

## NEXT STEPS

Continued collaboration between current and new partner agencies at the federal, state, regional, and local levels, as well as in the non-governmental and private sectors, is paramount for success to deliver the I-11 and Intermountain West Corridor. The actions listed in the table below, form the foundation for implementing the corridor between the Mexican border and Las Vegas metropolitan area. If these actions are not carried out, the host states of Arizona and Nevada could lose significant opportunities to grow and diversify their economies based on enhanced trade afforded by an international commerce corridor such as the I-11 and Intermountain West Corridor.

### IMMEDIATE NEXT STEPS FOR THE I-11 AND INTERMOUNTAIN WEST CORRIDOR

#### TECHNICAL ACTIONS

**Improve SR-189 to provide free-flowing and direct access to the Mariposa land port of entry.**

- Initiate environmental clearance, design, and construction process for SR-189/Mariposa Road to determine improvements from I-19 to the Mexican border.

**Initiate environmental clearance and design process for the Phoenix metropolitan area to determine the corridor alignment between I-10 (Buckeye) and US 93 (Wickenburg).**

**Finish improvements to US 93 for completion of a four-lane divided highway between Wickenburg and I-40.**

- Complete environmental studies, design, and right-of-way acquisition, and construction where required.

**Complete construction of Boulder City Bypass.**

- Award Design-Build contract.

**Determine preferred corridor and system-wide improvements in the Las Vegas metropolitan area.**

- Initiate Advanced Planning Study.

#### MULTIMODAL ACCOMMODATION ACTIONS

- Coordinate Arizona and Nevada State Freight Plans to ascertain interest, feasibility, and market potential in implementing a continuous north-south trade corridor.

- Establish joint Arizona/Nevada State Infrastructure Working Group to ascertain interest and feasibility in co-locating major utility transmission with the I-11 and Intermountain West Corridor.

#### PUBLIC POLICY ACTIONS

- Update Arizona and Nevada long-range transportation plans and state rail plans.
- Update state and regional transportation plans, resource management plans, and general/comprehensive land use plans to incorporate I-11 and Intermountain West Corridor location, to ensure corridor preservation.

#### MARKETING AND BRANDING ACTIONS

- Develop an I-11 marketing and branding strategy.
- Place I-11 signage along the Corridor upon implementation of improvements and/or along existing corridors where co-location is anticipated.

\* Actions to be initiated within the next two years.

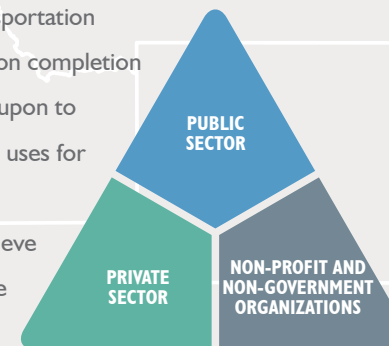
#### LEGEND

- Corridor/Feasibility Study
- Advanced Planning
- NEPA Study
- Design/Construction
  - » Interim improvements for the US 93 corridor
  - » Full build of the Boulder City Bypass

CONNECTING BORDERS • LINKING ECONOMIES • GENERATING PROSPERITY

## PARTNERING FOR THE FUTURE TO DELIVER THE PROJECT VISION

The I-11 and Intermountain West Corridor Study is a multimodal planning effort, involving ADOT, NDOT, Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), Maricopa Association of Governments (MAG), and the Regional Transportation Commission of Southern Nevada (RTC). Upon completion of this study, these agencies will all be called upon to continue to advance the separate modes and uses for the corridor. Additional partnerships among corridor constituents will be required to achieve successful and efficient implementation of the I-11 and Intermountain West Corridor.



Three primary groupings comprise the corridor champions. Continued collaboration between current and new partner agencies at the federal, state, regional, and local levels, as well as in the non-governmental and private sectors, will ensure project momentum.



Arizona Governor Jan Brewer and Nevada Governor Brian Sandoval at Future I-11 Sign Unveiling Ceremony at the Hoover Dam, March 21, 2014. Since a portion of the I-11 Corridor was designated by Congress as part of the MAP-21 Federal Transportation Bill in 2012, Arizona and Nevada have been working together to advance the I-11 and Intermountain West Corridor.

Photo Credit: Julie R. Duewel, NDOT

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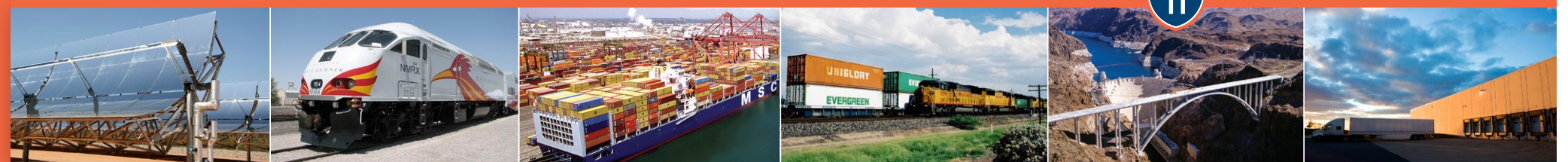
## Corridor Concept Summary

# I-11 and Intermountain West Corridor Study

JUNE 2014

ADOT

NEVADA DOT



CONNECTING BORDERS GLOBALIZES THE INTERMOUNTAIN WEST

LINKING ECONOMIES • GENERATING PROSPERITY

# WHAT IS THE I-11 AND INTERMOUNTAIN WEST CORRIDOR?

The I-11 and Intermountain West Corridor will serve as a critical piece of multimodal infrastructure to diversify, support, and connect the economies of Arizona and Nevada. Serving the nation's north-south transportation needs, the I-11 and Intermountain West Corridor will enable a transportation corridor between the Sonoran Desert and Pacific Northwest, linking Mexico and Canada, and provide a vital connection between the metropolitan areas of Phoenix, Arizona, and Las Vegas, Nevada. The I-11 and Intermountain West is intended to be a multimodal corridor, pairing together highway and freight or passenger rail and other major infrastructure components, including power and energy; natural resources such as oil, gas, and water; and telecommunications. It is envisioned to:

- **Connect communities**, major trade hubs, existing and future domestic and international deepwater ports, and intersecting transcontinental roadways and railroad corridors.
- **Enhance the economic vitality** of communities connected and served by the corridor.
- **Improve safety and travel time reliability** for the movement of people and goods throughout the Intermountain West.
- **Provide relief for congested north-south corridors** in the Western United States, such as I-5 and I-15.
- **Enhance commercial opportunities** by linking trade between Canada, Mexico and the Intermountain West.
- **Increase the global competitiveness** of the region.

## THE I-11 AND INTERMOUNTAIN WEST CORRIDOR WILL: CONNECT REGIONAL ECONOMIES TO EACH OTHER AND TO GLOBAL MARKETS



## THE I-11 AND INTERMOUNTAIN WEST CORRIDOR WILL: ADVANCE THE ECONOMIC DEVELOPMENT INITIATIVES OF ARIZONA AND NEVADA

Arizona and Nevada must continue to build upon their industries to remain competitive in the global market.

Data Source: Arizona Commerce Authority 2013; Greater Phoenix Economic Council 2013, Tucson Regional Economic Opportunities 2006, Nevada Governor's Office of Economic Development, 2013.

### Industry Targets

	Arizona	Nevada	Requires Regional Transportation Network
Advanced Manufacturing	■	■	■
Aerospace, Aviation, Defense	■	■	■
Agriculture	■	■	■
Biotechnology	■		■
Healthcare	■	■	
Information and Computer Technology	■	■	
Life Sciences	■		■
Mining and Materials	■	■	■
Optics	■		■
Renewable Energy	■	■	■
Science and Technology	■		■
Tourism, Gaming, and Entertainment	■	■	■
Transportation and Logistics	■	■	■

## WHY IS THE CORRIDOR NEEDED?

Business Case for the I-11 and Intermountain West Corridor demonstrates that the corridor has the potential to generate a significant return on investment.

## CREATE OPPORTUNITIES FOR INTEGRATED MANUFACTURING

Efficient transportation links with Mexico create significant opportunities for specialized manufacturing in the U.S., supported by Mexican production, where components cross the border multiple times during production.



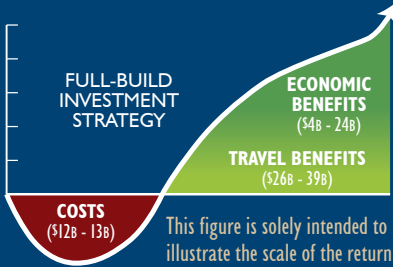
## IS THE CORRIDOR WORTH INVESTING?

The return on this investment is assumed to be significant, but is difficult to precisely quantify. Therefore, a multifaceted approach was used to compare the estimated costs against the potential travel and economic benefits of an I-11 and Intermountain West Corridor.

A comparative analysis conducted from other regions of the U.S. validates the transformational effects on economic development generated from major transportation investments of this type.

- **Travel benefits and cost estimates:** benefit-cost analysis—compares the value of savings to travelers resulting from the project investment with the costs incurred in constructing and operating the project.
- **Economic benefits:** macroeconomic scenario-based analysis—illustrates the potential magnitude of the economic benefits of the I-11 and Intermountain West Corridor.

The potential \$24 billion economic benefit to the region would generate approximately 240,000 job, and when combined with up to \$39 billion in potential travel benefits, far outweighs the costs needed to construct the corridor.



This figure is solely intended to illustrate the scale of the return on investment potential and not the actual value. Combining the values of the economic and travel benefits may result in an over-estimate due to double counting some factors. These planning level estimates reflect costs and benefits for a highway-only corridor from Mexico to Las Vegas, above and beyond planned improvements.