Mexico to Canada through the Intermountain West?
	3	How well does this alternative most directly close gaps and/or develop missing linkages in the regional and national transportation network?
	4	How well does this alternative connect with adjacent segments/sections?
Trade Corridor	5	How well does this alternative connect major freight hubs and high-capacity transportation corridors?
Modal Interrelationships	6	How well does this alternative maximize opportunities for intermodal connectivity?
Capacity/Congestion	7	How well does this alternative relieve existing and projected congestion between and within the major activity centers in Nevada and Arizona?
Economics	8	How well does this alternative support state and national economic development goals?
Project Status / Transportation Policy	9	How well does this alternative comply with Corridor-related actions taken to date?
	10	How well does this alternative conform to locally adopted transportation plans?
Environmental Sustainability	11	How well does this alternative minimize environmental impacts (such as waterways, floodplains, aquifers, and biological connectivity)?
Land Use and Ownership	12	How consistent is this alternative with regional and local growth strategies and land ownership patterns?
Community Acceptance	13	How well is this alternative accepted by the local communities?
Cost	14	What is the overall relative cost of this alternative, where 1 is the highest relative cost and 5 the lowest?

Figure 2: Draft Alternative Modes

Mode		I-11 Corridor Segment					Reference Citations for Justification	Conceptual Approach	Issues for Further Discussion
		Southern Arizona Future Connectivity Segment	Priority Section #1: Phoenix Metropolitan Area	Priority Section #2: Northern Arizona/Southern Nevada	Priority Section #3: Las Vegas Metropolitan Area	Northern Nevada Future Connectivity Segment			
Highway		H	H	H	H	H	<ul style="list-style-type: none"> Priority Corridor segments designated in MAP-21 boAZ Statewide Transportation Planning Framework Program Connecting Nevada Plan Arizona-Sonora Border Master Plan 	<ul style="list-style-type: none"> Combination of new "greenfield" corridor and upgrades to existing corridors (e.g., US 93) 	
Intercity Bus Service		Utilizes highway right-of-way					<ul style="list-style-type: none"> boAZ Statewide Transportation Planning Framework Program (connecting Phoenix metropolitan area to Tucson and Nogales) 	<ul style="list-style-type: none"> Could be accommodated within highway development 	<ul style="list-style-type: none"> Requires demonstrated market demand; no current direct Greyhound bus service between Reno/Las Vegas or Las Vegas/Phoenix
Passenger Rail		H	H	M	M	L	<ul style="list-style-type: none"> FRA Southwest Multi-State Rail Planning Study Arizona Passenger Rail Corridor Study Arizona State Rail Plan Nevada State Rail Plan Arizona-Sonora Border Master Plan 	<ul style="list-style-type: none"> Potentially accommodated within highway median, or elsewhere within right-of-way 	<ul style="list-style-type: none"> Requires demonstrated market demand¹ – Intercity rail – High-speed rail
Freight Rail		H	H	M	L	L	<ul style="list-style-type: none"> MAG Hassayampa and Hidden Valley framework studies Arizona State Rail Plan Nevada State Rail Plan Arizona-Sonora Border Master Plan 	<ul style="list-style-type: none"> Critical connectivity needed between Mexico, UPRR Sunset Route and BNSF Transcon corridors 	<ul style="list-style-type: none"> Cost effectiveness of Peavine corridor reconstruction versus "greenfield" corridor development
Major Utility and Communications		Utilizes highway right-of-way					<ul style="list-style-type: none"> Traverses numerous BLM-designated solar energy generation zones Digital Arizona Program "dig once" policy 	<ul style="list-style-type: none"> Could be accommodated in "set aside" within highway right-of-way 	<ul style="list-style-type: none"> General Utility Focus Group support Lacks detailed interest from utility providers at this point in the planning process

H High occurrence of modal alternative in previous studies
 M Moderate occurrence of modal alternative in previous studies
 L Low occurrence of modal alternative in previous studies

¹ Awaiting release of FRA Southwest Multi-State Rail Planning Study

At the completion of the PowerPoint presentation, breakout session discussions were facilitated. Facilitators asked participants the following:

- Are there comments or questions regarding the Corridor Justification Report?
- Are there any comments regarding the following proposed Level 1 Evaluation Criteria:
 - Legislation
 - System linkage
 - Trade corridor
 - Modal interrelationships
 - Capacity/congestion
 - Economics
 - Project status/transportation policy
 - Environmental sustainability
 - Land use and ownership
 - Cost
 - Community acceptance
- Are there additional studies or reports on modal options that should be considered?
- Are there comments or questions regarding the proposed goals and objectives?

Tucson, Arizona Meeting Summary Report

July 16, 2013; 1-3 p.m. MST/PDT
Pima Association of Governments
5th Floor Main Conference Room, Suite 501
177 N. Church Ave., Transamerica Building
Tucson, Arizona

Meeting Feedback

Following a brief PowerPoint presentation, John McNamara led participants in a facilitated dialogue. The following feedback was provided by participants as part of that discussion.

General Questions and Comments

- There seem to be two competing Congressional designations – CANAMEX and I-11. Which one gets priority? *They are more complementary to each other than in competition with each other. I-11 is derived from the original CANAMEX designation, upgrading a specific component of CANAMEX to a future Interstate highway (rather than a lesser functional classification). In Arizona, CANAMEX and I-11 overlay each other and are really one and the same. In Nevada, several north-south high priority corridors exist – CANAMEX and I-11 being separate corridors. For this study, I-11 receives priority, however I-11 may align with the CANAMEX designation in the development of alternatives.*
- Is there enough legislation that balances a rail alternative over highway alternatives? *No, although the Passenger Rail Investment and Improvement Act (PRIIA) supports intercity passenger rail service. However, ultimately, it will be up to both states to balance the evaluation of both modes. Both states have newly adopted State Rail Plans to provide guidance on rail priorities.*
- What approach is the project team taking to include Native American lands and communities? *Ongoing communication and coordination are occurring both with individual tribes, as well as with larger forums such as the inter tribal councils of Arizona and Nevada.*
- What is the difference between the Priority Corridor and corridors of regional/economic significance? *MAP-21 designates I-11 as a High Priority Corridor – or a corridor of national economic significance. For the sake of this study, the I-11 component is labeled as the “Priority Corridor,” while the areas of Arizona and Nevada beyond the Priority Corridor are labeled as “future connectivity segments”.*
- Can we view the opportunities and constraints under consideration for the alternatives development process? *Yes, these will be made available in the Built and Natural Environment technical memorandum, which should be posted to the project website within two weeks.*
- Will there be any effort to align the I-11 designation and the CANAMEX corridor? *Congress already did so through the designation.*
- Will there be any opportunities for local outreach to occur on this project? *The project team will hold meetings over the next 12 months, at each phase of the alternatives development and analysis process. Input can be received at these meetings or online. It was expressed that many local communities may like to conduct additional education to constituents, above and beyond the project team’s outreach.*
- Who will be developing the alternatives? How are alternatives developed? *The project team is developing alignment alternatives from previous studies (recommendations and well as potential route rejections), and suggestions from stakeholders. This “universe of alternatives” will be*



brought back to the stakeholders group for review and comment in August. The team welcomes any alignment suggestions (please email Mike Kies at ADOT).

- What are the specific dates for the August round of stakeholder meetings? *Meeting dates still under determination; will be emailed out as soon as they are finalized.*
- What will the Corridor look like? Will there be a consistent corridor (typical section) across all segments? *Unknown at this time; the evaluation process will review alignments of multiple modes. Corridor typical sections will be developed once the evaluation is complete and will be determined based on various factors (e.g., travel demand modeling, purpose of Corridor within different segments, etc.).*
- How is the team engaging the railroads in this effort? *A major outreach program was instituted in the Arizona State Rail Plan which has led to ongoing coordination and partnerships carrying forward into other projects, including this one. The Governor's office has also developed the Transportation and Trade Corridor Alliance, a partnership of ADOT, the Arizona Commerce Authority, Arizona-Mexico Commission, and several private sector participants, including railroad companies.*
- Articulate land ownership categories on maps.
- Consider major land owners that may want to dedicate land.

What are your comments or questions regarding the Corridor Justification Report?

- Nogales and Douglas should be identified as key entry points on the freight flows map.
- What are future connectivity corridors? *We will answer that question in upcoming slides.*
- Are the scenarios described in the Corridor Justification Report? *Yes, the chapter on the Preliminary Business Case Foundation describes the scenarios.*
- Will the purpose and need only be developed for the Priority Corridor and/or will different purpose and need statements be developed for the connectivity areas? *We are attempting to define a purpose and need to justify the entire Corridor, including to Nevada and beyond.*
- What are the industry targets for Arizona? *The Arizona Commerce Authority has targeted healthcare, energy, aeronautics and technology for economic development efforts.*
- Are trade flows from Mexico northward through Nevada being considered when developing the Corridor objectives? *Yes; trade flows are an essential element of the Preliminary Business Case Foundation.*
- I understand trade from Asia and Latin America are considered in this study, but are you considering an increase in U.S. manufacturing and the potential to increase exports? *Yes, this was considered in our "State Economic Development Plan are Fully Realized" scenario.*
- Is the study considering the growth in trade and nearshoring from Mexico based on the shifts in the global economy? *Yes, we are already seeing shifts from Asian markets to Mexico and Latin America, research which is presented in the Corridor Justification Report.*
- Are you considering congestion already occurring at border crossing and ports? *Yes. We will be using the recently completed Arizona-Sonora Border Master Plan to help inform us on those issues.*
- Are you going to be considering the movement of freight through this Corridor? *Yes; we will be reviewing opportunities and constraints to determine compatibility for a future Corridor.*

What are your comments or questions regarding the evaluation criteria?

- General comments
 - Why are there additional evaluation criteria categories that do not match up with the goals and objectives categories? How do these additional categories relate to the evaluation of alternatives? *The evaluation criteria that match the goals and objectives*



measure how well the alternatives support the purpose and need of the project; the other evaluation categories measure how well the alternatives align with the natural and built environment and help differentiate one alternative from another.

- Should national defense and security be standalone evaluation criteria to respond to the initial purpose of the Interstate Highway System, as well as recognize the high number of military installations in Arizona and Nevada? *The team will take this into consideration.*
- Will the team review local sustainability goals? *May not be able to review each community's plan at Level 1; can evaluate based on regional and national goals. Potential to review county sustainability goals. Will consider more detailed sustainability criteria in Level 2.*
- System linkage
 - Will this study review “crossroad” transportation connections to the Corridor and how these intersecting corridors could support the goals and objectives?
 - Please consider looking at the capacity of existing corridors in terms of understanding “system gaps”. For example, while I-19 provides a high-capacity transportation corridor between Nogales and Tucson, as a four-lane Interstate, the existing corridor may not suffice to handle the traffic expected of a major trade corridor.
 - In terms of proposing connections to international activity centers, will the team review the capacity for connecting corridors in Mexico?
- Trade corridor
 - Assess how this Corridor aligns with renewable energy development.
- Modal interrelationships
 - Consider the relationship and connectivity to hubs of air transportation – it is more important to connect directly to an airport rather than just being in the vicinity.
 - Please consider the Western Regional Partnership’s Green Valley Pipeline project.
- Capacity/congestion
 - Please review multiple modes and understand how they can work together to meet capacity needs, as well as the outstanding needs to adequately move freight and labor.
 - Need to consider capacity of facilities at the international border crossings. Maintaining efficient border crossings are vital to commerce and trade.
 - Consider wait times/value lost at border crossings.
 - Address implications to border crossings.
- Economics
 - Should the evaluation criteria consider local economic goals? *Currently it is written to consider regional, state, and national goals to broadly differentiate alternatives for Corridor feasibility; more detailed evaluation would be better suited for the Level 2 evaluation.*
 - Mexican economic activity is not just related to American consumption; many people cross from Mexico to the U.S. to purchase goods and services as well.
 - The Corridor may not always pose an economic benefit to all communities; it could be a detriment to some. How will this be evaluated?
- Environmental sustainability
 - Please consider the economic implication of tourism. Tourism can both positively and negatively impact the natural environment.
- Land use and ownership



- How will the Level 1 criteria relate to the cumulative impacts of land use/development? *Might be helpful to add another measure in Level 1 that accounts for the impact of adjacent land use changes: provide guidance to communities on the appropriate types of adjacent development to this Corridor; encourage nodal development at transportation crossroads.*
- Please consider major land ownership patterns and appropriate land uses.
- Moving travelers from I-10 to the I-11 Corridor could support local and regional land use initiatives.
- Consider impacts to canals (Central Arizona Project) in terms of easements, flood zones, etc.
- Preserve military and surrounding lands for military operations/training purposes.
- If the study recommends building new roads, how will the study evaluate mitigation of sprawl?
- Several communities are in the process of updating their General Plans; coordinate with these ongoing updates to synchronize outcomes.
- Cost
 - Factor in costs for wildlife overpasses and underpasses.

What additional studies or reports on modal options should be considered?

- Bureau of Reclamation/Western Regional Partnership documents (to be emailed).

What comments or questions do you have regarding the proposed Corridor goals and objectives?

- Recognize that Arizona and Nevada are in competition with Texas and Mexico for Mexican trade; therefore the timing of implementing I-11 is very important.
- Is the Purpose and Need just being developed for the Priority Corridor? *No, for the entire study area.*
- What is the approach to adjacent land use in the Purpose and Need? For example, Arizona metropolitan areas tend to use freeways as arterial corridors. This is counteractive to creating a long-distance trade corridor. Please consider.
- Is the Business Case and economic modeling looking at the natural trade corridors from Mexico to Nevada? Should also understand leakages that may exist because of existing infrastructure deficiencies. *Business case reviewing various economic scenarios.*
- Will the Business Case also evaluate the relationship of trade between the U.S. and Mexico (amount of trade that can come from Mexico)? *Yes.*



Webinar Meeting Summary Report

July 16, 2013; 1-3 p.m. MST/PDT

Meeting conducted via Live Meeting and teleconference

Meeting Feedback

Following a brief PowerPoint presentation, Dan Andersen led participants in a facilitated dialogue. The following feedback was provided by participants as part of that discussion.

What are your comments or questions regarding the Corridor Justification Report?

- Tiffany Sprague, Sierra Club: The Corridor Justification Report focuses on economics; I don't think we can solely use economics to justify whether this Corridor is justified. Why is economics the primary focus? *The Corridor Justification Report includes the business case that is very focused on economics, but we also tried to show the transportation system capacity issues and linkage challenges in earlier chapters of the report. We're trying to make the transportation needs the focus of this, with economics and others issues supporting factors.*
- Tiffany Sprague, Sierra Club: Why doesn't the Corridor Justification Report discuss the proposed evaluation criteria offered in today's presentation? *The purpose of the Corridor Justification Report was to determine if further study of the I-11 Corridor was justified, and it concluded further study was warranted. As such, we're moving into Phase III of this project that, among other things, will ultimately recommend where a potential future I-11 could traverse. To initiate this phase, we're developing evaluation criteria for those potential future alignments and for which we seek your feedback.*
- Kazi Haque, City of Maricopa (Arizona): Will a full-scale NEPA study follow this effort? *If the study concludes moving forward with an I-11 Corridor, a NEPA process would likely follow as to be eligible for potential federal funding.*
- Tiffany Sprague, Sierra Club: Do any of the economic scenarios assume a continued or recurring recession? *While a depressed economic condition was considered for potential analysis, there wasn't support for further analysis. Because of the long-term planning horizon, varying growth levels were assumed.*
- Kevin Wilkins, City of Yuma: Are you considering congestion in California, shifting trade from Mexicali over to I-95, and CANAMEX efforts as part of the study? *Yes, the Corridor Justification Report highlights some of those issues.*
- Kevin Wilkins, City of Yuma: Does California support this effort? *Yes; Senator Boxer was one of the authors of the enabling legislation.*

What are your comments or questions regarding the evaluation criteria?

- Environmental sustainability
 - Tiffany Sprague, Sierra Club: What factors are you using to determine biological connectivity and impact? The Heritage Data Management System and other resources are incomplete as they are based only on known occurrences of animals and potentially suitable habitat. *We are using Habimap and other environmental-related databases. While this isn't a NEPA-level environmental assessment, we do want to narrow down the field of alternatives by evaluating them against environmentally sensitive areas, and even ways to enhance environmental connectivity.*
 - Dorothy Ohman, San Carlos Apache Tribe: When will you be coordinating with tribal entities regarding environmental and cultural issues, as tribal communities often have



different environmental and cultural sensitivities. *We have initiated outreach to all the tribal entities in Nevada and Arizona, and will continue to work with individual tribes as we move through the alternative evaluation process to learn about sensitive lands and other cultural concerns.*

- Land use and ownership
 - Kazi Haque, City of Maricopa: How will this project impact our general plan (which we plan to update soon)? *Compatibility with existing general and comprehensive plans will be considered as part of the evaluation of alternatives. If you're going to be updating your general plan, it will be important to continue coordination between that effort and the I-11 study.*

What additional studies or reports on modal options should be considered?

- Kevin Wilkins, City of Yuma: Yuma County Rail Corridor Study

What comments or questions do you have regarding the proposed Corridor goals and objectives?

No comments.



Las Vegas, Nevada Meeting Summary Report

July 17, 2013; 9-11 a.m. MST/PDT
RTC of Southern Nevada
Conference Room 396
600 S. Grand Central Pkwy.
Las Vegas, Nevada

Meeting Feedback

Following a brief PowerPoint presentation, Sondra Rosenberg and Bardia Nezhati led participants in a facilitated dialogue. The following feedback was provided by participants as part of that discussion.

What are your comments or questions regarding the Corridor Justification Report?

- Clarification was requested regarding High Priority Corridor (numbers).
- Clarification was requested on cost of congestion (commuters and freight); FHWA's benefit/cost calculations are based on congestion costs for commuters and includes several cost factors (cost of time, wasted fuel, etc.)
- Would the study look at alternatives around Las Vegas? *Yes.*
- Will this project coordinate with other local agency projects? *Yes.*
- When will the benefit/cost analysis occur? *This will be performed for the Priority Segment during Level 2 screening.*
- Are comments welcomed for all portions of the bi-state Corridor? *Yes; this study is a cooperative effort between the sponsoring agencies of ADOT and NDOT.*

What are your comments or questions regarding the evaluation criteria?

- General comments and questions
 - What evaluation category would utilities fall into? *The team will consider major utility impacts during the more detailed Level 2 screening.*
- System linkage
 - Look at both US-95 and US-93 corridors as viable options.
 - Will the project consider linkages to the future Ivanpah Airport? *Yes.*
- Trade corridor
 - Take into account truck and rail freight coming to/from Mexico at Nogales port of entry.
- Modal interrelationships
 - If railroads have shown no interest to be part of this Corridor, why should we continue? *We are looking at what has been proposed in previous studies, not what the demand for freight or passenger rail is.*
- Environmental sustainability
 - Are BLM representatives included and involved as Stakeholder Partners? *Yes.*
- Land use and ownership
 - Will land ownership maps (depicting private, state, federal, etc. land ownership) be used in the alternatives evaluation process? *Yes.*
- Community acceptance
 - Is I-11 included in the RTP TIP and/or STIP? *The Boulder City Bypass is already included, but no recommendation has been made for the rest of the I-11 & Intermountain West Corridor.*



What additional studies or reports on modal options should be considered?

No comments

What comments or questions do you have regarding the proposed Corridor goals and objectives?

No comments



Surprise, Arizona Meeting Summary Report

July 17, 2013; 9-11 a.m. MST/PDT
Communiversity @ Surprise
Community Room
15950 N. Civic Center Plaza
Surprise, Arizona

Meeting Feedback

Following a brief PowerPoint presentation, John McNamara led participants in a facilitated dialogue. The following feedback was provided by participants as part of that discussion.

General Questions and Comments

- What is the spatial extent of the Priority Corridor – just focused on the US 93 corridor or wider? *While US 93 will be one alternative, the team will look at a broader area for consideration of alternatives. The Southern Arizona Future Connectivity Segment includes the entire southern Arizona border, which could result in some alternatives that do not connect with US 93.*
- This is a very extensive Corridor. Has tolling been considered? *Tolling, along with other funding and finance options, will be explored during the implementation phase.*
- If this Corridor takes advantage of trade coming up through Mexico and over from California, where would inland ports be located? *Undetermined at this point; logical placement at transportation crossroads.*
- How would I-11 and adjacent inland ports serve or benefit the ports of Los Angeles and Long Beach? *They could provide many value-added benefits, such as freight sorting at a customs facility.*
- How many tribes have been consulted as a part of this process? *Outreach has occurred to individual tribal nations, as well as to larger forums, such as the Inter Tribal Council of Arizona (and Nevada).*

What are your comments or questions regarding the Corridor Justification Report?

No comments

What are your comments or questions regarding the evaluation criteria?

- General comments
 - Will there be weight given to utilization of existing corridors? *No, because there are both beneficial and detrimental reasons to use existing corridors, depending on the location. Level 1 evaluation criteria will not be weighted, but Level 2 may be.*
- Legislation
 - Under the legal designation of high Priority Corridors, use CANAMEX as the basis for extensions of I-11 south of Wickenburg.
- System linkage
 - Consider linking multiple Interstate corridors, not providing a bypass around one Interstate (e.g., the MAG framework studies used the Hassayampa Freeway to link I-10 to I-10; consider linking I-8).
 - Please review previous corridor studies which propose system linkage opportunities (e.g., SR 85 Access Management Plan).



- Trade corridor
 - To what degree is I-11 dependent upon major changes in Mexico (infrastructure connections, manner of moving freight, etc.)?
- Modal interrelationships
 - Is the consideration of utility corridors oriented at linking major utility/energy production areas?
- Capacity/congestion
 - Will the team coordinate with the Department of Homeland Security on the capacity/congestion/security of ports of entry?
 - To what degree is I-11 being compared to other resolutions to appease congestion of the ports of Los Angeles and Long Beach, as well as I-5?
- Economics
 - Please consult with Indian communities on major economic development initiatives; opportunities for synergies (especially related to renewable energy)
- Environmental sustainability
 - Please coordinate with the Arizona Game and Fish Department of their high level environmental screening layers (beyond just species conservation).
 - It is very important to have a thorough environmental screening early in the process so that alternatives recommended for further consideration are feasible from an environmental perspective.
 - Consider the economic benefit that the natural environment brings as well considering constraints (e.g., gaming).
 - Statewide environmental screening process recently completed (Restoration Design Energy Project). Coordinate with BLM for more details.
- Community acceptance
 - Community acceptance process should not start from scratch – build upon previous studies and integrate accepted corridor alternatives.

What additional studies or reports on modal options should be considered?

No comments

What comments or questions do you have regarding the proposed Corridor goals and objectives?

No comments



Webinar Meeting Summary Report

July 17, 2013; 9-11 a.m. MST/PDT

Meeting conducted via Live Meeting and teleconference

Meeting Feedback

Following a brief PowerPoint presentation, Dan Andersen led participants in a facilitated dialogue. The following feedback was provided by participants as part of that discussion.

What are your comments or questions regarding the Corridor Justification Report?

- Alan Pruitt, Western Arizona Economic Development District: Will the Corridor incorporate fiber-optic conduit for expanding broadband in rural communities that I-11 will traverse? *The design details will be addressed during the design phase of the project, should it proceed. At this phase we are just considering the total right-of-way that might be needed for a Corridor, and our intent is to preserve sufficient to accommodate future utility needs.*
- Deborah Murray, City of Laughlin/Clark County: Will freight rail be considered around Laughlin? *Yes. Rail, highway, and combined rail/highway alternatives are being considered across the Corridor.*
- John Williams, Mohave Electric Cooperative, Inc.: I understand that once it's designated as the I-11 Corridor, some of the access rules will become more stringent (including access from the highway to the utility corridor and right of way). What are our options to access utilities? *Our intent is to provide utility access, however the specifics will not be considered until design, at which time utility providers will likely be consulted regarding access needs. Any current access issues will need to be addressed by ADOT.*
- Steve Latoski, Mohave County: The Corridor Justification Report touched on utilizes as a possibility within the I-11 Corridor; I might suggest that utilities—in the sense of commodities production/distribution and revenue generation—be added as a goal/objective. Another comment I have is the evaluation criteria should be measured/valued on a normalized, quantitative score to assist in a more clear evaluation of alternatives. One last thing, just on the mobility rankings, the Texas Transportation Institute in their annual mobility report provides mobility rankings for Phoenix and Las Vegas relative to the nation.
- Jim Kenny, El Dorado Holdings: A 50-year planning horizon is ridiculous; if I-11 is warranted, we need to figure out how to implement this decision immediately. A 50-year planning horizon is an estimate on the implementation for the entire Corridor, Mexico to Canada. This phase of study is to define a Corridor footprint that individual states, regions and local governments can build. Some segments, such as the Boulder City Bypass, are ready to be implemented once funding is identified.

What are your comments or questions regarding the evaluation criteria?

- Economics
 - Steve Latoski, Mohave County: Utility/energy commodity production and distribution (water, electricity, data, etc.) could be considered a potential revenue generating activity if coupled within the I-11 Corridor.
 - Steve Latoski, Mohave County: I-11 could support local economies, and should be included as part of the “economics” evaluation. If you're using local general or comprehensive plans that identify I-11 as ways to evaluate these criteria, we can provide that information if requested.



- Cost
 - Jim Dickey, Arizona Transit Association: Cost should not be a criteria at this stage of screening/evaluation; rail could be very costly, and using this criteria will give highway solutions an advantage over other modes as segments are already built.
- Community acceptance
 - Faye Streier, Bureau of Reclamation/Department of the Interior: Is this criteria focused on local government acceptance, public acceptance, etc.? *This an all-encompassing criteria, including agency and public feedback.*

What additional studies or reports on modal options should be considered?

No comments

What comments or questions do you have regarding the proposed Corridor goals and objectives?

No comments



Reno, Nevada Meeting Summary Report

July 22, 2013; 9-11 a.m. MST/PDT
RTC of Washoe County
Board Room
2050 Villanova Dr.
Reno, Nevada

Meeting Feedback

Following a brief PowerPoint presentation, Sondra Rosenberg led participants in a facilitated dialogue. The following feedback was provided by participants as part of that discussion.

Questions

- Where is the RTC of Southern Nevada with regard to the I-11 study? *Once constructed, the Boulder City Bypass would be part of the I-11 within southern Nevada. Currently the RTCNV is attempting to pass a gas tax similar to that in Washoe County; if this passes, some of the funding for construction of the bypass would be generated from this tax.*
- What is the expected result of the study in areas north of Las Vegas? Will you be looking to the MPO's to make planning decisions based on and/or in support of the study results? *This will depend on the outcomes of the alternatives analysis and screening process.*
- Have the effects of the Panama Canal widening been considered? *Yes, the analysis to-date includes the effects of the canal widening. Analysis has also considered the effects of "near-shoring" (a number of companies are considering moving manufacturing operations to Mexico and Central and South America to reduce shipping costs associated with production in Asia). Multiple scenarios involving Latin American and Asian trade movements are being considered.*
- Is NDOT involved in the Western States Sage Grouse EIS that is currently under development? *The study team is aware of this study and is taking it into consideration as alternatives development and analysis moves forward.*
- Would the I-11 Corridor potentially include a north-south high-speed and/or freight rail component? *The study will consider multimodal opportunities created by a potential I-11 Corridor.*
- What stakeholders have been invited to have input into the process? *Stakeholders from all regions and representing multiple public and private interests have been involved throughout the process to-date with regular stakeholder outreach and opportunities for input.*
- Would the potential connection between Reno and Las Vegas be a new road? *The study is looking at both expansion/improvement of existing facilities and possibilities for new facilities.*
- What if Congress does not designate an I-11 Corridor beyond the Corridor designated between Phoenix and Las Vegas? *While local and state agencies cannot control Congressional actions with regard to designating additional interstate corridors, we are responsible for planning for potential future needs.*
- Does this study take existing infrastructure into consideration? *Yes.*
- Would the goal of a route between Las Vegas and Reno be to bypass the metropolitan areas? *The terminus of I-11 in Las Vegas has not yet been determined; metro area bypass and through alternatives will be studied. Any potential routes through northern Nevada would also consider the potential benefits and impacts of bypassing metro areas versus passing through them.*



- Why isn't Utah involved? *Utah is involved in the CANAMEX Corridor (I-15). There is also an I-15 Mobility Alliance assembled which includes California, Nevada, and Utah. UDOT is aware of the I-11 Corridor study and is unsure how involved they want to be.*
- Once is Corridor is selected, how would it be phased? *Phasing would be based on the positioning and priorities of the various segments; studies performed to-date; and fiscal constraints. The northern portions of the potential Corridor(s) are potentially on the 30 to 50-year horizon.*
- Has the study team engaged and sought input from the U.S. Department of Defense? *Yes.*
- Is there currently a north-south rail facility in Nevada? *No. There may be potential demand for this type of facility, but rail facilities tend to be privately owned. The study will look to identify potential opportunities for north-south rail connectivity.*
- Impacts to tribal lands will need to be considered. *As we move forward into alternative development and analysis, the team plans to meet with specific tribes to get input when alternatives pass through or near tribal lands.*
- How is the team getting input from stakeholders when so few appear to be aware of the study? *The team has been working in getting the word out about the study, including some media. The team could also use the help of local agencies, politicians, and stakeholders to get the word out to their constituencies. We also welcome any ideas on avenues to consider for the distribution of study informational materials. The study team is also happy to provide presentations to various stakeholder groups upon request.*
- Would the team be interested in presenting at the upcoming Intertribal Council meeting? *Yes.*
- When will we begin to see alternatives recommendations? *The team plans to review alternatives currently under development at the August stakeholder meetings and seek additional input on any alternatives that we might have missed. In October, we will provide our recommendations for narrowing the alternatives to be studied further and seek concurrence on the analysis performed.*

Comments

- There is a potential to preserve a Corridor for future development, particularly within BLM land.
- Reno has good east-west connectivity due to I-80, but poor north-south connectivity.
- Any future I-11 Corridor should consider providing additional connectivity to Carson City from southern Nevada.
- It is important to understand that an I-11 Corridor does not necessarily mean a single new roadway. There could also be potential for interconnecting interstate spurs.
- A future I-11 would likely be built in a similar fashion as the I-580 in northern Nevada; working outward from larger population centers.
- We may not be able to narrow down potential alignment(s) through northern Nevada until the team has had an opportunity to perform additional outreach to adjacent states to the north.
- We would like to see a collaborative effort to determine if we should plan a connection to Boise, ID or if a Corridor through western Nevada is more appropriate.
- There is also potential for an eastern and western corridor splitting at some point within the state but working in concert with one-another.



Webinar Meeting Summary Report

July 22, 2013; 9-11 a.m. MST/PDT

Meeting conducted via Live Meeting and teleconference

Meeting Feedback

Following a brief PowerPoint presentation, Audra Koester Thomas led participants in a facilitated dialogue. The following feedback was provided by participants as part of that discussion.

Questions

- Rob Mrowka, Center for Biological Diversity: Transportation by rail is much more efficient and greener than truck transit. Will an option of new and expanded rail be examined as an alternative before plowing huge amounts of new capital into more roads? *The study will be considering multimodal applications, including rail.*
- Robert Adams, Town of Pahrump: Have possible routes been presented to the BLM's Southern Nevada District Office to incorporate into the Resource Management Plan currently being revised? *BLM has been active in our project and continued coordination will be essential. This sort of discussion with stakeholders will likely occur after Level 1 and prior to Level 2 alternatives screening.*

What are your comments or questions regarding the Corridor Justification Report?

No comments.

What are your comments or questions regarding the evaluation criteria?

- System linkage
 - Don Matson, COMPASS: Regarding criteria #2, how many different activity centers will be evaluated? *This study has initially identified 5 or 6 major activity centers; however, we will be continuing to evaluate additional potential activity centers based on research and feedback from stakeholders.*
- Trade corridor
 - Brad Hardenbrook, Nevada Department of Wildlife: Outside of Nevada, have other freight/trade hubs been identified and how will the study coordinate freight movements relative to these additional hubs? *We've already coordinated with Maricopa Association of Government's recently completed Freight Framework Study regarding Sun Corridor freight hubs, and coordination with states northward (Idaho, Oregon, Washington, etc.) and Canada is currently underway.*
- Environmental sustainability
 - Rob Mrowka, Center for Biological Diversity: It would behoove you to evaluate species that are under various federal protection categories as part of Level 1; I'm concerned that the criteria are so broad that some obvious red flags might be missed. *While not specifically listed in this graphic, federal and state endangered species are part of that Level 1 evaluation, as are other considerations (as outlined in the forthcoming "Existing Natural and Built Environment Tech Memo"). We welcome feedback in regards to other considerations that should be part of this evaluation.*



What additional studies or reports on modal options should be considered?

- Don Matson, COMPASS: ITE has a few reports on modal options that will be forwarded onto the study team.

What comments or questions do you have regarding the proposed Corridor goals and objectives?

No comments



Appendices

List of Attendees by Agency

PowerPoint Presentation



List of Attendees by Agency

Attendance Designations

T=Tucson, AZ S=Surprise, AZ V=Las Vegas, NV W=Webinar/conference call

July 16 Southern Arizona	July 17 Priority Segment	July 22 Northern Nevada	First Name	Last Name	Organization
	S		Woody	Grantham	
	S		Tom	Jones	
	S		Brock	Barnhart	ADOT
	W		Joanie	Cady	ADOT
	W		Sayeed	Hani	ADOT
T			Mike	Kies	ADOT
T			Steve	Mishler	ADOT
T			Paki	Rico	ADOT
T	S	W	Jackie	Kuechenmeister	AECOM
T	S	W	John	McNamara	AECOM
	V		Anita	Huffman	Aggregate Industries - SWR
	V		Greg	Hunt	Aggregate Industries - SWR
	V		Tom	Akers	Akers and Associates
	V	W	Irene	Bustamante Adams	Akers and Associates
	V		Ryan	Arnold	ARC Consulting
	S		Tom	Martin	Arizona Automobile Hobbyist Council
	S		Dana	Warnecke	Arizona Game and Fish Department
T			Tim	Bolton	Arizona State Land Department
	W		Michelle	Green	Arizona State Land Department
	W		Jim	Dickey	Arizona Transit Association
	S		Ian	Dowdy	Arizona Wilderness Coalition
W			Lisa	McCabe	Bullhead Regional Economic Development Authority
	V		Dorothy	Dickey	Bureau of Land Management
	S		Michael	Johnson	Bureau of Land Management Arizona State Office
	V		John	Evans	Bureau of Land Management, Southern Nevada
T	S		Scott	Higginson	CAN-DO Coalition



July 16 Southern Arizona	July 17 Priority Segment	July 22 Northern Nevada	First Name	Last Name	Organization
		R	Patrick	Pittenger	Carson Area Metropolitan Planning Organization
		W	Rob	Mrowka	Center for Biological Diversity
W			Mark	Griffin	Central Arizona Governments
T			George	Favela	CenturyLink
T			Guillermo	Figueroa P.	CenturyLink
W	W		Dan	Andersen	CH2M HILL
		R	Mark	Gallegos	CH2M HILL
		R	Derek	Morse	CH2M HILL
W	V	W	Bardia	Nezhati	CH2M HILL
W	W		Jenny	Roberts	CH2M HILL
		R	Graham	Dollarhide	City of Carson City
T			Duane	Eitel	City of Casa Grande
T			Carlos	De La Torre	City of Douglas
	S		Rob	Bohr	City of Goodyear
	S		Joe	Schmitz	City of Goodyear
		W	Maiqui	Hertzog	City of Henderson
	V		Debra	March	City of Henderson
	V		Robert	Murnane	City of Henderson
	V		Andy	Reed	City of Las Vegas
W			Kazi	Haque	City of Maricopa
W	W		David	Maestas	City of Maricopa
		R	Adam	Mayberry	City of Sparks
	S		Stephen	Chang	City of Surprise
T			Laura	Dent	City of Tucson
T			James	MacAdam	City of Tucson
W			Kevin	Wilkins	City of Yuma
	V		Sue	Baker	Clark County
	W		Jacquelyne	Brady	Clark County
	V		Dawn	Leaper	Clark County Air Quality
	V		Phil	Klevorick	Clark County Comprehensive Planning Department
	V		Tom	Peterson	Clark County Department of Aviation

July 16 Southern Arizona	July 17 Priority Segment	July 22 Northern Nevada	First Name	Last Name	Organization
	V		Mark	Silverstein	Clark County Department of Aviation
T			Carolyn	Campbell	Coalition for Sonoran Desert Protection
		W	Don	Matson	COMPASS - Community Planning Association of Southwest Idaho
T			William	Kelley	Diamond Ventures, Inc.
	W		Dana	Anat	DOI, Bureau of Reclamation
	W		Faye	Streier	DOI, Bureau of Reclamation
	W		Chris	Grogan	El Dorado Holdings
	W		Jim	Kenny	El Dorado Holdings
T			William	Carroll	Engineering & Environmental Consultants
		W	Paul	Schneider	Federal Highway Administration, Nevada Division
	S		David	Wessel	Flagstaff Metropolitan Planning Organization
T			Amy	Adams	Fresh Produce Association of the Americas
T			Lahsha	Brown	Friends of Ironwood Forest
W			Zak	Royse	House of Representatives - Rep. Ann Kirkpatrick
W			James	Schleich	Huitt-Zollars, Inc
T			Mike	Holmes	Imagine Greater Tucson
		R	William	Campbell	Inter-Tribal Council of Nevada
T			Dale	Miller	Jacobs Engineering
		W	Carol	Chaplin	Lake Tahoe Visitors Authority
	V		Brian	McAnallen	Las Vegas Chamber of Commerce
	V		Paul	Moradkhan	Las Vegas Chamber of Commerce
	V		Valarie	Segarra	Las Vegas Convention and Visitors Authority
	W		Lisa	Mayo-DeRiso	Mayo & Associates
T			Allyson	Solomon	Metropolitan Pima Alliance
	V		Jason	Gray	MGM Resorts International
	W		Steven	Latoski	Mohave County
	W		John	Williams	Mohave Electric Cooperative, Inc.

July 16 Southern Arizona	July 17 Priority Segment	July 22 Northern Nevada	First Name	Last Name	Organization
T			Darla	Sidles	National Park Service, Saguaro National Park
W			Kevin	Dahl	National Parks Conservation Association
	W		Natalie	Caffaratti	NDOT
		W	Damon	Hodge	NDOT
		W	Norfa	Lanuza	NDOT
	V	W	Tony	Letizia	NDOT
		R	Coy	Peacock	NDOT
		R	Jeff	Richter	NDOT
W	V	R	Sondra	Rosenberg	NDOT
		R	Joseph	Spencer	NDOT
		R	Jason	Vanhavel	NDOT
		W	Kevin	Verre	NDOT
	V	W	Brad	Hardenbrook	Nevada Department of Wildlife (NDOW)
W			Richard	Carrillo	Nevada Legislature
	V		Cindy	Creighton	Nevada Subcontractors Association
T			Scott	Stonum	NPS
	V		Cash	Jaszczak	Nye County
W	W	W	Audra	Koester Thomas	Partners for Strategic Action, Inc.
T			Maria	Arvayo	Pascua Yaqui Tribe
T			Dennis	Minano	Pascua Yaqui Tribe
T			Jamison	Brown	Pima Association of Governments
T			Steven	Giang	Pima Association of Governments
T			John	Bernal	Pima County
T			Jennifer	Coyle	Pima County
T			Jonathan	Crowe	Pima County
T			Linda	Mayro	Pima County
T			John	Moffatt	Pima County
T			Andres	Vargas	Pima County
T			Robert	Young	Pima County
W			Doug	Hansen	Pinal County
T			Stefan	Baumann	Port of Tucson

July 16 Southern Arizona	July 17 Priority Segment	July 22 Northern Nevada	First Name	Last Name	Organization
T			Mike	Levin	Port of Tucson
	W		Gary	Marks	Prescott Valley Economic Development Foundation
T			Matt	Clark	PSOMAS Engineering
T			Michael	Bowman	Rancho Sahuarita
	V		Andrew	Kjellman	Regional Transportation Commission of Southern Nevada
	V		Amber	Stidham	Regional Transportation Commission of Southern Nevada
		R	Lee	Gibson	Regional Transportation Commission of Washoe County
		R	Jeff	Hale	Regional Transportation Commission of Washoe County
		R	Ron	Smith	Regional Transportation Commission of Washoe County
	W	R	Lissa	Butterfield	Reno-Tahoe Airport Authority
	V		Detrick	Sanford	Representative Steven Horsford's Office
T			Doug	Schneider	Rick Engineering Co.
T			Dr. Manuel	Valenzuela	Sahuarita Unified School District
W			Dorothy	Ohman	San Carlos Apache Tribe
T			Jeremy	Sharpe	Sharpe and Associates
W	W		Tiffany	Sprague	Sierra Club
T			Mignonne	Hollis	Sierra Vista Economic Development Foundation
	V		Leon	Mead	Snell & Wilmer
T			John	Shepard	Sonoran Institute
T			George	Scott	Southeast Arizona Economic Development Org
T			Shawn	Cote	Southern Arizona Home Builders Association
T			Ted	Maxwell	Southern Arizona Leadership Council
	W		Kevin	Thompson	Southwest Gas
		W	Telma	Lopez	Southwest Gas Corp
		W	Mindi	Dagerman	Southwest Gas Corporation
	S		Gino	Tarantini	Tarantini Construction Co.



July 16 Southern Arizona	July 17 Priority Segment	July 22 Northern Nevada	First Name	Last Name	Organization
	V		Shirayne	Waite	Teamsters Local 631
T			Maria	Masque	The Planning Center
T			Linda	Morales	The Planning Center
T			Marisa	Guarinello	TNC
T			Steven	Tipton	Tohono O'odham Nation
T			Mark	Pugh	Tonoho O'odham Nation
	S		Eric	Fitzer	Town of Gila Bend
	W		Deborah	Murray	Town of Laughlin
T			Curt	Woody	Town of Marana
T			Paul	Keesler	Town of Oro Valley
		W	Robert	Adams	Town of Pahrump
T			Sarah	More	Town of Sahuarita
T			Thomas	Murphy	Town of Sahuarita
T			Kelly	Udall	Town of Sahuarita
	S		Josh	Wright	Town of Wickenburg
	S		Gayle	Cooper	Town of Youngtown
T			Jordan	Feld	Tucson Airport Authority
T			Robert	Medler	Tucson Chamber of Commerce
T			Michael	Guymon	Tucson Regional Economic Opportunities
T			Dale	Calvert	Tucson Transportation Advisory Committee
T			Eve	Halper	U.S. Bureau of Reclamation
W			Clifton	Meek	U.S. EPA, Region 9
T			Bruce	Wright	University of Arizona
	V		Michael	Gibelyou	UNS Electric, Inc
	W		Carolyn	Mulvihill	US EPA Region 9
W			Mara	Oda	Walton International
		R	Marsha	Berkbigler	Washoe County
		R	Chad	Giesinger	Washoe County
	W		Alan	Pruitt	Western Arizona Economic Development District
	S		Royce	Kardinal	Wickenburg
	S		Julia	Brooks	Wickenburg Chamber of Commerce

July 16 Southern Arizona	July 17 Priority Segment	July 22 Northern Nevada	First Name	Last Name	Organization
	S		Denise	Steiger	Wickenburg Regional Economic Development Partnership



I-11 & Intermountain West Corridor Study

Stakeholder Partners

Phase 2 Review and Phase 3 Process



In partnership with



Southern Arizona: July 16, 2013
Priority Segment: July 17, 2013
Northern Nevada: July 22, 2013

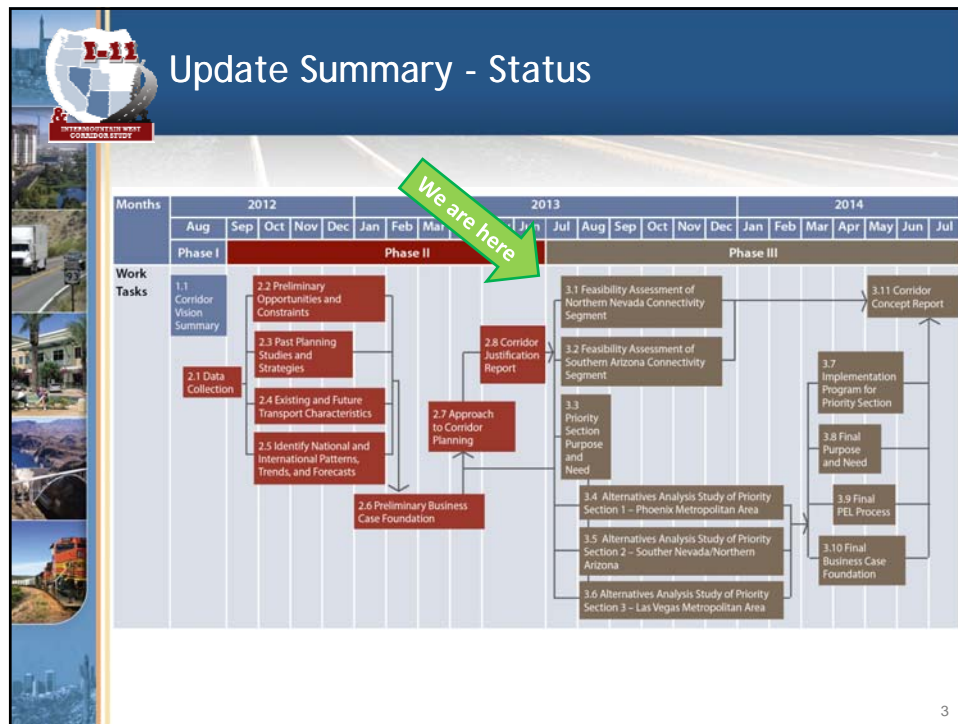


Agenda

- Phase 2 Summary and Findings
- Discuss Goals and Objectives
- Discuss Evaluation Framework
- Discuss Alternative Modes to be Considered



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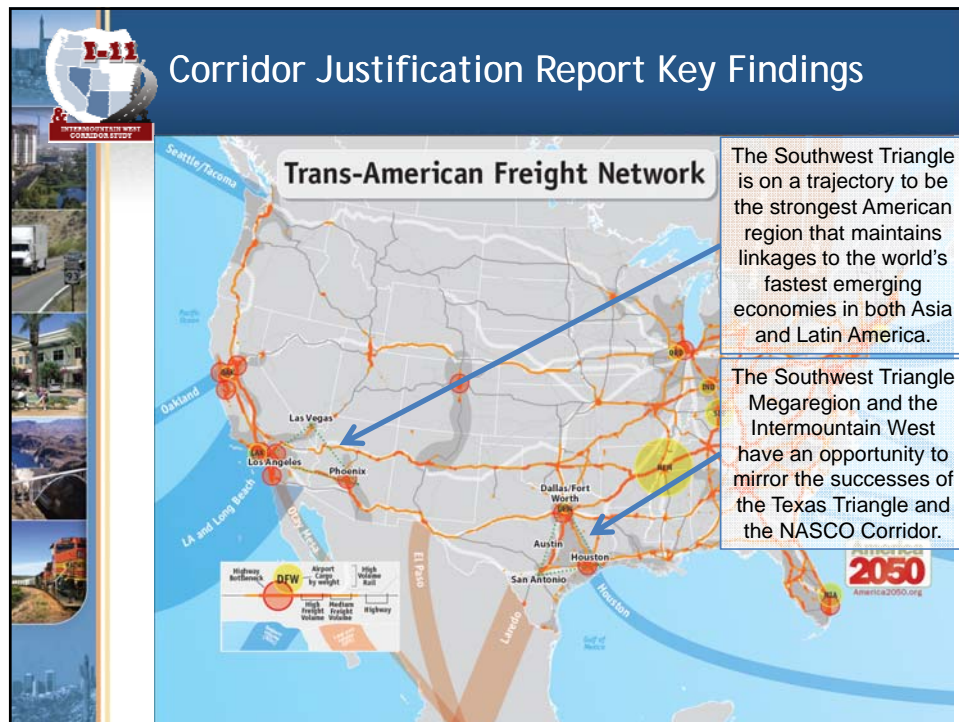


Update Summary - Phases 1 & 2 Deliverables

Deliverables (Phases 1 & 2):

- ✓ Corridor Vision Summary (Completed)
- ✓ Initial PEL Checklist (Completed)
- ✓ Draft Public Involvement Plan (Completed)
- ✓ Corridor Justification Report (draft posted to website 7-2-2013)
- ❑ Existing Natural and Built Environment Tech Memo (under review)


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Corridor Justification Report Key Findings


- Population and Economic Development Trends
 - Population and economic growth in Arizona and Nevada will continue to outpace the U.S.
 - Arizona and Nevada are focused on diversifying their economies
- Existing and Future Transport Characteristics
 - Additional capacity needed on north-south highways
 - Congestion on US 93 is expected to increase
 - 2.5 million air passengers travel between Arizona and Nevada
 - Demand for passenger rail is expected to grow
 - Trucks transport about 75 percent of freight by value in Arizona and Nevada

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Corridor Justification Report Key Findings

- Preliminary Business Case Foundation
 - The Intermountain West, under several scenarios considered, will experience significant sustained growth
 - I-11 and the Intermountain West Corridor will be needed to prevent possible gridlock that could thwart projected economic growth
 - By strategically enhancing transportation infrastructure, the region may also have the opportunity to enjoy incremental and significantly enhanced economic growth related to important trends in regional and national trade.
 - The increasing importance of Mexico as a trading partner
 - The reliability of freight movement will play a major role in deciding how goods are moved from international manufacturers to markets throughout the Intermountain West




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Key justifications for the I 11 and Intermountain West Corridor


- Enable economic development
- Add needed north-south capacity
- Integrate the economies of the Southwest Triangle megaregion and improve connections to other regions
- Capitalize on Mexico's growing role in North American manufacturing and trade
- Support economic development Initiatives of Arizona and Nevada
- Prevent congestion from crippling economic competitiveness
- Comply with enabling federal legislation



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Update Summary - Phase 3 Deliverables



Deliverables: (Phase 3):

- ☐ Future Connectivity Corridor Feasibility Assessment (**Winter 2014**)
- ☐ Priority Corridor Segment Alternatives Study Report (**Spring 2014**)
- ☐ Final Purpose & Need (**late Spring 2014**)
- ☐ Final Business Case Foundation (**late Spring 2014**)
- ☐ Completed PEL Checklist (**late Spring 2014**)
- ☐ Corridor Concept Report (**Summer 2014**)

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Goals and Objectives Statement

Purpose of the Goals and Objectives Statement

- First step in the development of the Project's Purpose and Need Statement.
- Evaluates the need for the I-11 and Intermountain West Corridor to be shared with agencies and other stakeholders and provides a big-picture explanation of the potential benefits of the I-11 and Intermountain West Corridor.
- Shapes the range of corridor alignments developed and evaluated for the project.
- Project stakeholder input will be used in the development of the project's Purpose and Need Statement as the study progresses.
- As we move from the planning stage to the NEPA phase, separate Purpose and Need Statements will be developed for each segment/project.

Current Study NEPA Process Design Construction

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Corridor-wide Goals and Objectives


- The goal of the proposed action is to establish a high-capacity, limited-access, transportation corridor connecting Mexican ports and manufacturing areas with Arizona's and Nevada's largest regional, national and international manufacturing and economic activity centers to support regional, national and international trade.
- For AZ and NV, the goal of the proposed action is to assist in diversifying the states' economies to target industry clusters that rely heavily on interconnected and efficient transportation systems to transport goods and facilitate business attraction/retention.

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Corridor-wide Goals and Objectives

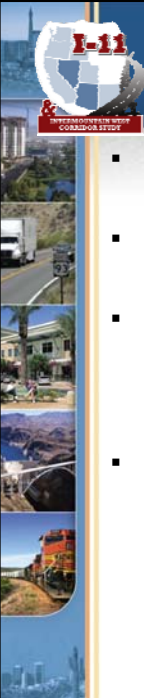


- Several factors that describe state and federal actions that speak to the need for the Corridor, as well as transportation problems the corridor has the potential to address include:
 - Legislation
 - System Linkage
 - Trade Corridor
 - Modal Interrelationships
 - Capacity/Congestion
 - Economics
 - Project Status




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Project Need Factor - Legislation



- Federal transportation authorizations identified high priority corridors.
- CANAMEX Corridor designated (1995).
- CANAMEX Corridor along US 93 between Phoenix and Las Vegas designated as future "I-11" in MAP-21 (2012) .
- Other high priority corridors relevant to the study:
 - US 395 from Reno to Canada (19)
 - US 95/I-580 from Reno to Las Vegas (68)
 - US 95 from Idaho/Oregon state border to Canada (43)

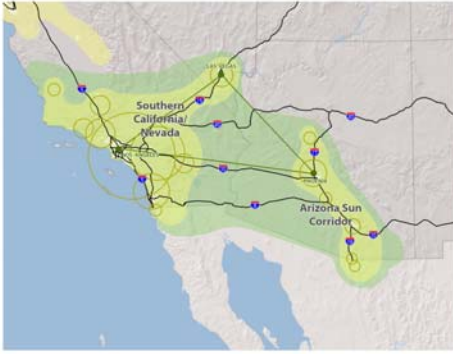


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Project Need Factor - System Linkage

- Improving connections between Phoenix and Las Vegas establishes a critical missing leg of the Southwest Triangle Megaregion.
- Provide rural connectivity – linking rural areas to economic anchors, providing access to more jobs and services and creating economic opportunities.
- Provides new link between Phoenix and Las Vegas and fills missing connection between I-10 and US 93 south of Phoenix.
- Providing a safe and efficient connection between Phoenix and Las Vegas has the ability to prolong the need for additional airport expansions in Arizona and Nevada.



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Project Need Factor - Trade Corridor

- Largest LPOEs with Mexico are located in California and Texas which are well-connected to the National Highway System.
- Major trade corridors I-5 and I-10 have grown more congested and less efficient, which will stimulate demand for additional north-south routes like the I-11 and Intermountain West Corridor to accommodate trade flows.
- Freight flows create a crossroad of opportunities for the region's economies, as the freight flows increase demand for commercial activity centers, distribution and logistics centers, and inland ports and reloading facilities.



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Project Need Factor – Modal Interrelationships

- Enhance highway connections with ports, rail intermodal facilities, and the region's airports.
- With connections to I-8, I-10, I-15 and I-40, the region would efficiently accommodate freight from the POLA/POLB by rail and/or highway.
- Provide multimodal linkages between existing and future foreign ports and critical east-west, high-speed transportation corridors in the U.S., the junctions of which can provide significant regional economic development opportunities.






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Project Need Factor – Capacity/Congestion

- The metropolitan areas of Las Vegas and Phoenix rank in the top 50 cities for congestion costs per auto commuter, with Las Vegas ranked 41st (\$532) and Phoenix 16th (\$821).
- Under all alternative trade scenarios considered, the region will experience significant sustained growth in the regional economy, accompanied by corresponding growth in travel demand.
- Opportunity to attract freight shipments from less efficient travel corridors and experience economic growth, particularly at the transportation hubs that develop around the intersection of the north-south and east-west routes.



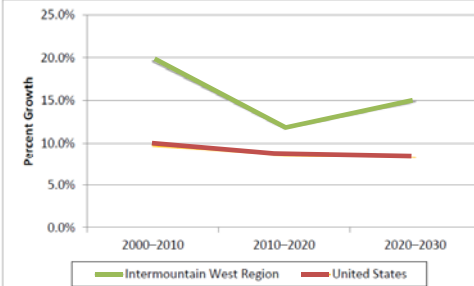
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Project Need Factor - Economics

- Between 2010 and 2030, the Intermountain West is projected to grow by over 28%, to 32.1 million people, which exceeds the forecasted U.S. growth rate of nearly 18%.
- 51% of employees in NV and 43% of employees in AZ work in industries that depend on a reliable regional transportation network for transporting goods and tourists.
- Economic benefits from providing connectivity for activity centers between Mexico and Canada.


Population Growth Rate of the Intermountain West and the U.S.



Period	Intermountain West Region (%)	United States (%)
2000-2010	~20.0	~10.0
2010-2020	~12.0	~8.0
2020-2030	~15.0	~8.0


Sources: Arizona Department of Administration 2012b, Nevada State Demographer's Office 2012, U.S. Census Bureau 2011

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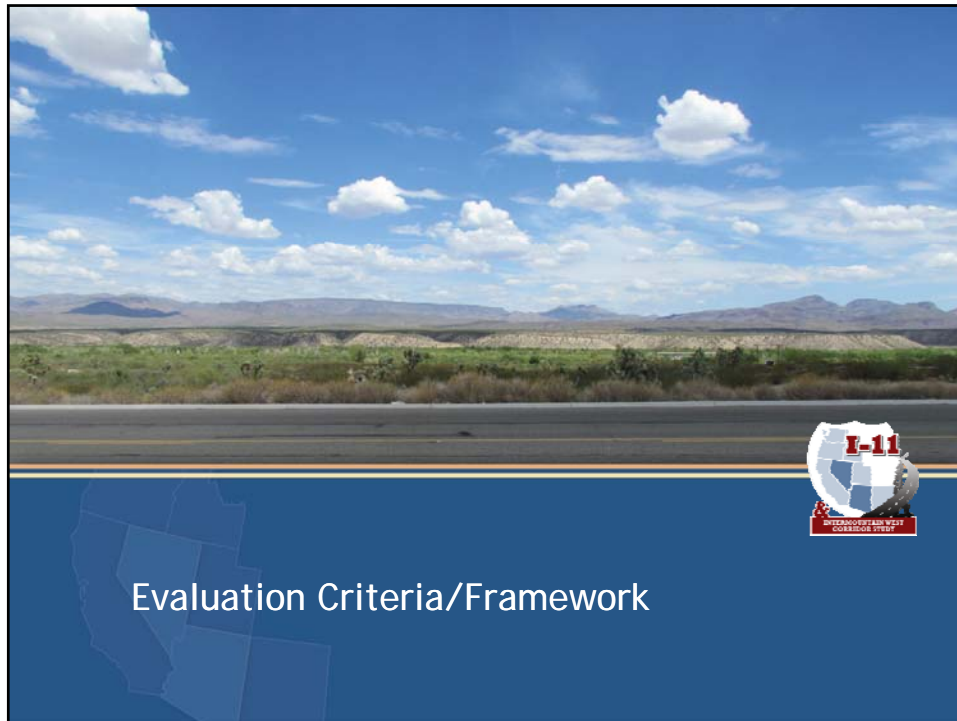


Project Need Factor - Project Status

- NDOT and ADOT worked together to construct the Hoover Dam Bypass and to conduct US 93 corridor improvements on both sides of the bridge.
- ADOT is investing \$0.5 billion dollars to upgrade US 93 to a 4-lane divided highway north of Phoenix to the state line with only 45 miles remaining.
- NDOT fast-tracked improvements to widen US 93 to four lanes on the Nevada side of the bridge to Boulder City.
- Corridor also advancing through:
 - MAG Hassayampa and Hidden Valley Framework Studies (2006 – 2009)
 - NDOT/RTCSNV Boulder City Bypass (2005 and ongoing)



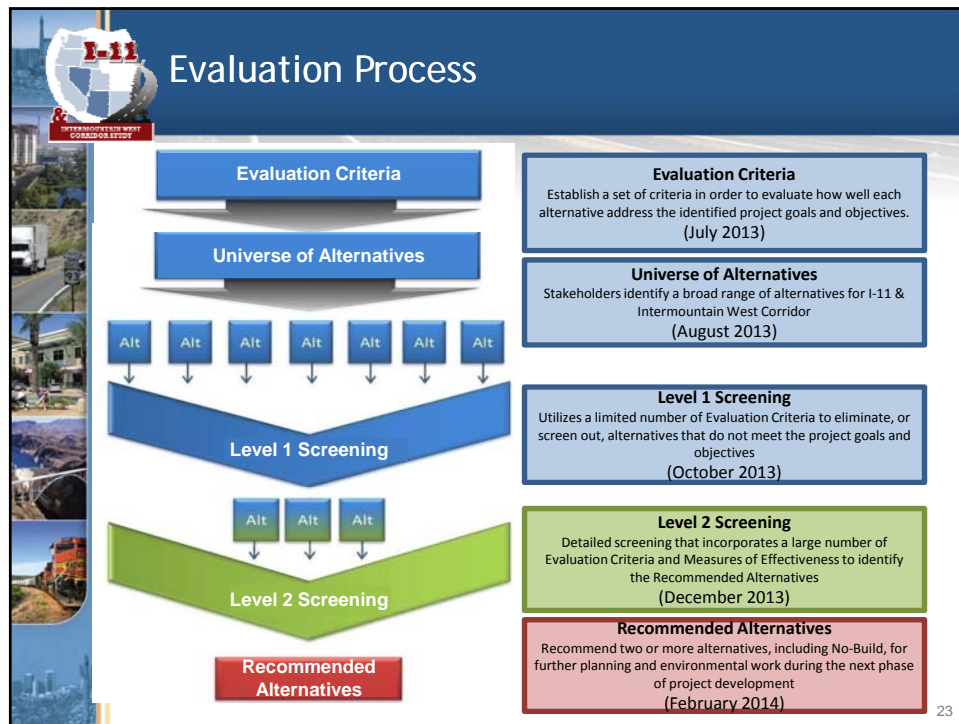
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Evaluation Process

- Multi-level evaluation process
 - Priority Corridor Segment
 - Future Connectivity Segments
- “Alternative” is an alignment containing one or more modes (e.g., highway, rail) within one or more corridor segment
 - Alternatives could consist of a new or existing transportation facility (or a combination of both)
- Alternatives to be evaluated using evaluation criteria which can be measured qualitatively or quantitatively
- Evaluation to result in two or more alternatives for further planning

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Proposed Evaluation Criteria - Level 1


- Legislation
- System Linkage
- Trade Corridor
- Modal Interrelationships
- Capacity/Congestion
- Economics
- Project Status / Transportation Policy
- Environmental Sustainability
- Land Use and Ownership
- Cost
- Community Acceptance


Evaluation Category	Proposed Criteria
Legislation	1. How well does the alternative meet the intent of legislative actions, including MMP-21 and the 1995 National Highway Systems Designation Act?
System Linkage	2. How well does this alternative connect major national and international activity centers from Mexico to Canada through the Intermountain West?
	3. How well does this alternative most directly close gaps and/or develop missing linkages in the regional and national transportation networks?
Trade Corridor	4. How well does this alternative connect with adjacent segments/sections?
	5. How well does this alternative connect major freight hubs and high-capacity transportation corridors?
Modal Interrelationships	6. How well does this alternative maximize opportunities for intermode connectivity?
Capacity/Congestion	7. How well does this alternative relieve existing and projected congestion between and within the major activity centers in Nevada and Arizona?
Economics	8. How well does this alternative support state and national economic development goals?
Project Status / Transportation Policy	9. How well does this alternative comply with corridor-related actions taken to date?
	10. How well does this alternative conform to locally adopted transportation plans?
Environmental Sustainability	11. How well does this alternative minimize environmental impacts (such as waterways, floodplains, aquifers, and biological connectivity)?
Land Use and Ownership	12. How consistent is this alternative with regional and local growth strategies and land ownership patterns?
Cost	13. What is the overall relative cost of this alternative, where 1 is the highest relative cost and 5 the lowest?
Community Acceptance	14. How well is this alternative accepted by the local communities?


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Alternative Modes for Consideration

Mode	Southern Arizona Future Connectivity Segment	I-11 Corridor Segment				Northern Nevada Future Connectivity Segment	Reference Citations for Justification	Conceptual Approach	Issues for Further Discussion
		Priority Section #1: Phoenix Metropolitan Area	Priority Section #2: Northern Arizona/Southern Nevada	Priority Section #3: Las Vegas Metropolitan Area	Priority Section #4: Las Vegas Metropolitan Area				
Highway		H	H	H	H	H	<ul style="list-style-type: none">Priority Corridor segments designated in MAP-21ISCT Statewide Transportation Planning Framework ProgramConnecting Nevada PlanArizona-Sonora Border Master Plan	Combination of new "greenfield" corridor and upgrades to existing corridors (e.g., US 93)	
Intercity Bus Service		Utilizes highway right-of-way					<ul style="list-style-type: none">ISCT Statewide Transportation Planning Framework Program (connecting Phoenix metropolitan area to Tucson and Nogales)	Could be accommodated within highway development	Requires demonstrated market demand; no current direct Greyhound bus service between Reno/Las Vegas or Las Vegas/Phoenix
Passenger Rail		H	H	M	M	L	<ul style="list-style-type: none">FRA Southwest Multi State Rail Planning StudyArizona Passenger Rail Corridor StudyArizona State Rail PlanNevada State Rail PlanArizona-Sonora Border Master Plan	Potentially accommodated within highway corridor, or elsewhere within right-of-way	Requires demonstrated market demand → Intercity rail → High-speed rail
Freight Rail		H	H	M	L	L	<ul style="list-style-type: none">MAU Hasayampa and Hidden Valley Framework studiesArizona State Rail PlanNevada State Rail PlanArizona-Sonora Border Master Plan	Critical connectivity needed between Mexico, UPRR Sunset Route and BNSF Transcon corridors	Cost effectiveness of passive corridor reconstruction versus "greenfield" corridor development
Major Utility and Communications		Utilizes highway right-of-way					<ul style="list-style-type: none">Traverses numerous BLM-designated solar energy generation zonesDigital Arizona Program "dig once" policy	Could be accommodated in "wet side" within highway right-of-way	General Utility Focus Group support Lacks detailed interest from utility providers at this point in the planning process

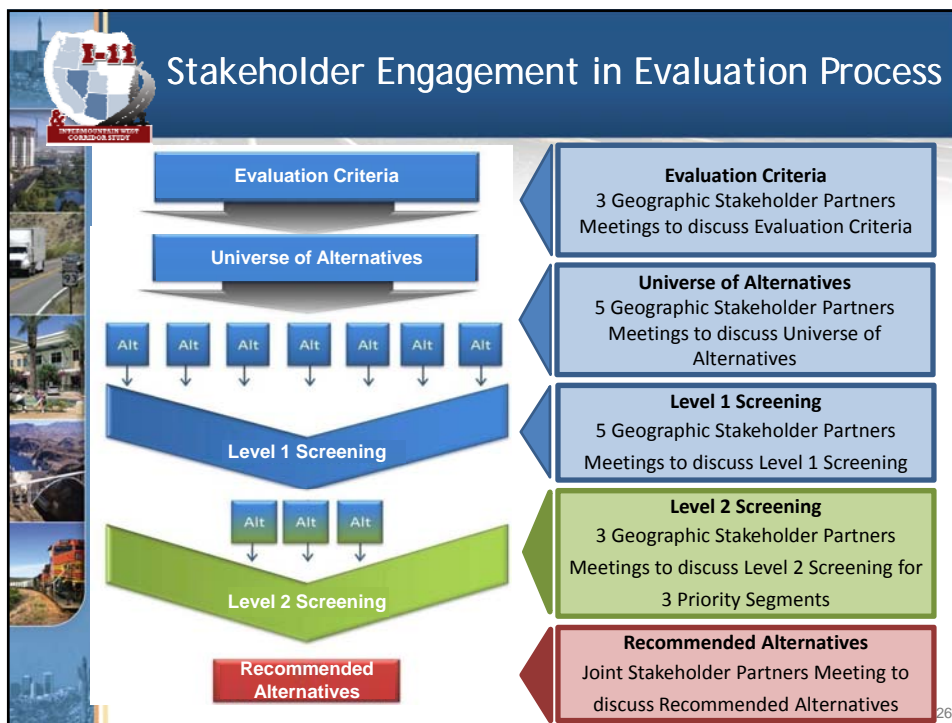
 High potential of modal alternative in listed segment/section

 Moderate potential of modal alternative in listed segment/section


 Low potential of modal alternative in listed segment/section

1. Awaiting release of FRA Southwest Multi State Rail Planning Study

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Break-out Discussion

- Are there comments or questions regarding the Corridor Justification Report?
- Group discussion of each Level 1 Evaluation Criteria
- Are there additional studies or reports on modal options that should be considered?
- Are there comments or questions regarding the project Goals and Objectives?



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