



I-11 and Intermountain West Corridor Study

Stakeholder Partners Meeting: Recommendations

March 19, 2014

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 Interstate link between Phoenix and Las Vegas (Congressionally Designed as I-11), 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 were invited to review draft recommendations, as well as the approach to the final Business Case, Implementation Plan, and Purpose and Need. Six meetings were held simultaneously in the study area: Tucson, Arizona; Surprise, Arizona; Kingman; Las Vegas, Nevada; Reno, Nevada; and via live webinar/conference call. A total of 149 individuals signed in and participated in this series. The following report summarizes the results of this round of meetings.

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

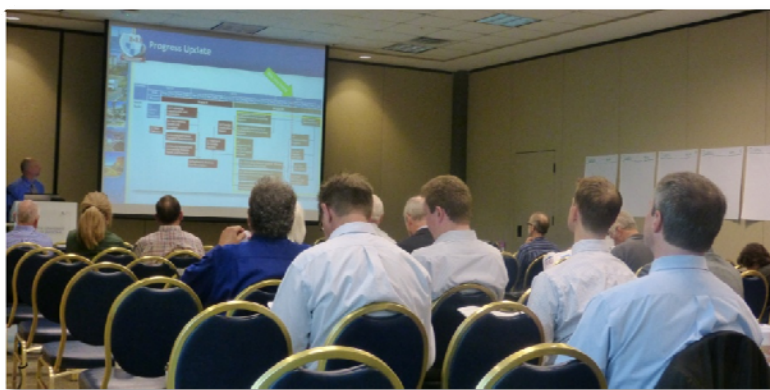


Photo 1: Stakeholder meeting in Tucson, Arizona



The purpose of this series of meetings was to receive feedback from Stakeholder Partners regarding the draft Corridor recommendations, as well as to discuss the approach to the final Business Case, Implementation Plan, and Purpose and Need. Participants were provided advanced access to the PowerPoint presentation.

Each meeting location viewed the narrated PowerPoint presentation. Subsequent to the presentation, study team members facilitated dialogue on the following discussion questions:

- What are your comments or questions regarding the alternatives analysis?
- What are your comments or questions regarding the final Business Case? Do you have any data that could support it?
- What are your comments or questions regarding the Implementation Plan? Are the proposed Segments of Independent Utility correct?

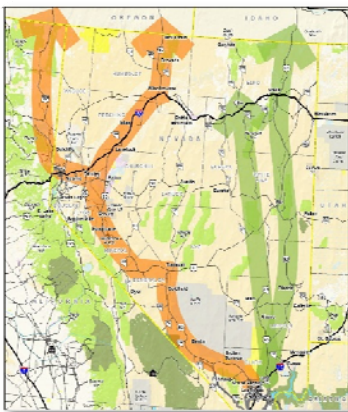


Figure 1: Draft Northern Nevada Recommendation (Alternatives FF, SS)



Figure 2: Draft Las Vegas Metropolitan Area Recommendation (Alternatives BB-QQ, Y, Z)



Figure 3: Draft Northern Arizona/Southern Nevada Recommendation (Alternative Q)

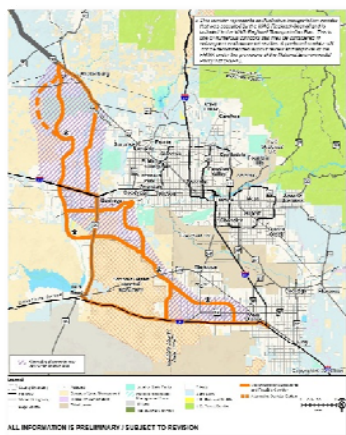


Figure 4: Draft Phoenix Metropolitan Area Recommendation (Alternatives 1 North, 2 South, 3 South)

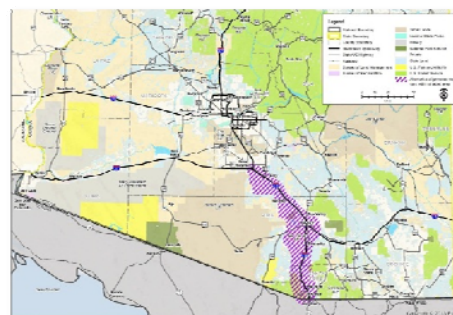


Figure 5: Draft Southern Arizona Recommendation (Alternative C)

Southern Arizona Meeting Summary

University of Arizona, Student Union Memorial Center
Tucson Room
1303 E. University Blvd.
Tucson, AZ

Meeting Feedback

Following the PowerPoint presentation, project co-manager Mike Kies led participants in a facilitated dialogue. The following feedback was provided by participants as part of that discussion.

General comments or clarification questions

- It is very important that the team coordinate all I-11 planning, design, and project development closely with Mexican federal and Sonoran state transportation and economic development agencies. *Such coordination has been ongoing throughout this study through the Governor's Office, the Arizona-Mexico Commission, and the Transportation and Trade Corridor Alliance (TTCA), chaired by ADOT's Director John Halikowski.*

Comments or questions regarding alternatives analysis

- It is very important that the final recommendations made in the I-11 and Intermountain West Corridor Study be clearly tied to the evaluation criteria developed earlier in the study effort and reviewed with the public and stakeholders. *The final recommendations will be presented in a manner that shows how they scored in relationship to the evaluation criteria. Level 1 and Level 2 alternatives evaluation summary reports have been prepared separately and will be available for review on the project website.*
- Will the Level 2 evaluation criteria (and subsequent recommendations made based on the Level 2 alternatives evaluation process) be the "starting point" for more detailed I-11 studies in the future? *Yes, the Level 2 evaluation criteria and associated recommendations will be the starting point for subsequent I-11 planning and design efforts.*
- Will this study make a final corridor alignment recommendation in the Southern Arizona Connectivity Segment, such as the I-10 or Avra Valley routes, as well as for rail and utilities? *No, this study will not be recommending a specific alignment for Southern Arizona, but rather will recommend a more limited study area for future specific alignment alternatives planning (as indicated on the map on display) that connects the area between the I-10/I-8 junction outside Casa Grande with the Nogales land port of entry.*
- In the next phase of I-11 work in the PAG region, a comprehensive evaluation must be done to evaluate options for I-11 that focus on enhancing existing corridors (e.g., I-10, I-19) versus constructing new corridors (e.g., Avra Valley).

Comments or questions regarding the final Business Case

- In the case studies being prepared for the Business Case to evaluate the long-term economic benefit of implementing trade corridors, the study team should be sure to identify the benefits to the second tier (or junior) cities along corridors that would be similar to the PAG region, like Duluth, MN; San Antonio, TX; or Rockford, IL.

Comments or questions regarding the Implementation Plan

- Will the I-11 and Intermountain West Corridor Study include a discussion of the potential applicability of tolling, as well as other types of alternative or non-traditional funding that could



help defray both the costs of capital and operating costs of such a trade corridor? *Yes, this will be addressed in the implementation plan.*

- Why isn't the Segment of Independent Utility for Southern Arizona broken up at the I-19/I-10 interchange, or somewhere else between the international border and Casa Grande? *The presentation of SIUs was preliminary and all options are still under consideration.*
- I-11 moving forward in the PAG region will require expanding and building a strong foundation among all regional partners and players in trade, including UPRR, City of Tucson, Pima County, various economic development agencies and organizations, and statewide partners such as ACA, ADOT, TTCA, etc.
- Several comments were made by stakeholders in regard to the future branding of the I-11 corridor, including:
 - Use two words maximum
 - Brand should be somewhat descriptive
 - Brand should emphasize multimodal (not just highway)
 - Brand should speak to potential clients and users (e.g., shippers, tourists, economic developers, freight logistics industry, government agencies, public, etc.)
 - Brand could be an English/Spanish combination
 - Brand should not focus on individual states (particularly in Mexico, as they have much weaker identities than most US states)

Other comments or questions

- What is considered the standard shelf life of the PEL checklist documentation? *The whole PEL process, which facilitates study recommendations moving into NEPA-related environmental studies and preliminary engineering) is very new and does not have a "shelf life."*
- How does the community move the study recommendations forward from this study? *The study recommendations will be moved forward through the PAG regional transportation planning process, but incorporating these recommendations in the next update of the Regional Transportation Plan, and partnering with ADOT on subsequent, more detailed planning and design efforts. The ADOT Director has recently sent a letter to PAG inquiring as to whether PAG would like to partner with ADOT to move ahead to advance the I-11 Southern Arizona Future Connectivity Segment to a Level 2 analysis.* [NOTE: A representative of PAG indicated that PAG will start the update of their 2040 RTP within the next two years, and that effort will include revised population/employment forecasts, along with resultant regional travel demand modeling.]
- A representative of the Tucson Metropolitan Chamber of Commerce and Southern Arizona Leadership Council indicated that both organizations are very interested in seeing the I-11 corridor recommendations carried through NEPA level planning efforts as soon as possible, leading to final corridor recommendations and implementation. *ADOT does not have the resources to move to full NEPA level planning for I-11 throughout the entire state of Arizona at this time.*
- It is important as the I-11 planning and design efforts advance, that the public input and involvement from earlier studies carry forward so that subsequent efforts build on the work of those completed, and the public input provided earlier does not get lost.
- ADOT will soon initiate a process of preparing a new Statewide Freight Study, which will then be a resource for the work of the TTCA and ongoing I-11 detailed planning.
- ADOT's new Statewide Freight Study should fully take into consideration the activities at the Port of Guaymas, freight activities elsewhere in Sonora, and the role that Ferromex plays in enabling trade between Mexico, Arizona, and elsewhere in the US.



- The work undertaken by the Joint Planning Advisory Council (JPAC), including the MAG/PAG/CAG preparation of the Freight Transportation Framework Study, is an excellent foundation of input to the new Statewide Freight Study.
- It isn't surprising that Nevada is such a strong supporter of the I-11 corridor, as it is important to diversify its economy beyond tourism and gaming to include freight, international trade, logistics, and manufacturing; and Arizona has the potential to "funnel" such trade from Mexico to Nevada.
- I caution ADOT and the consultant team not to ignore the potential benefits of tourism of the future I-11 corridor.
- Do not forget that the Mazatlan-Durango Highway in Sinaloa/Durango, Mexico to Texas is now compete and open to traffic. Do not ignore the potential that this new trade corridor might pull traffic away from a future I-11 corridor, particularly agriculture from Mexico bound for the US that traditionally might have passed through Arizona.
- Many long-term residents/property owners in the Avra Valley are quite depressed regarding the unknown future of the I-11 ultimate alignment, and feel that we are in a state of limbo relative to our properties' future. It is very important to continue to communicate with our community to ensure that we are actively included in the future stages of I-11 corridor planning and design.



Phoenix Metropolitan Area Meeting Summary

Communiversality @ Surprise
15950 N. Civic Center Plaza
Surprise, AZ

Meeting Feedback

Following the PowerPoint presentation, study team member Jaclyn Kuechenmeister and Thor Anderson from ADOT led participants in a facilitated dialogue. The following feedback was provided by participants as part of that discussion.

General comments or clarification questions

- What can we do to ensure that our concerns continue to be heard after the close of this project? *Please continue to submit comments until the end of the project. If there are specific concerns that are important for future NEPA planners to understand, please pass these comments on to the team for incorporation into the Planning and Environmental Linkages (PEL) documentation, which will include a summary of efforts to date and help inform the team that continues to pursue corridor planning.*

Comments or questions regarding alternatives analysis

- Will the map on slide 11 (Phoenix metropolitan area recommendations) move forward into the final report? *Yes, pending any additional comments, this comprises the recommendations for future study for the Phoenix metropolitan area.*
- As you narrow down alternative alignments in the Phoenix metropolitan area, will you conduct more detailed analysis regarding the interchange of I-10 and I-11? The stretch of I-10 near Verrado Way (where the interstate drops from three lanes to two lanes) is one of the most dangerous portions of I-10 in the state. Co-locating I-11 with I-10 will cause more congestion and we should come up with a better solution than just pushing that bottleneck further to the west. *Yes, that is a key issue that has been identified and will be documented for in the PEL checklists for future studies.*
- Thank you for taking comments received from stakeholders at the last meeting into consideration as you have refined the alternative corridor recommendations. [This comment was mentioned multiple times by various stakeholders.]

Comments or questions regarding the final Business Case

- Has development of the Business Case included coordination with the Arizona Commerce Authority's study on the economic benefits of I-11? *Yes, our team is working hand in hand with their team. However, the Business Case prepared as a part of this study will focus specifically on the I-11 and Intermountain West Corridor. The Arizona Commerce Authority's report will have a broader focus on major transportation infrastructure investments relative to international trade, of which I-11 is one component.*
- Will the Business Case include energy and rail components? *The traditional benefit-cost analyses will not, as there are very specific quantitative inputs required that we do not have for those modes/facilities, however the qualitative case studies are being conducted to acquire a broader range of information related to multimodal trade corridors.*
- I'm concerned that regional and local economic development groups have not been invited to join in this discussion. Do you know if the Arizona Commerce Authority is reaching out to these



groups as part of their analysis? *This is a fairly high level analysis – all Stakeholder Partners are welcome to provide input on our process and findings. We are not sure which groups the Arizona Commerce Authority is coordinating with as part of their broader study.*

- Will the benefit-cost analysis focus on a balanced approach? The presentation gives the perception that you are looking to identify the benefits. But, what happens if the cost outweighs the benefits, will that be presented? *Absolutely. In fact, due to the highway-centric benefit inputs required for the benefit-cost analysis (e.g., costs, travel demand numbers), this corridor may very well have an outcome where costs outweigh benefits (benefit-cost analysis results are measured in relationship to a 1.0 scale. Outcomes above 1.0 mean the benefits outweigh the costs; outcomes below 1.0 mean costs outweigh anticipated benefits). This is why we are also performing a review of qualitative case studies to obtain a more holistic perception of the longer term economic benefits.*
- The slides do not mention tourism as a potential economic benefit to be covered in the Business Case. This should be incorporated.

Comments or questions regarding the Implementation Plan

- Will there be an opportunity for public input regarding the characterization of the Segments of Independent Utility? *Draft characterization information will be presented at the May Stakeholder Partner's meeting.*
- I think it is a mistake not to use "I-11" as the brand. There has been so much communication and conversation that it would be confusing to change the name. *Changing the name is not the intent. The implementation plan will identify next steps for continuing to get the I-11 name out there and apply it to planned/recent improvements.* Excellent. There are many interstates that are signed with multiple co-located corridors. There should be no reason why we can't put some I-11 signs up on the I-19 and I-10 corridors today.
- Is there a way that jurisdictions and organizations in singular Segments of Independent Utility may join up and continue to further the discussion of implementing I-11? *Yes. Many subgroups are already organizing to conduct more detailed studies of issues and opportunities (e.g., Sonoran Institute). Additionally, MAG will continue to spearhead efforts as the regional planning organization in charge of funding allocation. Feel free to coordinate with MAG on getting sub-area groups together.*
- I really like the approach of identifying Segments of Independent Utility.
- While I know Segments of Independent Utility in other corridors are simply assigned a numerical value for planning purposes, it might create more community cohesion to also assign it a phrase/descriptor that associates it with the regional setting.

Other comments or questions

None.



Northern Arizona/Southern Nevada Meeting Summary

Mohave County, Turquoise Room
3715 Sunshine Dr.
Kingman, AZ

Meeting Feedback

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

General comments or clarification questions

- Kevin Wilkins, City of Yuma: The US 95/SR 95 corridor from Yuma to Needles (and north to Las Vegas) should be shown on the Southern Arizona segment map as a corridor of statewide importance, similar to how US 93 is illustrated in Northern Nevada.

Comments or questions regarding alternatives analysis

- Gary Jeppson, City of Kingman: Is there any way for a north-south rail line to intersect with the BNSF line in the Kingman area? *Meeting participants explored various options, with the general conclusion that it would be difficult, and ultimately up to the private sector.*

Comments or questions regarding the final Business Case

- Will identifying “trend” scenario projects help acquire federal funding? *It is hoped that this study and analysis will demonstrate the need for these improvements to help secure funding from all possible sources, including federal sources.*
- Make sure the “trend” scenario includes a proposed system interchange at US 93/I-40 east of Kingman.
- Add the Rattlesnake Wash traffic interchange to the “enhanced” scenario projects. It will provide access to the Kingman Airport, BNSF intermodal yard, and a major industrial park, and thereby increase the attractiveness of I-11 for transport of commerce.

Comments or questions regarding the Implementation Plan

- Regarding the characterization of Segments of Independent Utility shown on slide 26, will the rural portions of I-11 need frontage roads? *Yes. A general footprint or typical section is illustrated in the Level 2 Evaluation Memo that shows frontage roads where applicable. All elements shown in the typical section may not be needed or practical everywhere, but the intent is to demonstrate the approximate right-of-way width that might be needed.*
- Are maintenance costs included in the cost estimate? *They are not. As a side note, federal money can't be used for maintenance projects.*
- Is there a multiplier that estimates the economic boost from additional traffic? *Possibly, however we feel that the economic boost that would result from additional traffic (drivers purchasing from local stores, restaurants and fueling stations) would be very small compared to the economic boost that could be derived from increased manufacturing and commerce that will be attracted to the region by virtue of a major trade corridor providing access to national and international markets.*
- There are choke points along US 93, such as at the West Kingman TI. Hopefully the I-11 study can advance the argument for the need for improvements.
- Shifting transport to rail will reduce the number of trucks on I-11 and thereby reduce maintenance costs.



Other comments or questions

- Michele Beggs, ADOT: the Corridor Concept Report be made available in libraries for those without internet access.



Las Vegas Metropolitan Area Meeting Summary

City of Las Vegas, Development Service Center, Great Basin Meeting Room
333 N. Rancho Dr.
Las Vegas, NV

Meeting Feedback

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

General comments or clarification questions

- Have the neighboring states to the north been contacted? *Yes, contacts have been made with states of Oregon, Idaho, California and Utah although planning efforts for northern Nevada corridors are very long range in nature.*
- There are concerns with the magnitude of the proposed facility. *Alternative corridors vary from location to location. Some solutions may not work for both the rural- and urban-nature of the corridor. Each segment of the alternatives will be studied with constraints identified with sensitivity to all elements of the corridor and taking into consideration how the needs of a trade corridor is met without necessarily building the same level of facility along the entire corridor..*

Comments or questions regarding alternatives analysis

- With respect to southern routes entering Las Vegas valley, how would multimodal alternatives be implemented since the federal government (e.g. National Park Service) would probably not allow another crossing of the Colorado River due to its cost and associated environment challenges? *BLM studied western energy corridors, such as TransWest Express, which included an evaluation of alternative corridor, some of which are similar to BB-QQ. So, the intent here was to look at opportunities to potentially combine these corridors. As for another corridor crossing of Colorado River to accommodate rail, we are only identifying gaps in the overall rail network (which may or may not be within the I-11 Corridor's right of way) with the overall goal of providing a continuous north-south rail corridor. Even though NDOT does not build railroads, it is anticipated that findings of this planning study (in terms of rail opportunities) will be incorporated in the next update to the Nevada Statewide Rail Plan.*
- What is the distance for Alternative BB-QQ? Trucks will take the shortest route. *The length of BB-QQ is comparable to Alternate Y (I-215/US-95), although freight truckers would likely take the route with the shortest travel time and not necessarily the shortest distance. [NOTE: the approximate corridor distances that were used for analysis purposes are: Alternative Y, 47.1 miles (63.1 miles including Boulder City Bypass); Alternative Z, 38.7 miles (54.7 miles including Boulder City Bypass); and Alternative BB-QQ, 48.9 miles (64.9 miles including Boulder City Bypass)]*
- How were the three Las Vegas Metro alternatives identified? *The study starting with a business case and corridor justification. Subsequently, the study team established evaluation criteria, identified the universe of alternatives, and then screened and narrowing the number of alternatives to three potential corridors (Level 1 screening). A more detailed analysis of the three corridors (Level 2) was conducted based on the established criteria and with Core Agency and Stakeholder Partners input. Details of these analyses are available on the project website.*
- Alternative BB-QQ would bypass US-93 to go to US-95. US-93 is major truck route and to go back and forth will be problematic. *Alternative BB-QQ would intersect at I-15 which would still accommodate freight utilizing US-93. In looking at freight patterns, Reno is considered a part of*



the Northern California megapolitan, where population centers in eastern Nevada aren't as of yet. Reno/Tahoe is an industrial center, but we will need to look 10 years and beyond at where the new technology bases will be (e.g. biomass, renewable energy, etc.).

- Will all three alternatives go to the advanced planning phase? *Yes.*
- Is Alternative BB-QQ what is being studied? *The area on the eastern corridor shown in the hashed shading will be studied more in depth in the next phase.*
- How much weight does the public opinion carry in evaluating the 3 alternatives? *Public input is one part of the Community Acceptance criteria. However, Criteria are not weighted; feedback from the public and stakeholders will be considered in the overall evaluation.*
- With regards to future land use, has effects of urban sprawl been discussed? *Yes. Controlling access on a new facility will be a major limiting factor for urban sprawl. If Alternative BB-QQ goes forward—in addition to the difficult terrain that surrounds the corridor—limiting the number of interchanges/access points to the facility will be a main consideration to constrain urban sprawl and to ensure that this new facility operates as a true reliever to I-15. Furthermore, close coordination is anticipated with the Southern Nevada Regional Planning Coalition, local jurisdictions and communities to establish design criteria early in the process which would be a condition to the corridor's implementation.*
- Have you considered the “drone corridor”? *No, aerospace is not being considered at this time. We are looking at preserving corridors for future ground transportation use, regardless of mode.*
- Do not just select one alternative in Northern Nevada; focus on corridor preservation to keep corridors protected.

Comments or questions regarding the final Business Case

None.

Comments or questions regarding the Implementation Plan

- In reference to the Segments of Independent Utility, both US-95 and US-93 should be included in the discussion with neighboring states including Idaho and Washington. *Discussions regarding both corridors will be included in the Northern Nevada Feasibility Assessment Report, but the Segments of Independent Utility are only identified for the Las Vegas to Phoenix (Congressionally Designated) segments.*
- Regarding the overall timing of the corridor, we need to use caution and figure out what north of Las Vegas will need in order to preserve the corridor before too much money is spent. We need to identify which corridor does not have a fatal flaw and then focus on its linkage between the Las Vegas and Phoenix metropolitan areas.
- How long will the next detailed planning phase take? *Timing and scope for the next phases of study have not been determined.*
- Regarding the implementation and branding of the I-11 corridor needs to keep the vision for the whole corridor in mind (versus just the 100-mile stretch of I-19 and the 4-lane divided, non Interstate portion of US-93).

Other comments or questions

- Have stakeholders been identified for the next phase? *Yes and no, future planning studies will have extensive stakeholder and public outreach going forward including opportunities to apply context-sensitive solutions and meeting the needs and aspirations of the communities. Stakeholders for future studies will include those who have participated in this study.*
- Looking back, will there be ways to revisit plans 10 years from now to ensure that the “road to nowhere” is not built? *Yes, these alternatives will be evaluated during subsequent phases—*



including NEPA processes—using the most current data available. It will also be prudent to revisit technology as future emerging trends may warrant needs that are currently undefined.



Northern Nevada and Beyond Meeting Summary

RTC of Washoe County, Boardroom
2050 Villanova Dr.
Reno, NV

Meeting Feedback

Following the PowerPoint presentation, Kevin Verre of NDOT led participants in a facilitated dialogue. The following feedback was provided by participants as part of that discussion.

General comments or clarification questions

- What segment(s) are currently included within the federal I-11 designation? *Congress has designated the corridor between Phoenix and Las Vegas as the future I-11 corridor.*
- Is the project team maintaining a record of comments and questions received during the study as well as answers provided? *Yes, these are being catalogued as part of the project record.*
- Would Oregon potentially have some input/influence with regard to the northern Nevada corridors since they would need to be prepared to make improvements necessary to handle additional traffic introduced onto their highway network? *Yes, contacts have already been made with states of Oregon, Idaho, California and Utah. Future planning efforts for northern Nevada corridors will include continued dialogue with states north of Nevada.*

Comments or questions regarding alternatives analysis

- The Washoe County Health District has some concerns with regard to air quality within the Truckee Meadows for any alternatives that might traverse through the Reno/Sparks area. Of particular concern would be air quality issues as a result of increased truck traffic, particularly truck idling during lane closures resulting from inclement weather or traffic incidents. Would need to provide for appropriate accommodations for trucks during these events.
- Why would we want to potentially bypass Reno, NV? That doesn't seem to make sense. *There are two northern Nevada corridors being recommended for further study: one through the Reno/Sparks area and one further to the east within the US 95 corridor. Each would have associated impacts, benefits, and challenges which would need to be studied further and in more detail to determine the most appropriate/feasible corridor.*
- Why does the recommended northern Nevada corridor bypass Carson City?
- Has any work been done to prioritize the various segments north of Las Vegas, NV? *Alternatives FF and SS are recommended for further study as a potential I-11 corridor, at which time the corridor will be further refined and priorities set.*
- Will further assessment of the northern Nevada corridors be performed in a separate phase? *Potential northern Nevada corridors/alignments will be evaluated during separate study(s) as funding permits. The primary focus of the current study is the southern segment(s) between the Mexican border, Arizona, and southern Nevada.*

Comments or questions regarding the final Business Case

- On presentation slide #21, what is meant by "Enhanced: Includes baseline projects plus additional targeted enhancements"? *In many cases there is a large gap between what is already currently funded in long-range transportation plan(s) and what is anticipated for full build-out. These targeted enhancements are to bridge the gap—interim improvements until full build-out can be accomplished.*



- Will the benefit-cost analysis include potential for future rail connections within the corridors? *The traditional benefit-cost analyses will not, as there are very specific quantitative inputs required that we do not have for all modes/facilities, however the qualitative case studies are being conducted to acquire a broader range of information related to multimodal trade corridors.*

Comments or questions regarding the Implementation Plan

None.

Other comments or questions

- Will the various reports be available for review prior to the next stakeholder meeting? *We are not certain of the timing for when the various reports and plans will be available for stakeholder review. Stakeholders will be updated as each of the documents is complete and ready for review.*



Webinar Meeting Summary

Meeting conducted via Live Meeting and teleconference

Meeting Feedback

Following the PowerPoint presentation, team members Audra Koester Thomas and Jennifer Roberts led participants in a facilitated dialogue. The following feedback was provided by participants as part of that discussion.

General comments or clarification questions

- Alexandra Chavez, Marana Chamber of Commerce: Has funding been discussed for this project? *This study is being conducted to establish a purpose and need for the Corridor, consider possible alignment(s) and multimodal alternatives, and develop implementation and funding strategies. Currently there is no funding identified or available for a future I-11.*

Comments or questions regarding alternatives analysis

- Donna Hardin, Jokake Real Estate Services: What are the advantages of creating new infrastructure through a new corridor versus using an existing or established corridor and improving the existing infrastructure? Why might an I-11 Corridor traverse diagonally from Buckeye (I-10) to Casa Grande (I-8) instead of using the existing corridor through Gila Bend (SR 85 to I-8)? *This study is evaluating a variety of options, including if and/or where it may be appropriate to establish a new corridor versus utilizing an established corridor with improvements to existing infrastructure. In some cases, it may make sense to upgrade existing infrastructure and add capacity (i.e. lanes), in other cases the existing infrastructure may not be able to be upgraded or improved, or travel demand modeling indicates future traffic congestion may necessitate a different or new alignment.*
- Robert Tzall, Lake Industries: Rail service is viable only in corridors over 500 miles. Has the study team had conversations with the rail operations regarding the potential and viability for future, expanded rail service? *There has been initial coordination and outreach with the railroads and the Federal Railroad Administration, however the study recommends additional, more detailed efforts will be needed in future studies.*
- Vicki France, Pima NRCD: The southern Arizona conservation districts are being asked to approve utility corridors; the study should acknowledge the need for additional utility corridors/right of way, expanded utility service, and the potential for additional rail connectivity throughout southern Arizona.

Comments or questions regarding the final Business Case

- Robert Tzall, Lake Industries: I'm concerned that the current Business Case may be weak, and thus, may not generate the support (political and otherwise) needed to justify implementation of the project. In absence of justification through a "traditional" cost/benefit model, the "nontraditional" merits of economic growth potential should not be dismissed. *Very good point. We're early in this process, and look forward to any additional feedback as to how we can best portray the Business Case for this Corridor.*

Comments or questions regarding the Implementation Plan

- Dale Miller, Jacobs: As part of the Implementation Plan, will you be prioritizing the (implementation/sequencing of the) segments of independent utility (SIU)? *Yes.*



Other comments or questions

- June Eshelman, River Mountain Homeowners Association: In regards to the Level 2 analysis for the Las Vegas Metropolitan Area, while Alternative BB-QQ would complete a “beltway” around the city, 515 and I-15 are already congested, and improvements—such as those with an I-11—may assist in relieving current congestion in those existing corridors. Additionally, I am very concerned for the people in this area who have selected to live away from freeways and who are equally concerned how Alternative BB-QQ might impact assets such as the Lake Mead National Recreation Area. *Thank you for that feedback. Indeed, as you noted, alternatives Y and Z consider the potential for improvements to existing infrastructure, however as you also indicate, interim improvements may be needed to that infrastructure to relieve existing congestion.*



Appendices

List of Attendees by Agency

PowerPoint Presentation



List of Attendees by Agency

First Name	Last Name	Organization	Meeting
Thor	Anderson	ADOT	Surprise
Michele	Beggs	ADOT	Kingman
Michael	DeMers	ADOT	Webinar
Eric	Gudino	ADOT	Surprise
Michael	Kies	ADOT	Tucson
Michael	Kondelis	ADOT	Kingman
Paki	Rico	ADOT	Tucson
Jaclyn	Kuechenmeister	AECOM	Surprise
John	McNamara	AECOM	Tucson
Vijayant	Rajvanshi	AECOM	Surprise
Diane	Arnst	Arizona Department of Environmental Quality	Surprise
Bill	Knowles	Arizona Game and Fish Department	Surprise
Scott	Sprague	Arizona Game and Fish Department	Surprise
Kristin	Terpening	Arizona Game and Fish Department	Webinar
Tim	Bolton	Arizona State Land Department	Tucson
Michelle	Green	Arizona State Land Department	Surprise
Michael	Horowitz	Arizona State Land Department	Surprise
Gordon	Taylor	Arizona State Land Department	Webinar
Duane	Nelson	Arizona Wildlife Federation	Kingman
Rebecca	Halbmaier	ASM	Webinar
Tice	Supplee	Audubon Arizona	Surprise
Hillary	Conner	Bureau of Land Management	Surprise
John	Reid	Bureau of Land Management	Kingman
Catrina	Williams	Bureau of Land Management	Las Vegas
Dorothy Jean	Dickey	Bureau of Land Management, Southern Nevada	Las Vegas
James	Camarillo	Caltrans District 8	Webinar
Scott	Higginson	CAN-DO Coalition	Surprise
Graham	Dollarhide	Carson City	Webinar
Dan	Andersen	CH2M HILL	Kingman
Tristyn	Bowman	CH2M HILL	Las Vegas
Mark	Gallegos	CH2M HILL	Reno
Bardia	Nezhati	CH2M HILL	Las Vegas
Jennifer	Roberts	CH2M HILL	Webinar
Terri	Pereira	Churchill County	Webinar
Paul	Tice	City of Casa Grande	Webinar
Joe	Schmitz	City of Goodyear	Surprise
Jeffry	Dorocak	City of Henderson	Webinar
Robert	Herr	City of Henderson	Las Vegas
Gary	Jeppson	City of Kingman	Kingman



First Name	Last Name	Organization	Meeting
David	Bowers	City of Las Vegas	Las Vegas
Mike	Janssen	City of Las Vegas	Las Vegas
Greg	McDermott	City of Las Vegas	Las Vegas
Marco	Velotta	City of Las Vegas	Webinar
Jack	Lorbeer	City of Maricopa	Surprise
Stephen	Chang	City of Surprise	Surprise
John	Brems	City of Tucson	Tucson
Thomas	Fisher	City of Tucson	Tucson
Matt	Kopec	City of Tucson	Tucson
Juan	Padres	City of Tucson	Tucson
Maximiliano	Torres	City of Tucson	Tucson
Kevin	Wilkins	City of Yuma	Kingman
Philip	Klevorick	Clark County	Las Vegas
Garrett	TerBerg	Clark County Comprehensive Planning	Las Vegas
Rodney	Langston	Clark County Department of Air Quality	Las Vegas
Tom	Peterson	Clark County Department of Aviation	Las Vegas
Mark	Silverstein	Clark County Department of Aviation	Las Vegas
Kevin	Perko	Dibble Engineering	Webinar
Tim	Wolfe	Dibble Engineering	Surprise
Katie	Ryan	Dignity Health-St. Rose Dominican	Webinar
Rick	Duncan	Duncan and Son Lines, Inc.	Webinar
Jim	Kenny	El Dorado Holdings	Surprise
Abdelmoez	Abdalla	Federal Highway Administration, Nevada Division	Reno
John	Hiatt	Friends of Nevada Wilderness	Las Vegas
Eugenie	MontBlanc	Great Basin Fire Science Delivery Project	Webinar
Claudia	Whitehead	Greater Phoenix Chamber of Commerce	Webinar
John	Ramous	Harsch INvestment Properties	Las Vegas
Scott	Muelrath	Henderson Chamber of Commerce	Las Vegas
Zak	Royse	House of Representatives-Rep. Ann Kirkpatrick	Webinar
Esther	Corbett	Inter Tribal Council of Arizona	Webinar
William	Campbell	Inter-Tribal Council of Nevada	Webinar
Dale	Miller	Jacobs	Webinar
Sallie	Doebler	Jaynes Corporation	Las Vegas
Cherie	Guzman	JMA Architects	Webinar
Donna	Hardin	Jokake Companies	Webinar
David	Perkins	Kimley-Horn Associates	Tucson
Jason	Simmers	Kittelson & Associates	Tucson
Robert	Tzall	Lake Industries	Webinar
Mike	Dishari	Las Vegas Valley Water District / Southern Nevada Water Authority	Webinar
Sondra	Cosgrove	League of Women Voters	Las Vegas



First Name	Last Name	Organization	Meeting
Alexandra	Chavez	Marana Chamber of Commerce	Webinar
Marla	Lewis	Maricopa Chamber of Commerce	Webinar
Denise	Lacey	Maricopa County	Surprise
Alfonso	De Alba	Mexican Consulate in Tucson	Tucson
Jed	Noble	Mohave County	Kingman
John	Williams	Mohave Electric Cooperative, Inc.	Webinar
Mike	Boyles	National Park Service	Las Vegas
Natalie	Caffaratti	NDOT	Webinar
Damon	Hodge	NDOT	Webinar
Sondra	Rosenberg	NDOT	Las Vegas
Kevin	Verre	NDOT	Reno
Christopher	Young	NDOT	Webinar
Lloyd	Manning	Nevada General Construction	Las Vegas
James	Healey	Nevada State Legislature	Las Vegas
Cindy	Creighton	Nevada Subcontractors Association	Las Vegas
Toshi	Yoshida	NPS	Las Vegas
Shawn	Arnold	NV Energy	Las Vegas
Priscilla	Raudenbush	NV Energy	Las Vegas
Sandy	Thompson	One Nevada Credit Union	Las Vegas
Kristina	Frontino	Paiute Pipeline Company	Reno
Donna	Russell	PGAL	Las Vegas
Jamison	Brown	Pima Association of Governments	Tucson
Priscilla	Cornelio	Pima County	Tucson
John	Moffatt	Pima County	Tucson
Jennifer	Wong	Pima County Board of Supervisors, District 4	Webinar
Vicki	France	Pima NRC	Webinar
David	Maestas	Pinal County	Webinar
Stefan	Baumann	Port of Tucson	Tucson
Peggy	Fiandaca	PSA	Tucson
Audra	Koester Thomas	PSA	Webinar
Tom	McGovern	Psomas	Tucson
Priscilla	Huff	Rancho Sahuarita	Webinar
Brad	Miller	RC Willey Home Furnishings	Webinar
Sue	Christiansen	Regional Transportation Commission of Southern Nevada	Webinar
Martyn	James	Regional Transportation Commission of Southern Nevada	Las Vegas
Lissa	Butterfield	Reno-Tahoe Airport Authority	Reno
Tiffany	Sprague	Sierra Club	Surprise
Haylie	Hewitt	Sonoran Audubon Society	Surprise
Ian	Dowdy	Sonoran Institute	Surprise



First Name	Last Name	Organization	Meeting
John	Shepard	Sonoran Institute	Tucson
Michelle	Baltz-Mill	Southwest Gas Corporation	Las Vegas
Kevin	Thompson	Southwest Gas Corporation	Surprise
June	Eshelman	Stakeholder	Webinar
Michael	Britt	State of Arizona	Webinar
James	Charters	SWAT / Transmission Corridor Work Group	Surprise
Marisa	Guarinello	The Nature Conservancy	Tucson
Mark	Pugh	Tohono O'odham Nation	Tucson
Ray	Strauss	Town of Buckeye	Surprise
Curt	Woody	Town of Marana	Webinar
Vince	Lorefice	Town of Wickenburg	Surprise
Gayle	Cooper	Town of Youngtown	Surprise
Jordan	Feld	Tucson Airport Authority	Tucson
Robert	Medler	Tucson Metro Chamber of Commerce	Webinar
Daniela	Gallagher	Tucson Regional Economic Opportunities	Tucson
Faye	Streier	U.S. Bureau of Reclamation, Lower Colorado Regional Office	Las Vegas
Clifton	Meek	U.S. EPA, Region 9	Webinar
Ken	McCown	UNLV Downtown Design Center	Webinar
Michael	Gibelyou	UNS Electric, Inc	Kingman
Ken	Taylor	Upper Santa Cruz Providers & Users Group	Tucson
Kristen	Egen	USDA NRCS	Webinar
Jason	Higgins	Valley Electric Association, Inc.	Las Vegas
Michele	Walker	WACOG	Kingman
Kenneth	Zarembski	Walter P Moore	Webinar
Clara	Lawson	Washoe County	Reno
Kevin	Schiller	Washoe County	Reno
Daniel	Inouye	Washoe County Health District	Reno
Jim	Garza	White Pine County	Las Vegas
Richard	Howe	White Pine County	Las Vegas
Charlene	FitzGerald	Yuma Metropolitan Planning Organization (YMPO)	Webinar
Alison	Morey		Webinar



I-11 and Intermountain West Corridor Study: Stakeholder Partners Meeting



I-11 & Intermountain West Corridor Study

Stakeholder Partners



Project Update: Corridor Recommendations and Outreach, Business Case, Implementation Plan, Purpose & Need



In partnership with





March 19, 2014

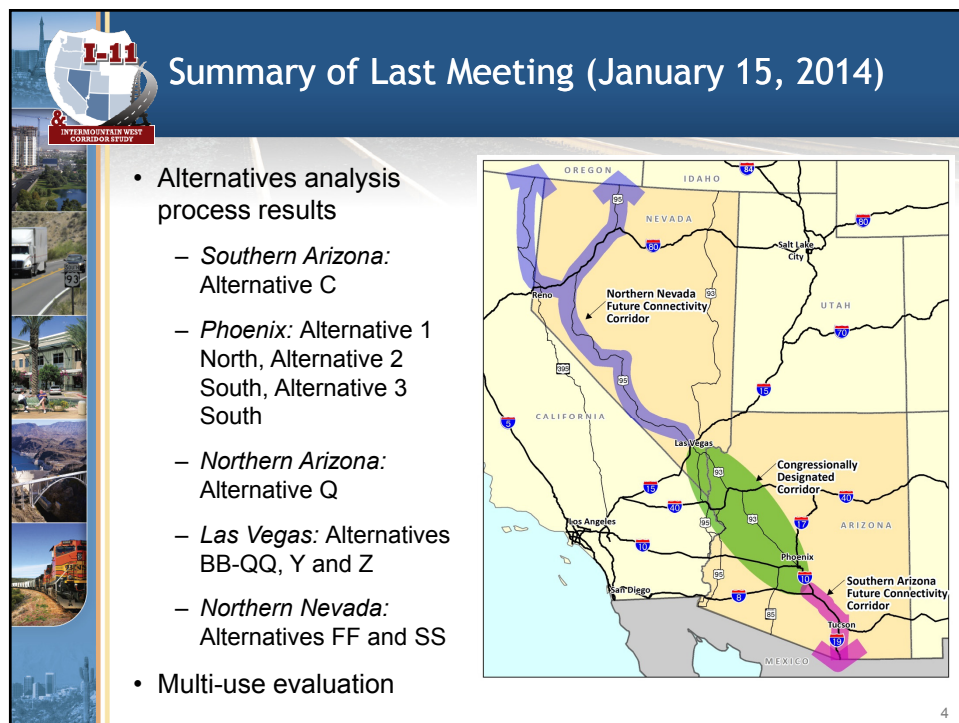
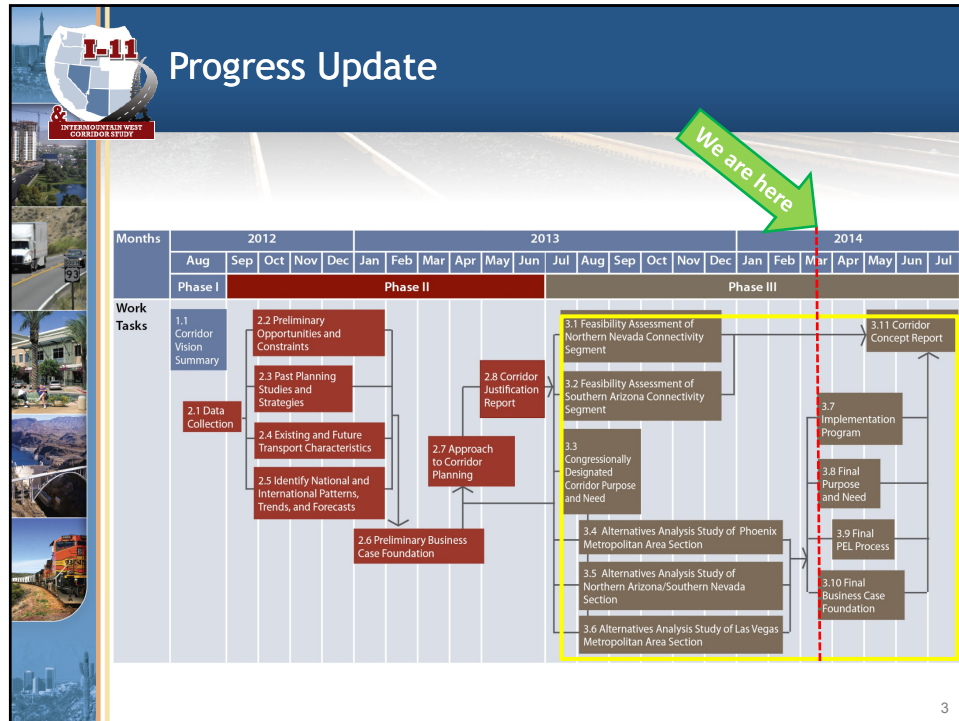


Agenda

- Progress update
- Summary of last meeting
- Purpose of this meeting
 - Review alternatives analysis recommendations and results of virtual public outreach effort
 - Review approach to Final Business Case
 - Review approach to Implementation Plan
 - Review approach to Purpose and Need
- Next steps and Discussion



I-11 and Intermountain West Corridor Study: Stakeholder Partners Meeting







Outreach Tools & Successes

- Website: 500 signed up for email blasts
- Media: Over 100 stories published (Print, television, new media)
- Public Meetings (**additional meetings**)
 - October 2012: **193 attended** meetings in Henderson and Phoenix
 - October 2013: **274 attended** meetings in Avondale, Tucson, Kingman, Las Vegas, Carson City
 - February 2014: **Over 2,000 participants** in Virtual Public Meeting



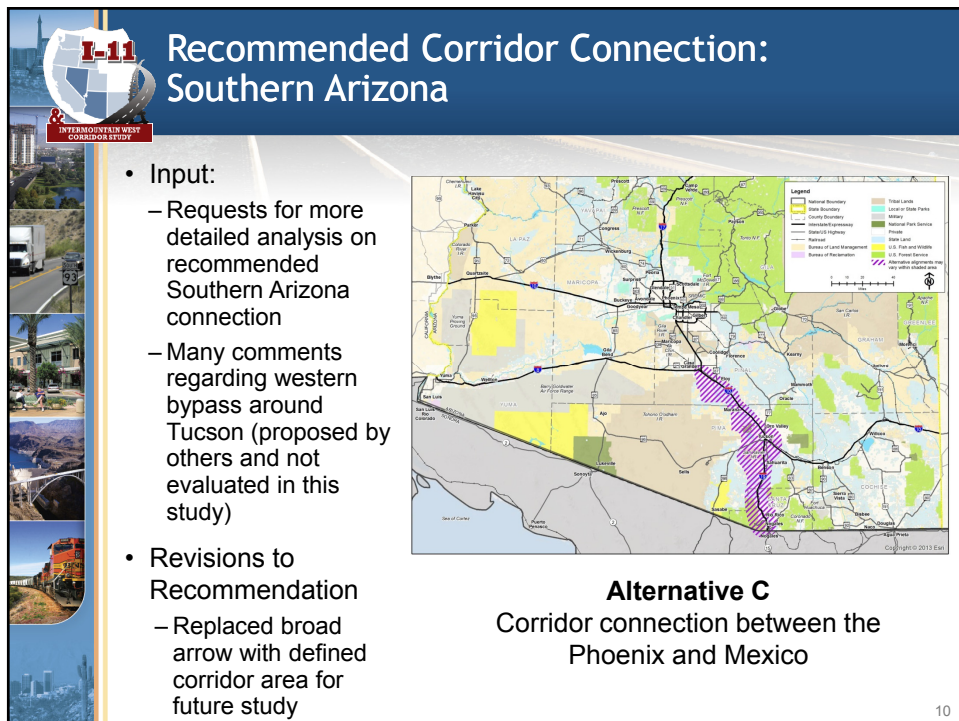
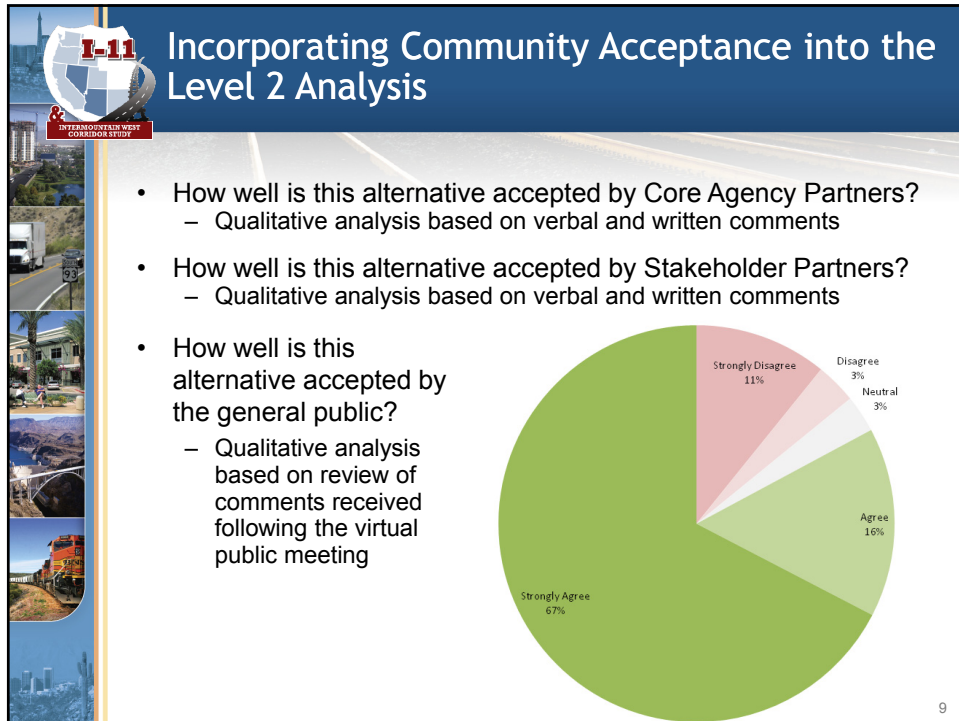
Momentum builds for I-11 route through Arizona
By Sean Hollings
The Republic | azcentral.com
Tue Mar 4, 2014 12:36 AM

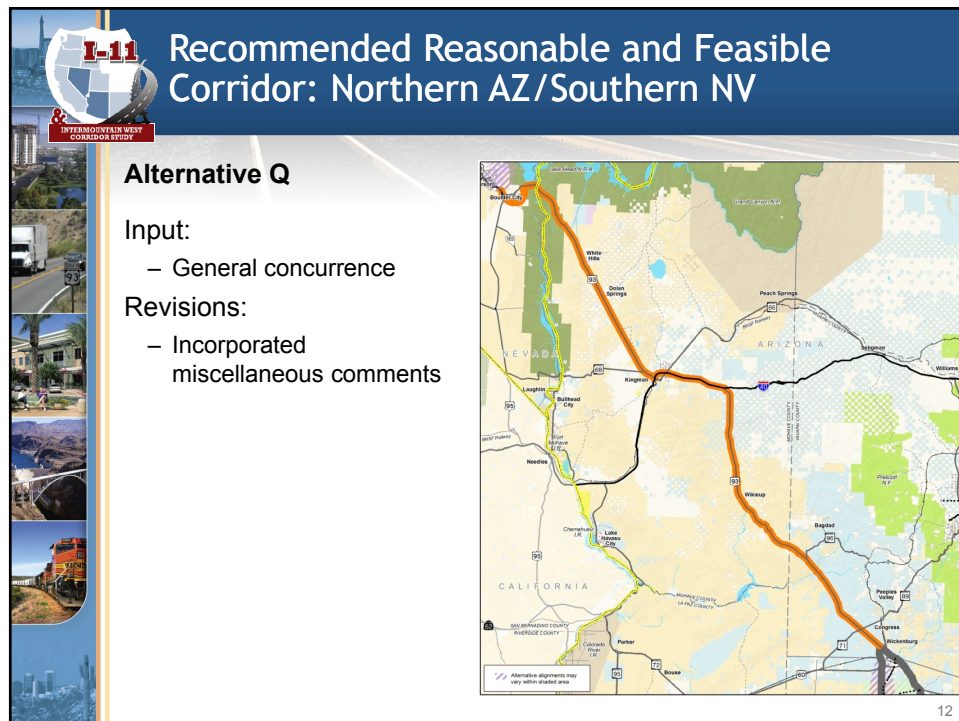
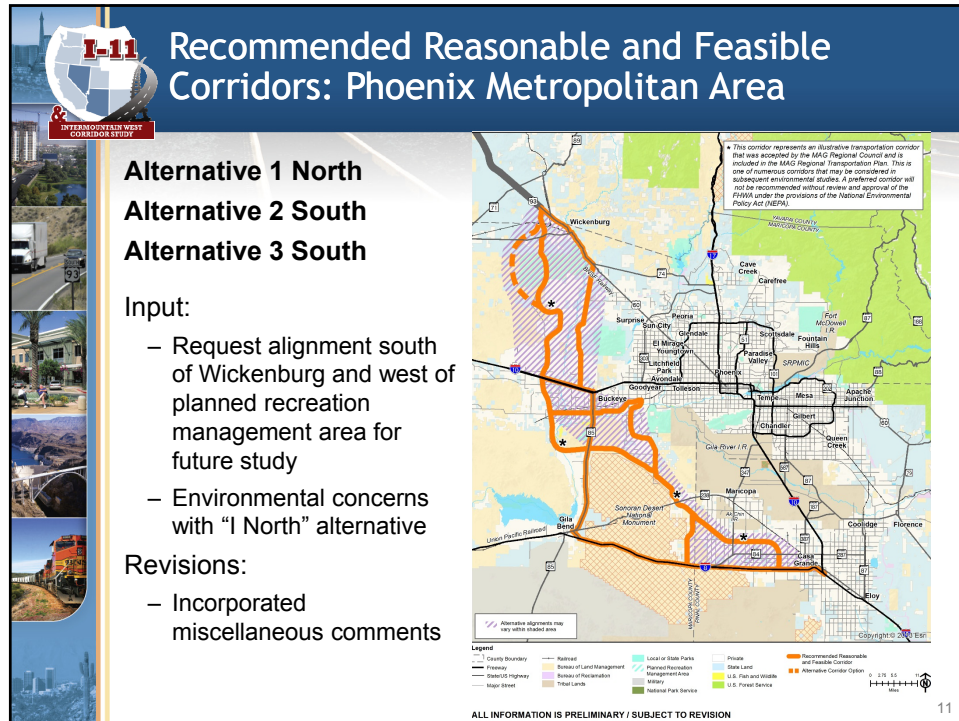
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Results of Community Acceptance in Alternatives Analysis Process







Recommended Reasonable and Feasible Corridor: Las Vegas Metropolitan Area

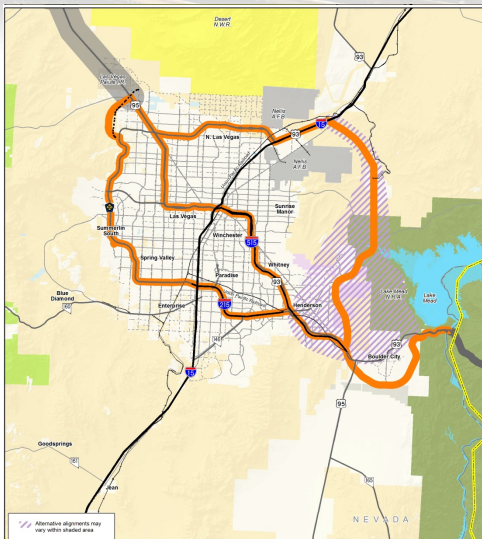
Alternative BB-QQ
Alternative Y
Alternative Z

Input:


- Concerns with BB-QQ impacts
- Support for an eastern corridor that would relieve pressure on existing facilities

Revisions:

- Consider all 3 alternatives in a future advanced planning study
- Expand study area for eastern corridor



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Recommended Corridor Connections: Northern Nevada

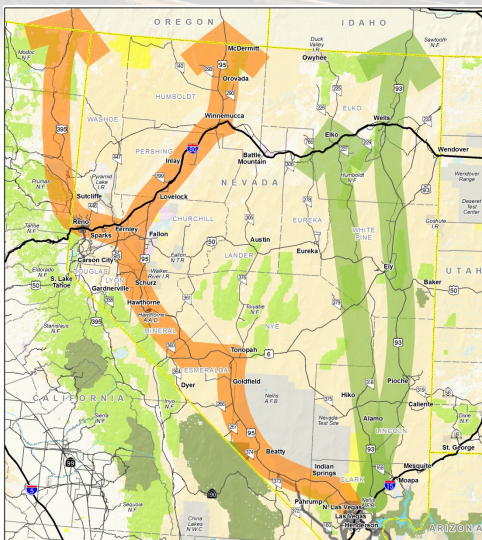
Alternative FF
Alternative SS

Input:

- Support from neighboring states for corridor connection located between I-5 and I-15
- General concurrence with recommendation
- Concern regarding economic vitality of eastern portion of state


Revisions:

- Will continue to pursue eastern corridors as corridors of statewide significance



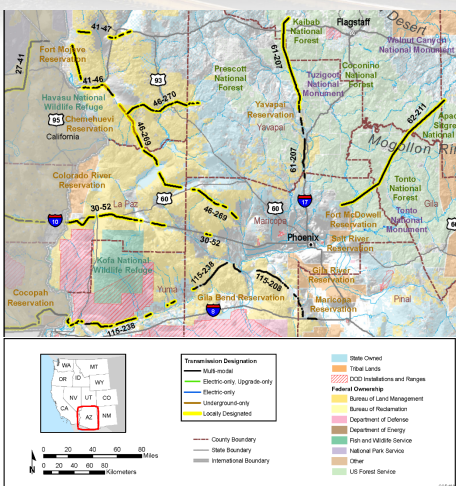
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I-11 and Intermountain West Corridor Study: Stakeholder Partners Meeting




Multi-use Recommendations: Utility Coordination

- To date, study has identified multi-use opportunity areas
- Coordination with utility stakeholders is key to identifying implementation actions. Examples of coordination opportunities include, but are not limited to
 - Sonoran Institute solar energy corridor study
 - TransWest Express Transmission Corridor & Other BLM West Wide Energy Corridors

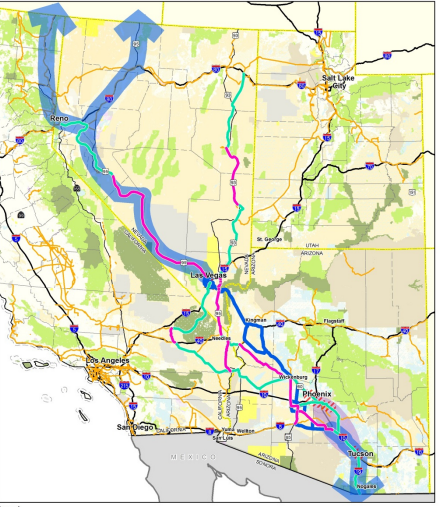


Proposed Section 368 Energy Corridors in Arizona
(http://corridoreis.anl.gov/documents/fpeis/maps/part_2/VW/EC_State_BMS_02_AZ.pdf)



Multi-use Recommendations: Rail Coordination

- Coordinate with private railroads on future capacity and system needs
- Coordinate with FRA on Southwest Multistate Rail Planning Study
- Update State Rail Plans, as needed

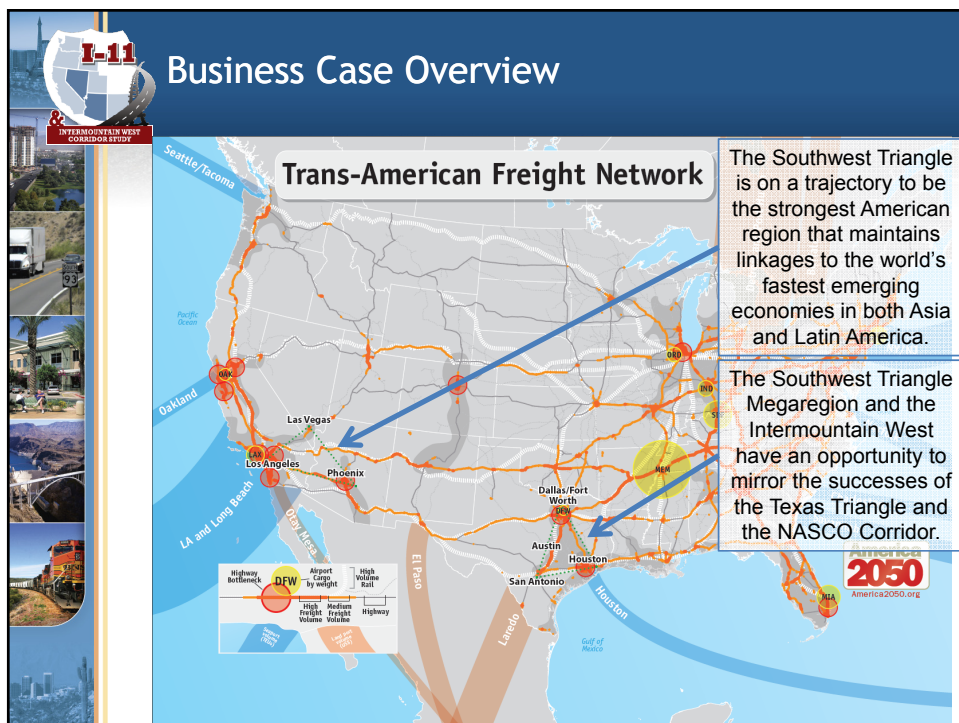
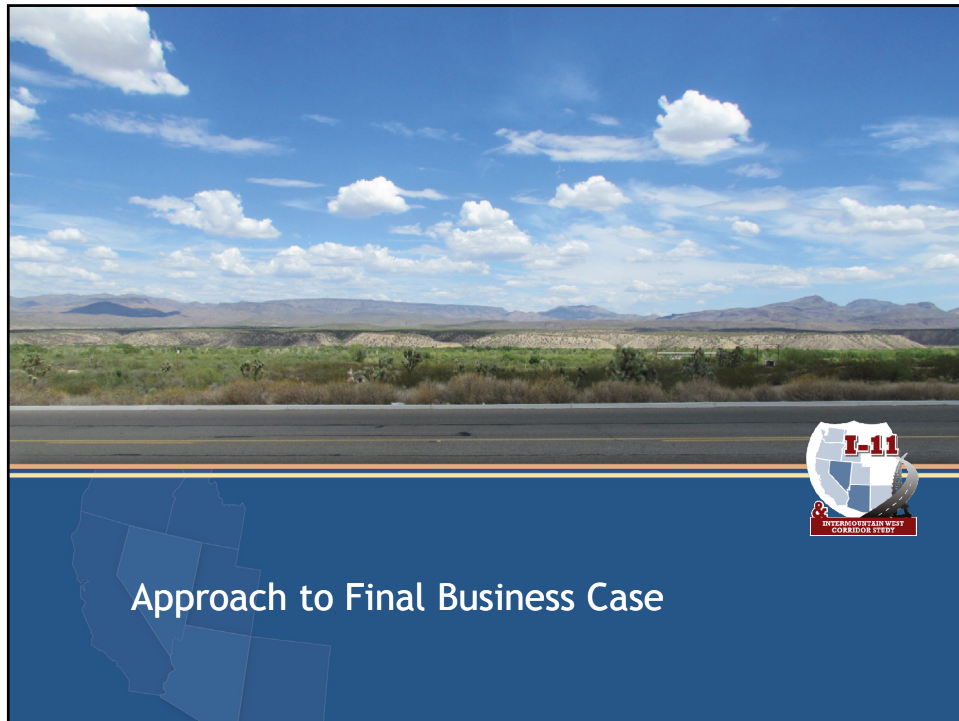


Legend

- National Boundary
- State Boundary
- County Boundary
- Interstate Expressway
- State US Highway
- Original Intermountain West Rail Corridor Study
- Potential Corridor Handoff Point Transit
- I-11 Corridor Alternative
- Potential Corridor Handoff Point Connections
- Alternative Rail Corridor (Strategic)
- Alternative Rail Corridor (Proposed)

ALL INFORMATION IS PRELIMINARY / SUBJECT TO REVISION

Maps identify desired connections between metropolitan areas. Alternatives do not identify specific alignments, nor provide multiple alignments within each alternative.






I-11 is a Key Component in Attracting Major Industries and Diversifying Our States' Economies




Strategic Location Drivers

1. Availability of qualified workforce
2. Competitive cost environment
 - Labor, utilities, real estate, transportation, taxes
3. **Favorable logistics/accessibility**
 - **Air, highway, rail, ports**
4. Favorable business environment
 - Taxes, incentives, permitting
5. Quality of place
 - Ability to recruit

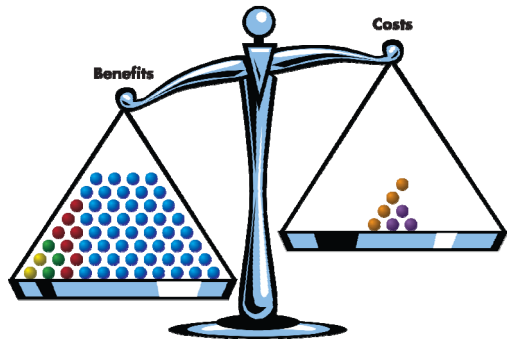
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Approach to Final Business Case




- As a major system-level transportation investment, it is difficult to capture the full implications of this initiative with accuracy
- By illustrating the relative merits of this proposed investment in a variety of ways using various tools, the team proposes to provide a depth of understanding of the opportunity provided by this corridor



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Approach to Final Business Case


- Two-pronged approach to completing Business Case:
 - **Benefit-Cost Analysis (BCA)** to estimate values of improvements to the I-11 corridor. This approach is the industry standard for transportation infrastructure projects.
 - Trend: Includes projects currently funded in long-range transportation plan(s)
 - Enhanced: Includes baseline projects plus additional targeted enhancements
 - Full: Includes complete build-out of I-11 to interstate standards
 - Qualitative Case Studies** to support macroeconomic BCAs
 - 3 to 5 examples of situations in North America where interstate corridors have driven economic growth/diversification and trade movement
 - Has the availability of good transportation infrastructure enabled increased trade integration, especially with international trade agreements in place?

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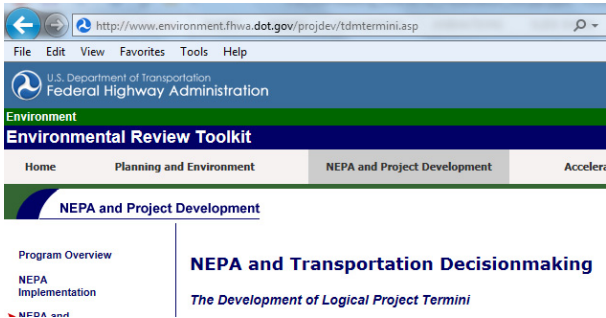


Approach to Implementation Plan




Segments of Independent Utility (SIUs)

- Designate preliminary SIUs; must have:
 - Logical termini
 - Substantial independent utility
 - Do not preclude the opportunity to consider alternatives
- Most SIUs are defined broadly and might be redefined at a later point in time



The screenshot shows a web browser window with the URL <http://www.environment.fhwa.dot.gov/projdev/tdmtermini.asp>. The page is titled "Environmental Review Toolkit" and is part of the "NEPA and Project Development" section. It includes a navigation menu with links for "Home", "Planning and Environment", "NEPA and Project Development", and "Accelerate". The main content area is titled "NEPA and Transportation Decisionmaking" and includes a sub-header "The Development of Logical Project Termini".


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Segments of Independent Utility (SIUs) in Arizona

- Southern Arizona
 - Arizona-Sonora Border to I-19
 - I-19 to I-10/I-8 (Casa Grande)
- Phoenix
 - I-8/I-10 (Casa Grande) to I-10 (Buckeye)
 - I-10 (Buckeye) to US 93 (Wickenburg)
- Northern Arizona/Southern Nevada
 - US 93 (Wickenburg) to I-40
 - US 93 (co-location with I-40), including system interchanges
 - US 93 (Kingman/I-40 to Pat Tillman/Mike O'Callahan Bridge)
 - US 93/Boulder City Bypass (Bridge to I-515/Foothills grade separation)


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Segments of Independent Utility (SIUs) in Nevada

- Las Vegas: Alternative BB-QQ
 - New Eastern Corridor (Boulder City Bypass [I-515 and Foothills grade separation] to I-15)
 - I-15 (Eastern Corridor to Northern Beltway)
 - Northern Beltway (I-15 to US 95)
 - US 95 (Northern Beltway to SR 157)
- Las Vegas: Alternative Y
 - I-515/US 93 (Foothills Grade Separation to I-215)
 - I-215 (I-515 to I-15)
 - CC 215 (I-15 to future Sheep Mountain Pkwy)
 - Future Sheep Mountain Pkwy (CC 215 to US 95)
- Las Vegas: Alternative Z
 - I-515/US 93 (Foothills Grade Separation to I-215)
 - I-515 (I-215 to I-15)
 - US 95 (I-15 to CC 215/Northern Beltway)
 - US 95 (Northern Beltway to SR 157)

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Characterization of SIUs

- Assign a “Major Classification Category” to broadly define the setting for each SIU

	Urban	Urbanizing	Rural – Existing Corridor	Rural – New Corridor
Location	Urbanized areas that are generally built out	Areas currently developing or with significant entitlements	Rural location, utilization of existing corridor	New corridor construction in relatively undeveloped areas
Common Challenges	Constrained R/W; Air Quality and/or Environmental Justice	Coordination with adjacent land uses	Enhancements to bring corridor to interstate standards	Design with least disturbance on surrounding natural environment
General Footprint	8-10 travel lanes with potential HOV lanes and frontage roads	8-10 travel lanes with phased construction effort	4-6 travel lanes	4-6 travel lanes
Typical Improvements	Corridor reconstruction or expansion; incorporate TDM techniques	Capacity enhancements to existing corridors; new corridor construction	Capacity enhancements or reconstruction	New construction
Next Steps	Design studies and environmental clearance; construction	Design studies and environmental clearance	Design studies and environmental clearance	Further alignment planning, design, and environmental clearance

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Characterization of SIUs

- Characterize SIUs to provide a succinct summary of major issues and opportunities related to the implementation of each SIU


Segment of Independent Utility Name Major Classification Category:								
Intensity	Characteristics							Unique Factors
	Adjacent Land Use	Corridor Access	Environmental Sensitivity	Wildlife Connectivity	Jurisdictional Complexity	Right-of-Way	Constructability	
High challenge for implementation								
Moderate challenge for implementation								
Low challenge for implementation								

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Criticality and Project Identification

- Identify criticality of implementation for each SIU, as a component of implementing the whole corridor
 - Based on role of filling a “gap” and/or relieving congestion
- Identify follow-on studies or projects for each SIU
 - Categorize nature of immediate next steps:
 - Pre-NEPA planning studies
 - NEPA study
 - Design/ROW acquisition
 - Construction
 - Develop a list of follow-on studies or projects required for each SIU, as far into project development process as possible




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Development of Implementation Plan

- Develop Implementation Plan based on identified projects
 - Technical actions
 - Interim enhanced condition
 - Full build condition
 - Public policy items
 - Corridor and/or statewide
 - Identify partnerships and next steps from a policy perspective, to continue to further implementation of this corridor
 - Marketing/branding items
 - Develop the I-11 “brand” (who are the consumers, develop brand around fulfilling need)
 - Partners commit to brand and begin “marketing” project vision
 - Outreach to private sector/constituents to build foundation for funding




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Purpose and Need






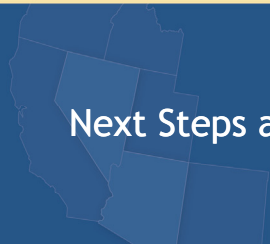
Approach to Purpose and Need

- Builds on Goals and Objectives statement
- MAP-21 includes language that speaks to development of highway, Interstate, or corridor projects that support NAFTA and international trade
- Based on several factors:
 - Legislation
 - System Linkage
 - Trade Corridor
 - Modal Interrelationships
 - Capacity
 - Economics
 - Project Status





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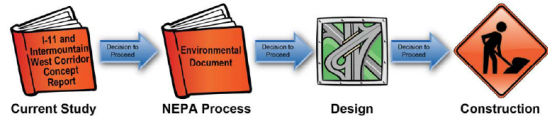


Next Steps and Discussion





Next Steps

- Finalize the Level 2 evaluation with CAP, Stakeholder, and Public input for the “Community Acceptance” criterion for the Congressionally Designated Corridor
- Prepare Corridor Concept Report
- Complete Northern Nevada and Southern Arizona Future Connectivity Segment Feasibility Assessment Reports
- Draft Final Business Case
- Draft Implementation Plan
- Draft Purpose and Need
- Next CAP Meeting (May 2014)



```
graph LR; A["I-11 and Intermountain West Corridor Concept Report"] -- "Decision to Proceed" --> B["Environmental Document"]; B -- "Decision to Proceed" --> C["Design"]; C -- "Decision to Proceed" --> D["Construction"]
```

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Stakeholder Partners Meeting Breakout Discussions

- General comments or clarification questions
- Comments or questions regarding alternatives analysis
- Comments or questions regarding the Final Business Case
 - Do you have any data that could support it?
- Comments or questions regarding the Implementation Plan
 - Are proposed Segments of Independent Utility correct?
- Other comments or questions

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I-11 and Intermountain West Corridor
Study: Stakeholder Partners Meeting



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