



I-11 & Intermountain West Corridor Study

# Phases I and II Public Involvement Report

Prepared for



In partnership with

**Maricopa Association of Governments** 

Regional Transportation Commission of Southern Nevada

**Federal Highway Administration** 

**Federal Railroad Administration** 

July 2013

# I-11 AND INTERMOUNTAIN WEST CORRIDOR STUDY

# Phase I and II Public Involvement Report

Prepared for

**Nevada Department of Transportation** 

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**Arizona Department of Transportation** 

July 2013

CH2MHILL® and AECOM

In association with:

HDR, Inc., ESI Corporation, and Partners for Strategic Action, Inc.



#### **DISCLAIMER**

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Accordingly, this report may be subject to change arising after the date of this report.

The Sponsoring Agencies' acceptance of this report as evidence of fulfillment of the objectives of this planning study does not constitute endorsement/approval of the need for any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project-level environmental impact assessments and/or studies of alternatives will be necessary.

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# **CONTENTS**

Summary	. 1
Corridor Opportunities	2
Safety and Mobility	2
Funding and Financing	2
Environmental Impacts	. 3
Land Use and Development	4
Corridor Design	4
Alignments	
Constraints	5

#### **Appendices**

- A Stakeholder Partners Kick-Off Meeting Summary (September 2012)
- B Public Information Meetings Summary (October 2012)
- C Utility/Energy Focus Group Summary (January 2013)
- D Economic Development Focus Group Summary (January 2013)
- E Freight Users Focus Group Summary (January 2013)
- F Environment and Sustainability Focus Group Summary (February 2013)
- G Land Use and Community Development Focus Group Summary (February 2013)
- H Corridor Operations Focus Group Summary (February 2013)
- Funding, Financing and Alternative Delivery Focus
  Group Summary (February 2013)
- J Comment log (through May 14, 2013)



# Summary

This Corridor is expected to increase the movement of people, goods, and services through local communities and from state to state—connecting them to a broader region—the Intermountain West. The study therefore involves a discussion of multiple stakeholders and individuals to accurately reflect regional needs. The study team is using a variety of venues to communicate and solicit feedback from stakeholders and the public. Using traditional meeting methods along with virtual technologies to bridge the challenging corridor length, various opportunities to learn and discuss the project have been offered. At the project outset, the team launched an interactive Website to communicate information about the project while also providing a venue to solicit feedback. To date, more than 75 comments have been received electronically by the project team. This tool has also been useful in growing the database of key stakeholders and interests; to date, the database includes the names of nearly 2,300 individuals.

Several focused meeting opportunities were arranged. To encourage participation, meetings were held in varied locations and often offered the opportunity to participate via Webinar. Table 1-1 lists the formal meetings held with stakeholders and the public. The full summary reports of each of these meetings can be found in Appendices A through I, while Appendix J includes additional comments submitted via the study website (i11study.com).

Table	1 1	. Stakeholder	and	Public	Montings
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Date	Meeting	Location(s)	Attendees
9/26/12	Stakeholder Partners Meeting	Surprise, Kingman, Las Vegas, Carson City, Webinar	205
10/18/12	Public Information Meeting	Henderson	51
10/23/12	Public Information Meeting	Phoenix	142
1/8/13	Utility/Energy Focus Group	Phoenix, Las Vegas, Carson City, Webinar	59
1/22/13	Economic Development Focus Group	Surprise, Las Vegas, Reno, Webinar	67
1/29/13	Freight Users Focus Group	Surprise, Las Vegas, Carson City, Webinar	40
2/5/13	Environment and Sustainability Focus Group	Surprise, Las Vegas, Carson City, Webinar	50
2/12/13	Land Use and Community Development Focus Group	Surprise, Las Vegas, Carson City, Webinar	55
2/19/13	Corridor Operations Focus Group	Surprise, Las Vegas, Carson City, Webinar	30
2/26/13	Alternative Delivery and Finance Focus Group	Surprise, Las Vegas, Carson City, Webinar	34



In addition to these meetings, the study team held meetings with the Core Agency Partners, stakeholder groups, and other interests, responding to several requests for presentations to entities including the Inter-Tribal Council of Arizona and Inter-Tribal Council of Nevada, regional transportation commissions, councils of government, and metropolitan planning organizations, municipalities, and organizations.

While the engagement efforts with stakeholders and the public have produced hundreds of pages of comments and ideas, the sections below summarize key themes derived from outreach efforts to date.

# Corridor Opportunities

Feedback often cited the immense economic development opportunities the Corridor could facilitate for Arizona, Nevada, and the Intermountain West. Support for tourism activities, including connecting recreational assets, gaming and entertainment venues could prove valuable to the states' economies. However, much of the feedback concentrated on how the Corridor could increase trade by supporting the existing economies of mining, energy (solar, nuclear, alternative, and renewable fuels), construction, agriculture and military activities as well as expansions to manufacturing, aerospace/high tech, and transportation logistics throughout the Golden Triangle of Las Vegas, Phoenix/Tucson and Southern California. As manufacturing and labor activities in the Pacific Rim, Central and South America, and Mexico evolve and nearshoring/onshoring opportunities grow, market access through the Intermountain West to Canada would be served by the Corridor, providing relief to already congested Southern California and Mexican ports.

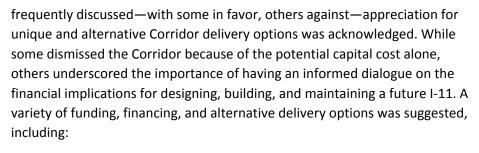
# Safety and Mobility

Comments regarding safety concerns of existing routes US 93 and US 95 were often cited. Because the mix of passenger and freight activities may not always be adequately accommodated by current infrastructure, respondents indicated that an I-11 Corridor could provide a more efficient and reliable transportation linkage for this underserved region. Freight stakeholders encouraged careful planning and placement of truck stops and rest areas to support long-haul operations and hours-of-service regulations. While many comments focused on safety concerns of using the existing/future infrastructure, several individuals asked that the study consider security issues related to the movement of hazardous materials or the potential for increased threats related to immigration, border security, terrorist activities, and illegal drug trade.

# Funding and Financing

Considerable feedback focused on concerns related to the availability or potential sources of Corridor funding. While tolling was the tool most





- Tolling (including truck only or managed lane concepts)
- Multijurisdictional contributions (local, regional, state, and federal agency)
- Public/private partnerships (including concession rights, utilizing private multimodal transportation operators, and right of way donations in exchange for development access)
- Bonding (including multi-jurisdiction and unique quasi-governmental alternatives)
- Tax increment financing
- Impact fees (including developer and road)
- Advertising proceeds (as integrated into programs such as 511 and billboards)
- Lease proceeds (including trailer/long-haul storage, right of way)
- Tariffs (including extraction activities, goods movements)
- Taxes (including trucking, sales, indexing the current gas tax)
- Fees (including those for providing access to recreational assets, amenities)
- National Infrastructure Bank establishment
- Project management tactics (including design/build, construction management at risk, and project phasing)

## **Environmental Impacts**

Consideration for environmental disturbances and impacts was emphasized. Research for, and subsequent protection of, wildlife habitat and migration corridors, waterways and wetlands, and cultural sites is critical, as is consideration of key species found within the study area (including the desert tortoise, big horned sheep, and pronghorn antelope). While some comments noted that the environmental and climate impacts of a corridor outweigh any possible benefit, and disapproval of a future I-11 was reiterated, various strategies and mitigation tactics were recommended for potential use in the Corridor.

- Conservation easements or areas
- Multiuse infrastructure (including culvert or bridge design to accommodate wildlife movements, bats; material pits converted to



Phoenix Public Meeting



#### wetlands)

- No access easements
- Franchised services awarded to companies committed to the "triple bottom line" or a minimized environmental footprint
- Natural infrastructure (including greenbelts, buffers, vegetative swales, filter strips)
- In-lieu-of-fee and mitigation banking programs (i.e. wetland banking)

# Land Use and Development

Emphasis was placed on the importance of connecting land use and transportation decisions to build the nation's first "smart" corridor. Working with local jurisdictions to identify a future I-11 in land use plans is a good first step, but facilitating compatible uses adjacent to the Corridor is equally important to maximizing the benefits of the asset; proactive land use and economic development planning, zoning, right of way designation, and establishing easements are tools communities can use for these purposes. Some comments, however, noted that for communities the corridor bypasses, there could be negative impacts; others worried that an I-11 might promote urban sprawl. Reiterating the focus on using existing corridors to the maximum extent possible and connecting existing activity centers and employment hubs was offered as a sustainable planning strategy.



Carson City Focus Group

## Corridor Design

There is considerable support for the study of a multifunctional Corridor that not only provides multimodal transportation opportunities but also houses assets that require similar rights-of-way. Considerations ranging from biking/cycling, pedestrian and equestrian movements, and transit alternatives were offered, but high-speed passenger and freight rail were the most frequently suggested modes to consider, along with traditional vehicle movements. Utility (including transmission lines and telecommunications) and energy (including liquid/natural gas, fiber/dark fiber, wind, and solar) and other emerging/future opportunities were offered as potential candidates for shared or combined rights-of-way or easements. While using a coordinated corridor for the movement of people, goods, and utilities was supported, some questioned whether this type of "combination facility" would increase national security concerns. Any effort, however, would necessitate the consideration of separate requirements, size of footprint, asset compatibility, and cost. I-11 could be the opportunity to build a "smart" or "green" corridor of the future, serving as a new model for the movements of goods and people by learning from the best practices of previous corridor development. In addition to support for a multimodal, multifunctional corridor, many specific features and amenities were suggested for consideration, including:



- Access controlled design (including minimized number of traffic interchanges, higher design speeds, Michigan/indirect left turns)
- Alternative energy opportunities (including solar lighting and pavement heating, wind and solar energy generation)
- Context sensitive solutions (including scenic corridors, minimized footprint)
- Landscaping features (including eatable plants, salvaging native vegetation, fire-resistant vegetation, art)
- Communications and signage considerations (including Wi-Fi, reliable cell service, weather and traffic information, cultural wayfinding)
- Trucking enhancements (including pre-pass, robust truck permitting, weight-in-motion and weight stations placement, dedicated truck lanes, over dimensional vehicle staging/parking)
- Infrastructure design and construction (including truck/rest stop placement, LEED designed buildings, use of local and recycled materials, underground utility placement, use of porous/permeable pavements, intelligent transportation systems)
- Amenities (including truck/rest stop placement, diverse restaurant selections, recreational access, visitor centers, alternative fuel/charging stations)

# Alignments

While this phase did not study potential alignments for a future I-11, public and stakeholders still desired to propose "lines on a map." Their focus on existing corridors, including US 93, was routinely recommended. Additionally, comments ensuring a "no build" alternative would be considered were offered by many, with several questioning whether the results of this study would indeed identify a need for a future I-11 (or any new roadway). Others questioned whether future evaluations of potential corridors were even warranted, concerned that a preferred alignment was predetermined. For those who supported a future Corridor, connecting key activity centers, including inland ports, airports, and other logistical assets, was recommended. Connections beyond the Priority Corridor Segment (Phoenix to Las Vegas metropolitan areas) were also advised, with individuals reiterating the importance for the Corridor to be a true Intermountain West route, connecting Mexico and Canada. While destinations south of Phoenix often focused on the Sun Corridor, potential connection points to the north ranged from Vancouver, Seattle, and Reno in the west, to locations such as Ely (Nevada) and Salt Lake City to the east.

## Constraints

Several key constraints were reiterated, most notably funding challenges and environmental considerations. Many emphasized the challenge of building



#### **EXECUTIVE SUMMARY**

consensus for a future Corridor and the need for long-term political will and the commitment necessary to implement a project of this magnitude. Other constraints cited include the locations of many decentralized population and employment centers throughout the study area, as well as the significant cost and complications of right-of-way acquisition.









# I-11 and Intermountain West Corridor Study

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

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

As part of the study, interested public agencies, non-profit organizations and private interests groups are invited to participate in a Stakeholder Partners group that will be asked to provide data and other input, and to share their opinions and ideas on decision points throughout the process. The first of four planned Stakeholder

Partners meetings was held on September 26, 2012. Meetings were conducted simultaneously in five locations: Kingman, Arizona; Las Vegas, Nevada; Maricopa Association of Governments (Arizona); Reno, Nevada; and Surprise, Arizona. Additionally, individuals could call-in and log-on to participate in a live webinar. A total of 193 participants signed in at registration, though more attended the meetings. The following report summarizes the results of these meetings. Specific summaries for each meeting event are appended to this summary.



Photo 1: Participants viewing the simultaneous presentation in Surprise

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

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

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

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

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

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

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

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

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

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

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

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

#### **Defining Success**

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

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



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

#### **Challenges facing the Corridor**

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

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



### Kingman, Arizona Meeting Summary Report

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

#### Attendees (9):

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

#### **Meeting Feedback**

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

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

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

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

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



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

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

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

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

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

#### **Ouestions**

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

http://azdot.gov/highways/projects/I40 US93 WestKingmanTI/index.asp)?

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

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

The  $2^{nd}$  phase of the study will include the development of a Corridor Business Case; economic development focus groups will be a part of this development.

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

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

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

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

#### Request

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



#### Las Vegas, Nevada Meeting Summary Report

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

#### Attendees (40):

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

## **Meeting Feedback**

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

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

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



Photo 2: Observing the simultaneous presentation in Las Vegas



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

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

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

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

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

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

- Diverting traffic away from communities
- Archaeological resources impacts



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



### Maricopa Association of Governments Meeting Summary Report

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

#### Attendees (17):

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

#### **Meeting Feedback**

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

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

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

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

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



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

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

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

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

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



## Reno, Nevada Meeting Summary Report

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

#### Attendees (18):

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

### **Meeting Feedback**

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

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

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

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



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

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

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

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

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

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

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



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

#### Questions

Who designated US 93 as an Interstate corridor?

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

Is there a proposed route between Phoenix and Las Vegas?

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

Would additional bypasses be included?

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

What is the study horizon?

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

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

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

Would the project include additional bypasses?

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



### **Surprise, Arizona Meeting Summary Report**

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

#### Attendees (47):

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

## **Meeting Feedback**

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

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

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



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



within state; connect with other states; connect with Mexico and Canada

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

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

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

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

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

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

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



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



## **Webinar Meeting Summary Report**

Meeting conducted via Live Meeting and teleconference

#### Attendees (76):

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

## Meeting Feedback

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

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

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



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

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

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



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

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

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



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

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

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



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

#### Questions

How can White Pine County play an active role in expressing its interest to see the Northern Nevada Corridor be aligned with the SWIP 500kV Power Line right of way granted to NV Energy and LS Power recently and use the same right of way to produce the I-11 corridor within the 1,000 foot right of way issued by BLM from Las Vegas to Idaho as an alternative to going to Reno? Next year in late Spring the project will initiate the study of specific segments of the corridor, including: Phoenix Metropolitan Area (Casa Grande to Wickenburg), Northern Arizona/Southern Nevada (Wickenburg to the Arizona/Nevada state line), Las Vegas Metropolitan Area (Arizona/Nevada state line to Las Vegas), Northern Nevada Future Connectivity Segment (Las Vegas Metropolitan Area and Beyond), and Southern Arizona Future Connectivity Segment (Mexico to Casa Grande). We will meet with stakeholders who have an interest in each of these segments.

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

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

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

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



#### **Online Feedback**

Additional feedback provided by Stakeholder Partners through online submission

#### Participants (12):

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

#### **Feedback**

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

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

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



- and private benefits of \$2.3 billion for Nevada. The international extension of the corridor would only add to that potential
- Living in Casa Grande about 50 miles south of Phoenix, I think many are missing one of the biggest selling points for I-11. I-10 carries a tremendous amount of pass-through traffic through metropolitan Phoenix (especially truck traffic) and creates parking lot conditions often. I-11 is planned (from the information we have) to begin west of Casa Grande from I-8 to Las Vegas. The north- or west-bound Phoenix pass-through traffic can exit I-10 at the west bound entrance of I-8, then turn north on I-11 and travel on freeway to the I-10 connection west of Phoenix or continue north on I-11. It will be like having extra lanes for Phoenix. Another important aspect will be a two-way connection between San Diego and Las Vegas.

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

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

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

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



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

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

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



# **Appendices**

List of Attendees by Agency

PowerPoint Presentation



**List of Attendees by Agency** 

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



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



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



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



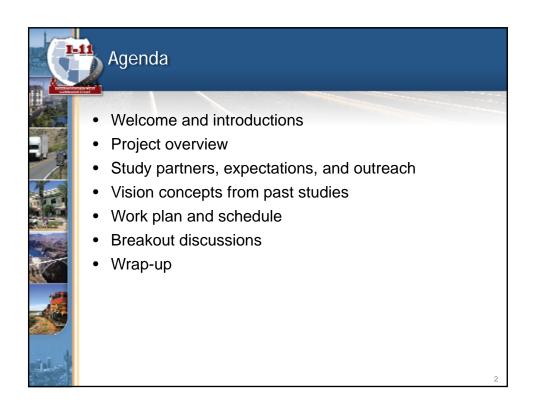
Meeting	First Name	Last Name	Agency
Las Vegas	Priscilla	Raudenbush	NV Energy
N/A	Andrew	Borasky	Nye County Nevada
Webinar	David	Fanning	Nye County Nevada
Webinar	Fausto	Burruel	Pinal County
Webinar	Timothy	Kanavel	Pinal County
Webinar	Andy	Smith	Pinal County
Surprise	Peggy	Fiandaca	PSA
Surprise	Audra	Koester Thomas	PSA
Webinar	Lissa	Butterfield	Reno-Tahoe Airport Authority
Las Vegas	Bob	Coyle	Republic Services
N/A	Mike	Hand	RTC - Regional Transportation Commission of
			Southern Nevada
Las Vegas	Andrew	Kjellman	RTC - Regional Transportation Commission of
1	F I		Southern Nevada
Las Vegas	Fred	Ohene	RTC - Regional Transportation Commission of Southern Nevada
Las Vegas	Aileen	Pastor	RTC - Regional Transportation Commission of
Las vegas	Alleen	1 43101	Southern Nevada
Las Vegas	Amber	Stidham	RTC - Regional Transportation Commission of
			Southern Nevada
Las Vegas	Angela	Torres	RTC - Regional Transportation Commission of
_			Southern Nevada
Reno	Amy	Cummings	RTC - Regional Transportation Commission of Washoe County
Reno	Lee	Gibson	RTC - Regional Transportation Commission of
INCHO	LCC	Gibson	Washoe County
Reno	Michael	Moreno	RTC - Regional Transportation Commission of
			Washoe County
Surprise	Patricia	DiRoss-Coughlin	Salt River Project
Webinar	Teresa	Lopez	Salt River Project
Webinar	Sandy	Bahr	Sierra Club
Reno	Tina	Nappe	Sierra Club, Toiyabe Chapter
Reno	Rose	Stridland	Sierra Club, Toiyabe Chapter
Las Vegas	Joseph	Pantuso	Southern Nevada Homebuilders Association
			(SNHBA)
Las Vegas	Debbie	Dauenhauer	Southern Nevada Transit Coalition-Silver Riders
Las Vegas	Mike	Jackson	Southern Nevada Transit Coalition-Silver Riders
Las Vegas	Telma	Lopez	Southwest Gas Corporation
Webinar	Kevin	Thompson	Southwest Gas Corporation
Las Vegas	Tim	Tso	Southwest Gas Corporation
Surprise	Pamela	Cecere	SWCA
Surprise	Craig	Heustis	Town of Buckeye

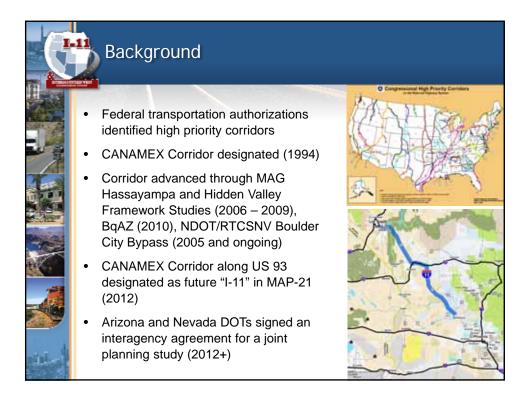


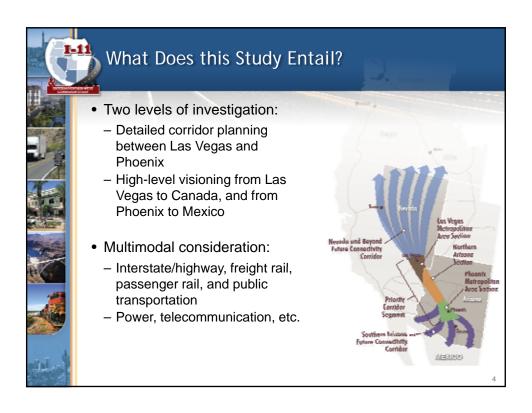
Meeting	First Name	Last Name	Agency
Surprise	Brian	McAchran	Town of Buckeye
Surprise	Jackie	Meck	Town of Buckeye
Surprise	Ray	Strauss	Town of Buckeye
Surprise	Mark	Eckhoff	Town of Florence
Webinar	Gilbert	Olgin	Town of Florence
N/A	Joe	Hornat	Town of Oro Valley
Webinar	Farhad	Moghimi	Town of Sahuarita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

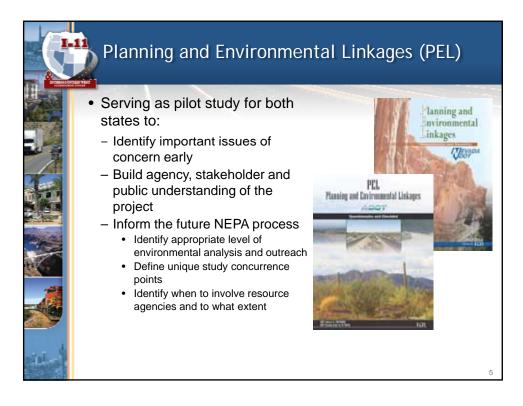


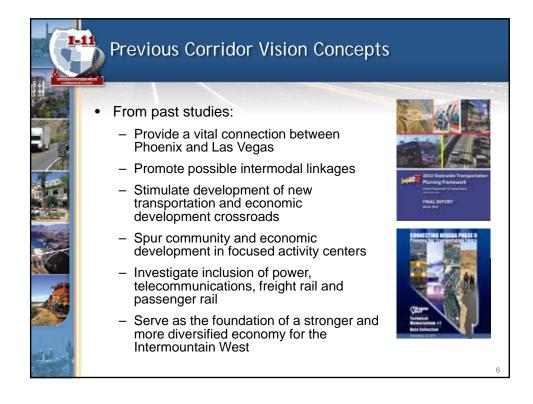


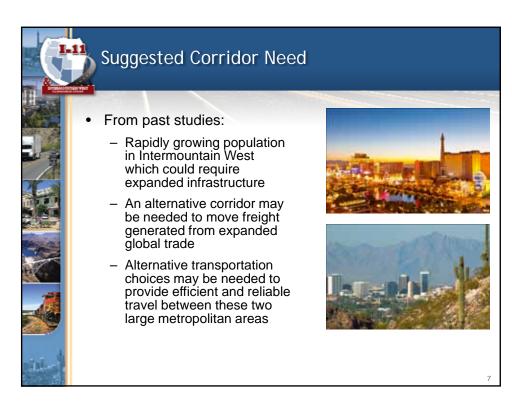




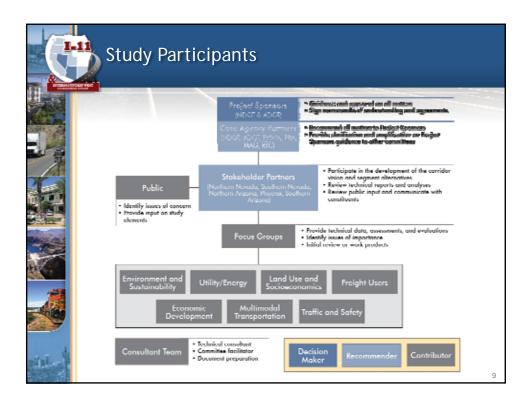




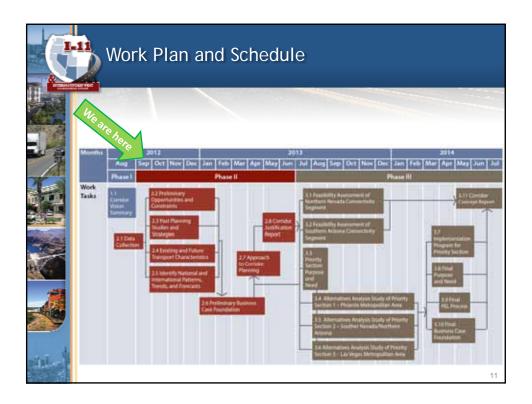


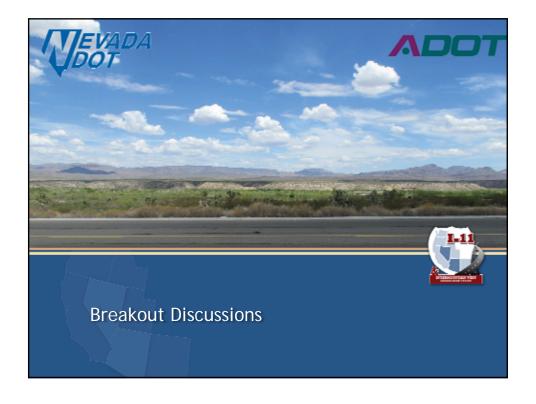












### **Breakout Session - Logistics**

- City of Surprise Communiversity Surprise, AZ
  - (Facilitator: Peggy Fiandaca)
- Mohave Community College Neal Campus, Room 401 Kingman, AZ

(Facilitator: Dan Andersen)

On the Call:
Operator Assisted Dial-In Number:
(877) 787-5702 | Conference ID:
30573657

(Facilitator: Jennifer Daigre)

- RTC of Southern Nevada, Las Vegas, NV (Facilitator: Bardia Nezhati)
- (Facilitator. Bardia Nezriati)
- RTC of Washoe County Reno, NV

(Facilitator: Derek Morse)



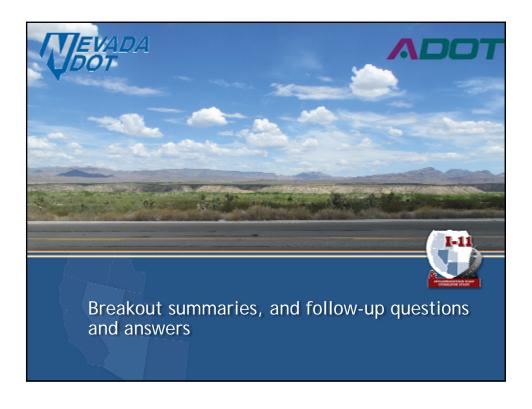
13



### **Breakout Questions**

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

14





8





# I-11 and Intermountain West Corridor Study

## Public Information Meetings October 2012

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

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

the Burton Barr Central Library in Phoenix, Arizona from 6 to 8 p.m. MST. A total of 193 participants signed in at registration, though more attended the meetings. The following report summarizes the results of these meetings. Specific summaries for each meeting event are appended to this summary.

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



Photo 1: Participants at the Phoenix public meeting

The purpose of the public information meetings was to formally introduce the study and to receive input on the vision and mission for the facility.

Participants were provided three handouts: I-11 and Intermountain West Corridor Study fact sheet, Corridor Vision Summary brochure, and the public meeting comment form.

www.illstudy.co



Figure 1: Attendance by location

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

#### **Ouestions and Comments**

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

#### Questions

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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



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

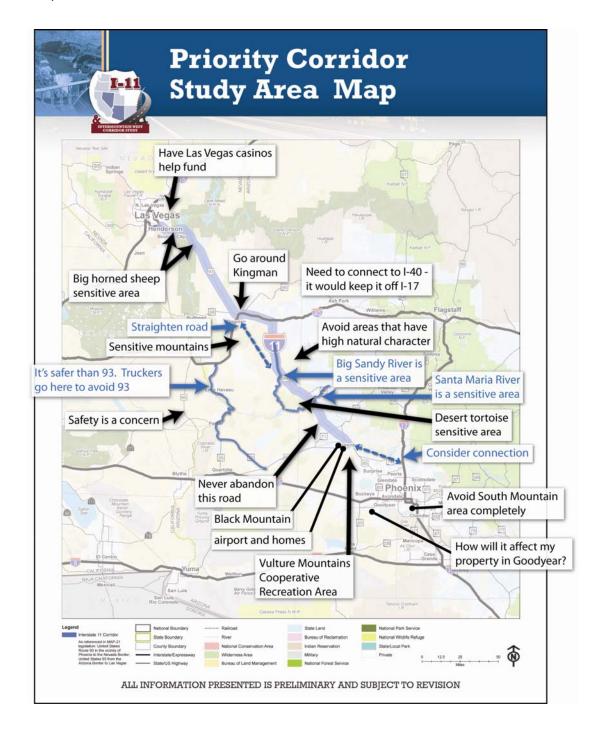
#### **Comments**

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



#### Map Feedback

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



#### Other plotted comments:

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

#### Feedback Forms

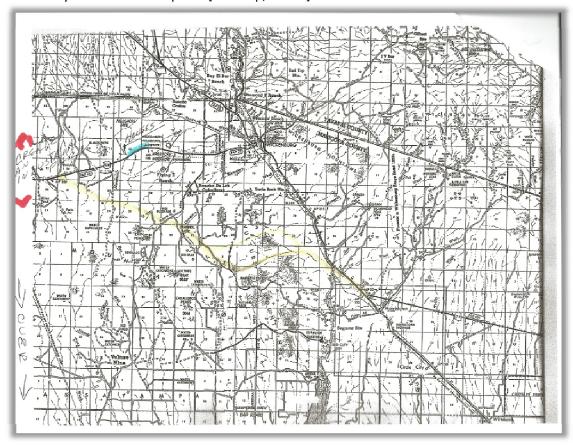
The following summarizes the comments received through November 2, 2012 using the public meeting comment form. The feedback is reported exactly as it was provided without grammatical edits.

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

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



- Please involve: the American Institute of Architects—Arizona & Nevada Chapters; US Green Building Council Arizona & Nevada Chapters; & the Green Chapter/Ikoloji Programs. www.aia-arizona.org Tina Litteral www.USGBCaz.org Curtis Sliffe
- See attached map. If you can when you tie into 89 & 93 off of 60 please go on west side—2 miles—of Black Mountain. Land is flat on the other side of Mountain, and could be used someday for an industrial park. [see map, below]



### **Appendices**

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

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

PowerPoint Presentation



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

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

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

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

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

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

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

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



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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

JULIE MAXEY: Anybody else?

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

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

SONDRA ROSENBERG: Thanks, Mike.

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

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

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

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

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



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

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

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

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

JULIE MAXEY: Anyone else?

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

It is a place where the idea of better connection between Las Vegas and Phoenix is talked about. Also, in Nevada, there's a study called Connecting Nevada, where you can find that document at www.connectingnevada.org. That's the complement of that visioning document for the State of Nevada and talks about the high-priority corridors that are there.

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

And then you can – We can answer your question.

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

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

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

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

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

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

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

MS. THOMAS: Thank you.

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

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



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

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

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

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

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

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

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

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

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

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

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

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

MR. KENNY PETERSON: My voice is loud enough.

VOICE: No. You need the mike.



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

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

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

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

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

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

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

MR. KIES: So the question?

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

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

MS. THOMAS: Thank you.

MR. KIES: Well, there is a lot of --

MR. KENNY PETERSON: You're welcome.

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

MR. KENNY PETERSON: Yes.



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

MR. KENNY PETERSON: Yes.

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

MR. KENNY PETERSON: Yes.

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

MR. KENNY PETERSON: Right.

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

MR. KENNY PETERSON: Two thumbs up.

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

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

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

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

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

MS. THOMAS: Other questions? Please raise your hand.

Please state your name and where you're from.

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

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



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

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

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

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

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

MS. THOMAS: Any other questions?

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

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

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

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

VOICE: Take it off.

VOICE: Take it off.

(Audience applauds.)

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

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



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

VOICE: Good.

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

MS. THOMAS: Any other questions?

VOICE: Behind you.

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

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

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

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

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

MR. DALE BOWLES: Thank you.

MS. THOMAS: Any other questions?

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



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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

MR. KIES: All right.

MS. THOMAS: Final questions?

Please state your name and affiliation.

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

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

MR. KIES: Yeah.

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

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

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

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

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



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

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

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

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

VOICE: Right here.

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

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

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

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

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

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

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

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

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

(Audience applauds.)

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



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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

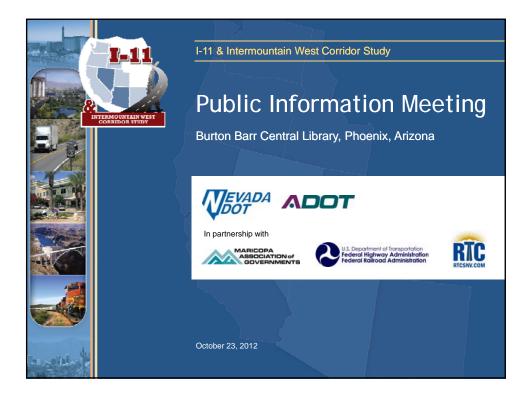
I'd like to see that, at the meetings, that everybody, not just elected officials and staff – We've had that going on for a long time. Let's move past the fact that stakeholders are only considered contractors and our politicians.

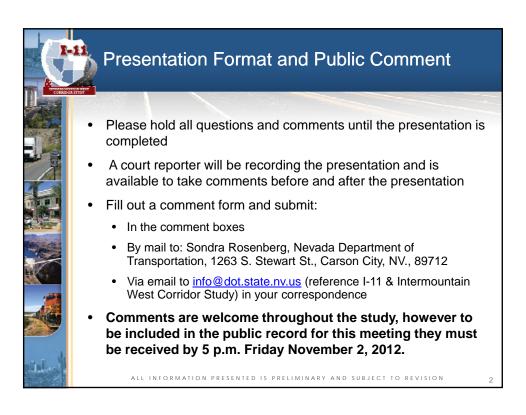
The public is the biggest stakeholder. We own the whole house, the whole house. We own the Federal money. We own the State money. We own the local money. We own the County money.

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

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









### Purpose of Public Information Meeting

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

ALL INFORMATION PRESENTED IS PRELIMINARY AND SUBJECT TO REVISION

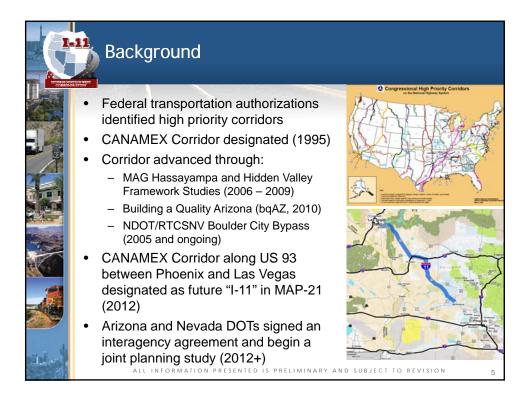
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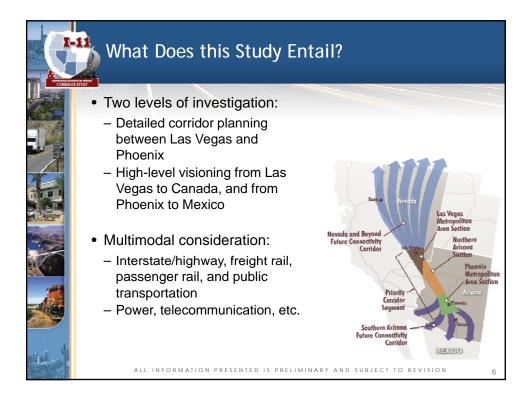
### **Presentation Outline**

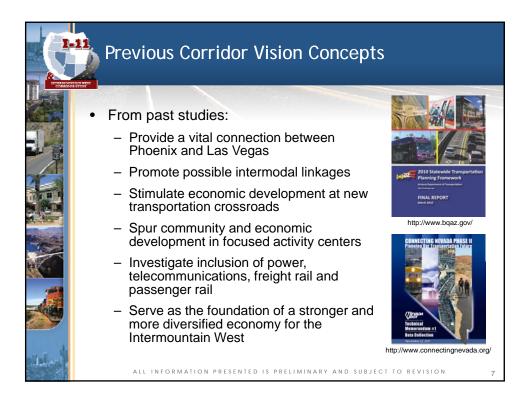
- Project overview
- Vision concepts from past studies
- Study partners, expectations, and outreach
- Work plan and schedule
- · How you can stay involved
- · Questions and answers

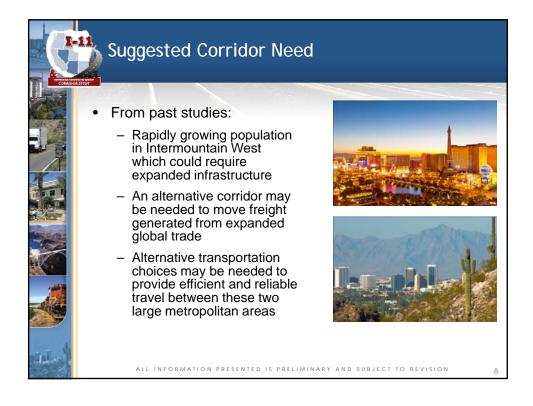


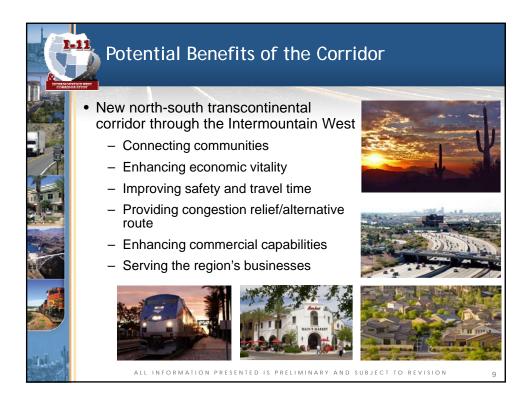
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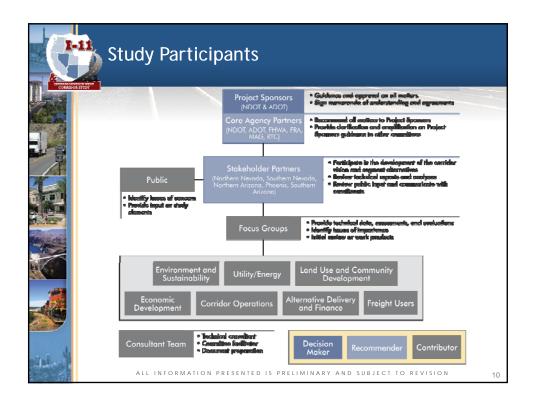


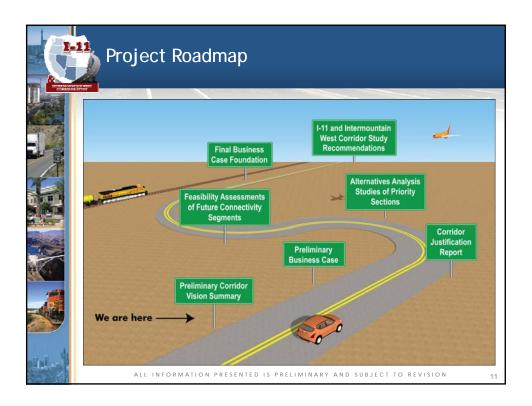


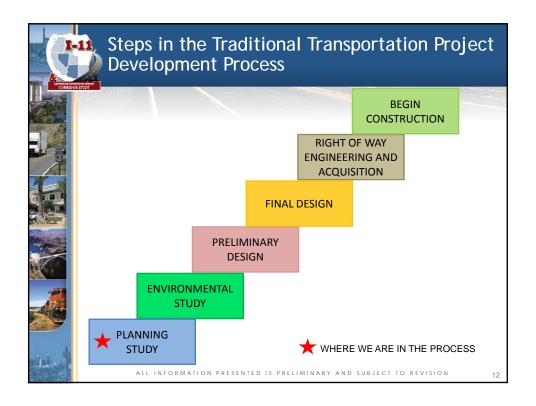


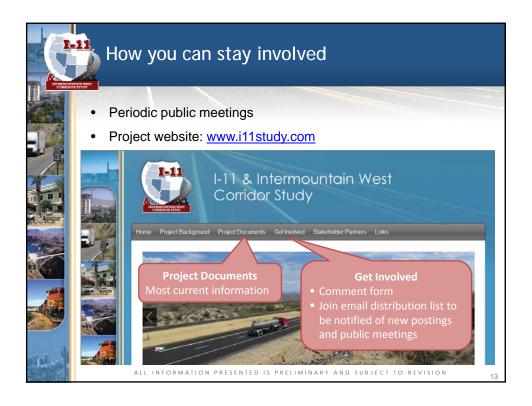


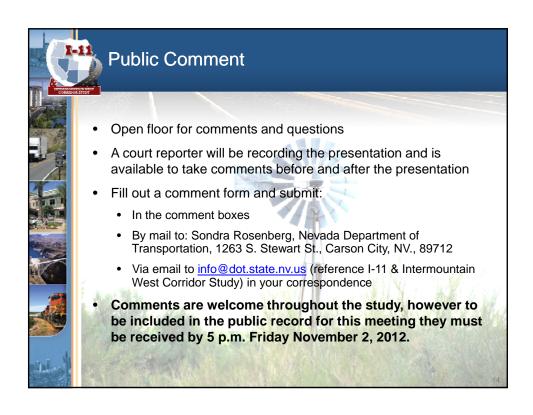
















# I-11 and Intermountain West Corridor Study

Utility/Energy Focus Group

January 8, 2013

1:30 – 3:30 p.m. PST, 2:30 – 4:30 p.m. MST

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 could participate in a series of topical focus groups. On January 8, 2013, the Utility/Energy Focus Group was held. Meetings were conducted simultaneously in

three locations: Carson City, Nevada; Las Vegas, Nevada; and Phoenix, Arizona. Additionally, individuals could call-in and log-on to participate in a live webinar. A total of 59 participants signed in. The following report summarizes the results of this focus group.

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: Las Vegas, Nevada, focus group participants

The purpose of these focus groups was to provide an opportunity to validate and add to the information that has already been gathered by the study team in order to complete the first half of the study and development of the Corridor Justification Report. Participants were provided access to copies of the PowerPoint presentation and preliminary study maps presenting various energy and utility data. Plots of proposed energy corridors, wind energy potential, solar energy development and solar energy potential were displayed at each physical meeting location.

The meeting was initiated by a detailed PowerPoint presentation viewed at all locations and online. Project co-manager Sondra Rosenberg from the Nevada Department of Transportation (NDOT) provided a brief review of the project, vision concepts, and work plan and schedule while project co-manager Michael Kies from the Arizona Department of Transportation (ADOT) highlighted some of the feedback already received relative to utility and energy opportunities. Jaclyn

Pfeiffer, project team member, concluded the presentation with a review of past planning studies as well as a highlight of utility and energy data collected to date.



Photo 2: View of Carson City, Nevada, focus group participants via closed-circuit television

Dan Andersen, project team member, facilitated a simultaneous dialogue with participants using the following questions as a framework for discussion:

- Are there additional data sources we should consider?
- What infrastructure currently exists and where are potential service expansion areas?
- What are the top opportunities and constraints for including energy and utility within the corridor?
- Are there opportunities for cost saving/sharing in development of the corridor?
- What can this project do to lay the groundwork for coordination with your organization now and/or in the future?
- Is there anything else that we should consider in this corridor planning effort?
- Are there key groups/individuals missing from this dialogue?

Several key points highlight the focus group discussion:

- No long range utility or energy plans currently exist
- No immediate utility or energy expansion needs exist within the corridor
- Long-term flexibility of a common or consolidated corridor is needed
- Tradeoffs for a common or consolidated corridor should be considered
- Future technology options should be incorporated

#### **Initial Thoughts and Clarifying Questions**

What is the timeline for the study? We are about 6 months through a 2-year schedule for this initial study. Environmental studies, design and construction would follow if the corridor has the support and funding to proceed.

Please keep an open mind about future opportunities beyond just the segment from Phoenix to Las Vegas. That is the plan. The priority segment from Phoenix to Las Vegas will have more definition at the end of this study, compared to the segments to the north and south, but is not the sole focus of this study. Possible opportunities and alignments will be considered for those future connectivity segments.

Has the corridor been designated? Yes; MAP 21 has designated US-93 as the future I-11, although this study is looking at corridor opportunities for from Mexico to Canada.



Why are oil and gas not shown on the exhibits you presented? I believe there is a large gas pipeline between Phoenix and Las Vegas—possibly Kinder-Morgan—and a natural gas line from Phoenix to Los Angeles. We have limited information on many of the utilities and planned utilities in the corridor, and welcome any input. We are considering the opportunities and constraints for combining all utilities, including oil and gas, within this corridor.

What will the width of this multimodal corridor be? We don't know the answer right now. We first need to determine the need for the corridor, including the utilities and modes that should be included within the right of way, and then we can determine the appropriate width.

What is the study horizon? The time horizon could be 2050 or beyond, a "buildout" timeframe that MAG estimates a Phoenix population of 12 million.

### Are there any additional data sources we should consider?

- NDOT and ADOT have permit data for utilities constructed within their right of way.
- UNLV and UNR have maps showing areas for potential geothermal energy generation.
- The mining industry has specific transportation infrastructure needs that should be considered in this study.
- There are some "grandfathered" solar energy zones not shown on the exhibits.
- Coordination with BLM (particularly field offices) will be valuable, as they own and manage the land and have been a party to previous studies. Eddie Arreola with BLM Resources would be a good contact.
- The Restoration Design Energy Project (RDEP) is a BLM initiative to identify lands across Arizona
  that may be suitable for the development of renewable energy. The RDEP Environmental Impact
  Statement (EIS) has been released and is available for review
  (http://www.blm.gov/az/st/en/prog/energy/arra\_solar.html).
- Centennial West, SunZia and Southline are proposed utility corridors in Arizona.
- BP Wind Energy of North America proposes building the Mohave County Wind Farm project comprising up to 258 wind turbines on federally managed lands in Mohave County. The site about 49,000 acres of public land—is in the White Hills area about 40 miles northwest of Kingman and 20 miles southeast of Hoover Dam.
  - (http://www.blm.gov/az/st/en/prog/energy/wind/mohave.html)
- Western Area Power Administration website (http://www.wapa.gov)
- National Park Service
- Bureau of Reclamation
- Utility providers, such as APS

with the study team to share what information they could.

What infrastructure currently exists and where are potential service expansion areas? Participants reported that existing and potential service expansion area information is proprietary and regulated by the Department of Homeland Security, and therefore cannot typically be shared openly with any specificity. Many utility representatives noted their willingness, however, to meeting one-on-one

### What are the top opportunities and constraints for including energy and utilities within the corridor?

- Southwest Gas does not currently have a need to or plans for a connection from Phoenix to Las Vegas, though willing to collaborate and consider options for sharing future right of way.
- One-time digs don't always work for utilities as providers typically only invest in additional infrastructure as demand merits.



- The corridor should include sufficient right of way to allow for future expansion. If such a right
  of way is established as part of a NEPA project, utility expansion would be faster and more
  efficient. Energy and utilities that could be considered as part of this consolidated corridor
  include: fiber, solar, liquid natural gas, transmission lines, telecommunications, and other
  future/emerging technologies.
- This study should not be limited to just the segment from Phoenix to Las Vegas, but should consider all of Arizona and Nevada for placement of possible utility corridors. *Our intent is to look for opportunities statewide*.
- A conceptual master plan from Canada to Mexico would help to clarify the needs and
  opportunities. The outcome of this study will be a conceptual master plan of sorts. We are
  conducting this differently from most studies, in that we are seeking input from utility companies
  in the development of the plan. We would like our Stakeholder Partners to help us consider the
  needs that might exist if and when Phoenix and Las Vegas are fully built-out as well as what
  opportunities and markets might open up.
- The corridor needs to be wide enough and segmented by utility type to address separation requirements and utility "compatibility".
- Consolidation of infrastructure and utilities could create cost efficiencies, but alternatively, could become a homeland security issue.
- Consolidation of infrastructure and utilities is a way to preserve natural areas and viewsheds.
- Hoover Dam could be a constraint for expansion of transmission corridors.
- Currently no gas or other existing pipelines parallel US 93.
- Solar panels in the right of way could support roadway lighting and recharge stations.
- Building linear synergy around a single infrastructure corridor helps to mitigate environmental impacts (such as bifurcatation of wilderness habitat that has occurred with fragmented infrastructure projects like the SunZia Southwest Transmission Project).
- Electrical transmission infrastructure along the I-11 corridor could facilitate the delivery of new solar energy to the California market.

#### Are there key groups/individuals missing from this dialogue?

- BLM
- Kern River
- United States Army Corps of Engineers

### Additional feedback provided subsequent to the meeting

### Are there additional utility/energy data sources we should consider?

- Transmission Utilities. They will have much more opportunity for investment on these large projects that a distribution company.
- I would recommend talking to El Paso Natural Gas (a Kinder Morgan company), Transwestern Natural Gas and Kern River Natural Gas. These companies are more likely to use a long utility corridor as they are interstate transmission companies.
- Natural gas fueling corridor between California and Texas.
- Is there a Department of Energy division with gas transmission lines oversight rather than each individual company? Arizona Blue Stake has maps of where each utility has facilities. Mohave Electric Cooperative has facilities along Hwy 93 between Wikieup and Petro truck stop. UniSource has facilities paralleling I-40 and Hwy 93 to Hoover Dam.



 A small group meeting that involves only the utilities is the best way to determine where facilities are or should be located to optimize future development.

### What infrastructure currently exists and where are potential service expansion areas? - Responses

- Currently, Southwest Gas does not have anything under evaluation, but we would be able to provide more specific information as a project is more formalized.
- Not much existing. Great potential for expansion is related to new power plants.
- Major transmission line along I-8. Underutilized natural gas pipeline along I-8 and coming from the north somewhat parallel with Highway 95.
- This question came up and the service areas of the local utilities are a constraint. Any expansion should be looking at interstate utilities not intrastate. UniSource has facilities along 93 but not distribution voltage at all points. There may be some opportunities there.
- There is really no good transmission corridor between Phoenix and Las Vegas, thus the reason for creating a utility transmission corridor. "Service expansions" concern distribution and are outside the intended purpose of this Corridor.

### What are the top opportunities and constraints for including energy and utility within the corridor?

- There are requirements for separation for facilities.
- Top opportunity would be new power plants. Constraints are long distances and cost.
- New opportunities exist for high-capacity pipeline placement within corridor right of way to permit transmission of water and other commodities of critical value to the west and nation. Alternative energy (e.g., solar and wind) production within corridor right of way provides overwhelming revenue potential and energy supply to critical need areas.
- It appears to me the Black Canyon Bridge poses a considerable restraint.
- Constraints are electricity transmission lines. Of major long term concern is water availability in the Phoenix/Tucson metro.
- A large fiber optics communication path with communication towers at regular intervals sized to handle a number of users. Provide empty conduit runs for future tech advances or utility needs. A constraint is the Hoover Dam Bridge. How are you going to cross there? Or somewhere else? Solar panels for electric car recharge stations and cell tower system are considerations.
- Combining linear infrastructure corridors is a great idea. Habitat fragmentation can be prevented by using existing rights-of-way or combining projects.
- The Corridor should have a Utility corridor within it to avoid future conflicts and cost. Any utility
  that is not currently occupying the Corridor area should be permitted, avoiding future relocation
  cost.

### Are there opportunities for cost saving/sharing in development of the corridor?

- Corridor right of way lease for energy transmission and/or corridor right of way use for energy
  production proves compelling as a substantial revenue generator for corridor development and
  operation. Also, alternative energy production promotes multi-mode vehicle operating
  opportunities at low cost.
- Underutilized port infrastructure at San Luis II to take pressure off the need for other commercial port improvements.
- Intrastate utilities may be interested in developing alternate routes and increasing capacity for technology and communication advancements.



- Yes, if the original purpose (transmission) is narrowly maintained. If additional purposes are added then regulatory and other costs will go up making the corridor unlikely to be utilized.
- All utility companies would benefit from sharing the corridor as a cost saving to the alternative of purchasing private easements.

### What can this project do to lay the groundwork for coordination with your organization now and/or in the future?

- Southwest Gas likes to be involved in projects from the beginning. It gives us plenty of time to budget, design and install facilities to be able to meet a timeline.
- Being aware of it is all Southwest Gas needs for now. As we mentioned in the meeting, we would not build a pipeline in the corridor unless we had a customer.
- Mohave County will continue to participate as a stakeholder agency.
- This project allows for the growth of Arizona in areas along the Colorado River with more senior water rights than Central Arizona Project. It positions western Arizona to take congestion pressure off California highways coming from Mexico north and east. This solidifies the importance of Highway 95 in the discussions of a Canadian/Mexico corridor.
- Once you have a feel for what will be the corridor and probable location alternatives you can meet with UniSource Energy's long range planners and see what synergies can be created. We cannot build until we have customers but we can plan for possible expansion and upgrades.
- A well planned and specific use Corridor with limited or no cost to utilize. Infrastructure placement itself will be expensive and if administrative costs and oversight are added it will likely result in limited or no use of the Corridor.
- Provide continued updates.

### Is there anything else that we should consider in this Corridor planning effort?

- A median wide enough for light rail should be considered.
- The focus on the needs of the utilities that will use the Corridor should be considered. While it is important to hear from all interested stakeholders, many are focused on issues not involving the restricted use of the Corridor.
- I-11 corridor could be a boon to both Nevada and Arizona, especially if it runs from the Arizona/Mexican border to the Nevada/Idaho border. My preference would be for it to follow the US 93 route through Nevada as I feel this area needs the economic boost more than the US 95 route, and I feel the terrain is more favorable along 93.

#### Are there key groups/individuals missing from this dialogue?

- Natural gas transmission companies
- BLM and U.S. Bureau of Reclamation should attend these meetings.
- National Park Service and Bureau of Reclamation for Hoover Dam vicinity.

#### Do you have anything else you'd like to share with the I-11 team?

- Mohave County's vision toward substantiating I-11 funding and development delves outside the
  typical paradigm of highway planning. In fact, the County sees several game-changing, scale
  opportunities enabling I-11 to develop and function as a transportation and economic corridor
  throughout the Intermountain West.
- Great job! As a taxpayer, I trust the information generated during the focus groups is heeded
  during the project. It would be great to see "condensed" results of these corridor studies
  published in the Las Vegas and Phoenix newspapers, ensuring "the general public" is exposed to
  this monumental improvement project.



### **Appendices**

List of Focus Group Attendees by Agency

PowerPoint Presentation



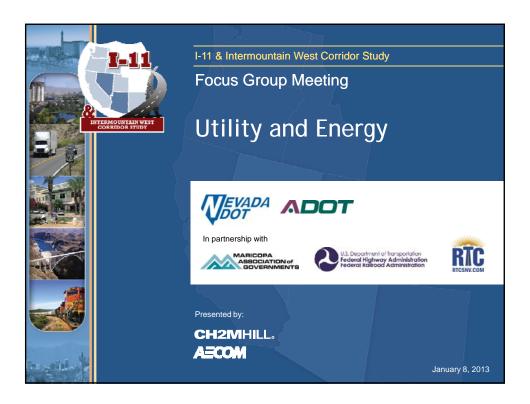
**List of Attendees by Agency** 

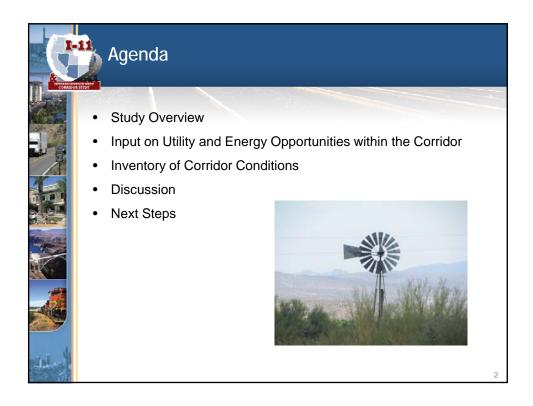
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Meeting	First Name	Last Name	Agency
Phoenix	Vicki	Bever	ADOT
Webinar	Matt	Carpenter	ADOT
Phoenix	Sayeed	Hani	ADOT
Webinar	Sayeed	Hani	ADOT
Phoenix	Michael	Kies	ADOT
Phoenix	Carlos	Lopez	ADOT
Webinar	Mohamed	Noun	ADOT
Phoenix	John	McNamara	AECOM
Phoenix	Jaclyn	Pfeiffer	AECOM
Webinar	Paul	Ochs	Ames Construction, Inc.
Webinar	Chad	Guzman	Arizona Public Service
Phoenix	lan	Dowdy	Arizona Wilderness Coalition
Carson City	Brenda	Gilbert	BEC Environmental, Inc.
Las Vegas	Dan	Andersen	CH2M HILL
Las Vegas	Bardia	Nezhati	CH2M HILL
Webinar	Jennifer	Roberts	CH2M HILL
Webinar	John	Powell	Churchill County Communications
Las Vegas	Philip	Klevorick	Clark County Comprehensive Planning Department
Phoenix	Michael	Stull	Cox Communications
Carson City	Lee	Bonner	Douglas County
Webinar	Ed	Mueller	Esmeralda County
Webinar	Darrin	Badger	Focus Commercial Group
Carson City	Frankie	Vigil	Good Standing Outreach
Las Vegas	Denise	Gordon	HDR
Las Vegas	Stuart	Martin	Holman's of Nevada, Inc.
Phoenix	Ryan	Gish	Maricopa Association of Governments
Phoenix	Bob	Hazlett	Maricopa Association of Governments
Phoenix	Kelly	Taft	Maricopa Association of Governments
Carson City	Jessica	Biggin	NDOT
Carson City	Jerry	Claussen	NDOT
Las Vegas	Cleveland	Dudley	NDOT
Carson City	Sondra	Rosenberg	NDOT
Carson City	Kevin	Verre	NDOT
Phoenix	Pete	Konesky	Nevada State Office of Energy
Carson City	Brita	Tryggvi	Nevada State Office of Energy
Las Vegas	Shawn	Arnold	NV Energy
Carson City	Mike	Pidlypchak	NV Energy
Las Vegas	Priscilla	Raudenbush	NV Energy
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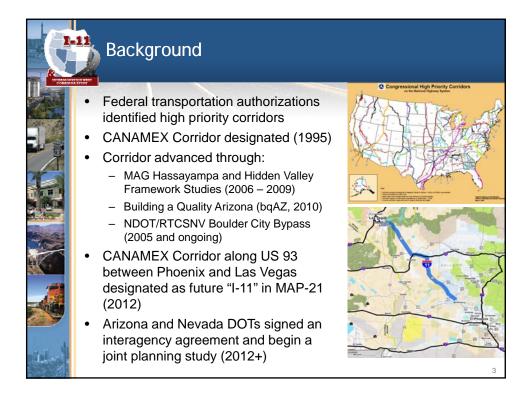
Meeting	First Name	Last Name	Agency
Webinar	Bradley	Woodring	NV Energy
Las Vegas	Cash	Jaszczak	Nye County
Webinar	Kristina	Frontino	Paiute Pipeline Company
Webinar	Jesus	Martinez	Paiute Pipeline Company
Phoenix	Peggy	Fiandaca	PSA
Phoenix	Audra	Koester Thomas	PSA
Phoenix	Felipe	Zubia	ReSeed Advisors
Las Vegas	Ayoub	Ayoub	Southern Nevada Water Authority
Las Vegas	Larry	Tamashiro	Southern Nevada Water Authority
Las Vegas	Halli	Chesser	Southwest Gas Corporation
Las Vegas	Michael	Cooper	Southwest Gas Corporation
Webinar	Mindi	Dagerman	Southwest Gas Corporation
Webinar	Byron	Elkins	Southwest Gas Corporation
Las Vegas	William	Grennan	Southwest Gas Corporation
Las Vegas	Telma	Lopez	Southwest Gas Corporation
Las Vegas	Bryan	Thatcher	Southwest Gas Corporation
Webinar	Kevin	Thompson	Southwest Gas Corporation
Webinar	Mary	Mallory	Town of Prescott Valley
Webinar	Michael	Gibelyou	UNS Electric, Inc
Phoenix	Jessica	Herndon	Western Area Power Administration
Phoenix	Bruce	Ladewig	Western Area Power Administration
Phoenix	Denise	Steiger	Wickenburg Regional Economic Development Partnership

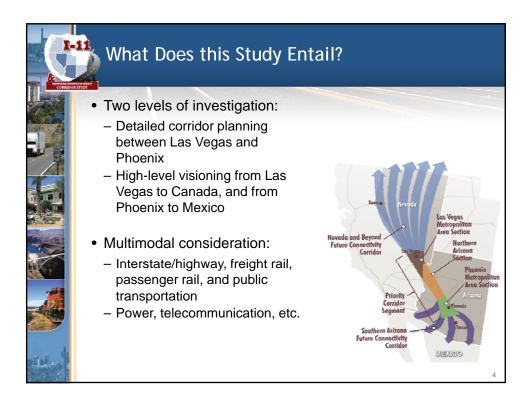






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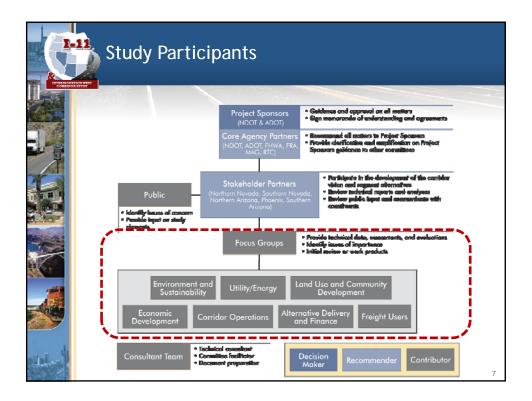


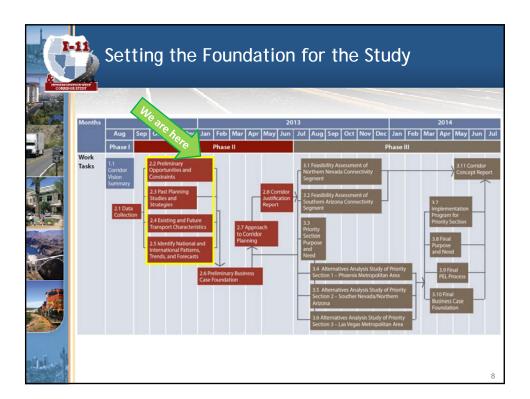
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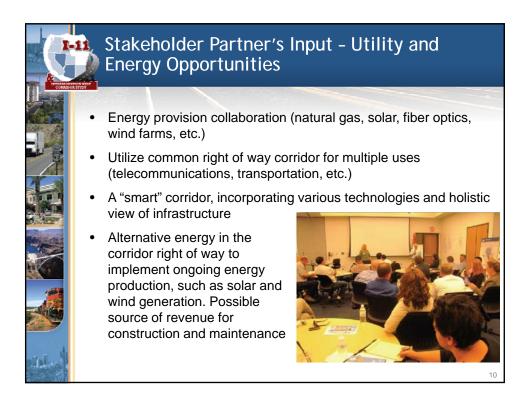
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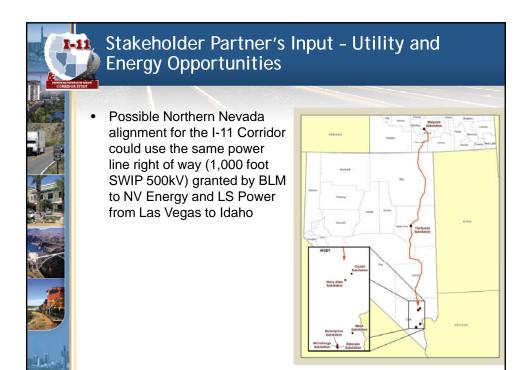
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## Stakeholder Partner's Input - Utility and Energy Opportunities

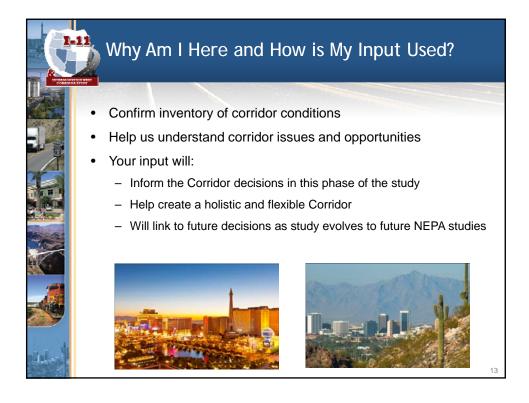
- · Increase telecommunications infrastructure
- Transwestern pipelines and canals for water, fuels, slurry, other
- Ability to re-charge vehicles along corridor
- Installing dark fiber (currently only exists along US-95)
- Futuristic: pods / automated drive / smart signs / pavement heating elements / wind farms / carbon omission / solar
- Refer to "electrical distribution lines" not transmission lines
- Data centers (large energy users)

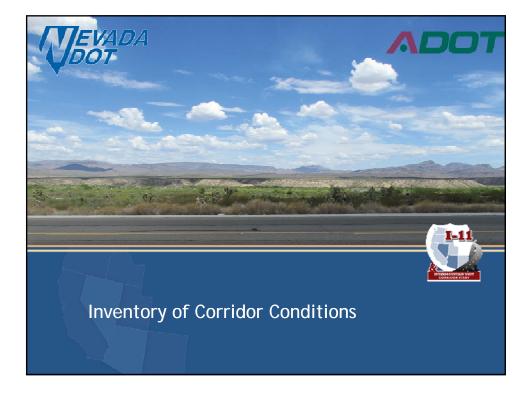


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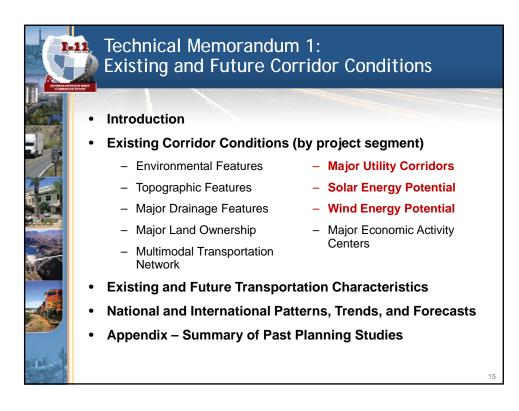


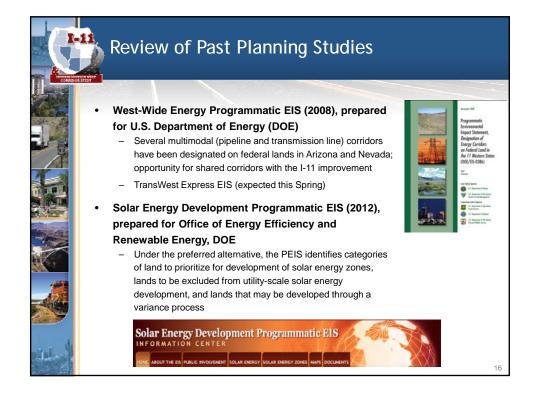
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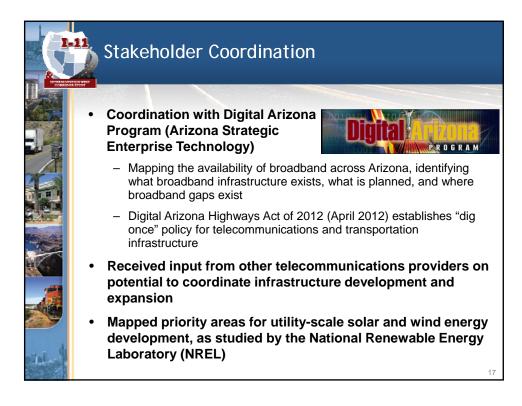


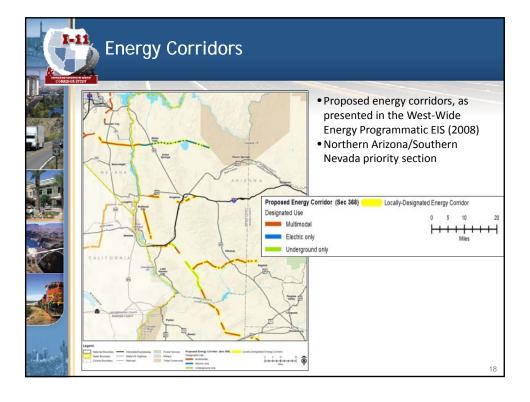
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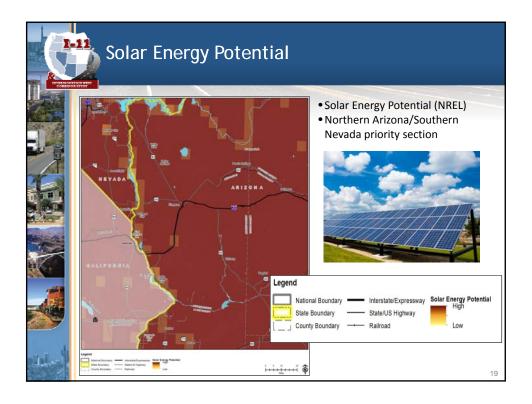


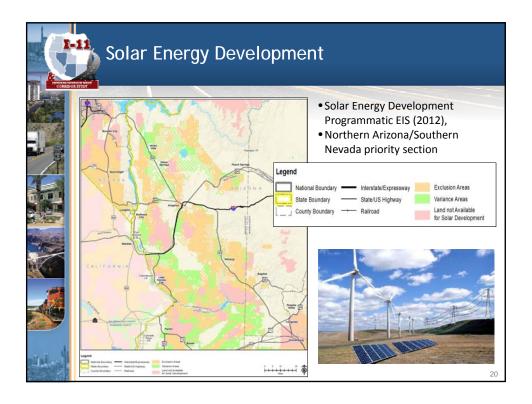
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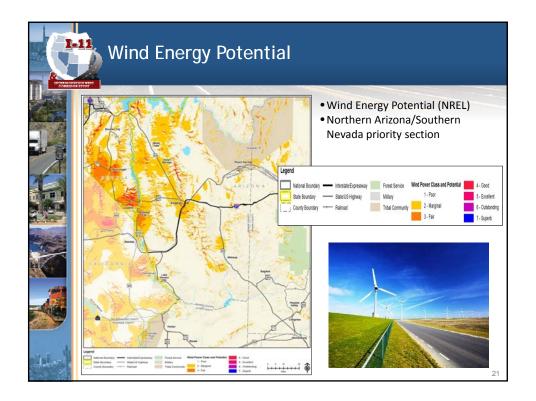


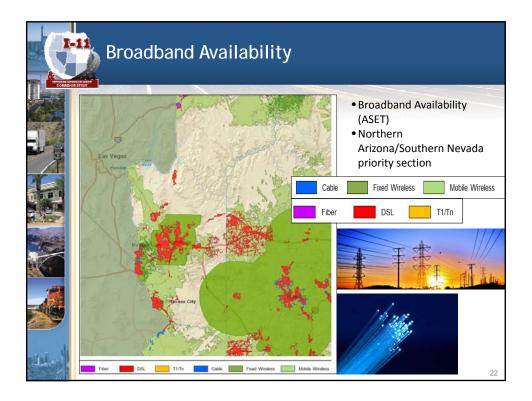
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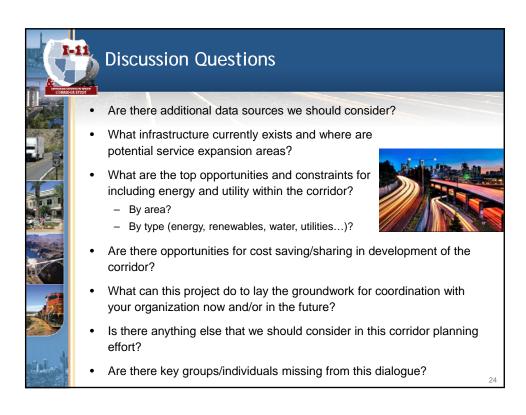
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January 8, 2012 <sub>C - 22</sub> 13



January 8, 2012 <sub>C - 23</sub> 14



# I-11 and Intermountain West Corridor Study

January 22, 2013 1:30 – 3:30 p.m. PST, 2:30 – 4:30 p.m. MST

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

As part of the study, interested public agencies, non-profit organizations and private interests groups are invited to participate in a Stakeholder Partners group that will be asked to provide data and other input, and to share their opinions and ideas on decision points throughout the process. As part of this effort, Stakeholder Partners could participate in a series of topical focus groups. On January 22, 2013, the

Economic Development Focus Group was held.
Meetings were conducted simultaneously in three locations: Las Vegas, Nevada; Reno Nevada; and Surprise, Arizona. Additionally, individuals could call-in and log-on to participate in a live webinar. A total of 67 participants signed in. The following report summarizes the results of this focus group.

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: Surprise, Arizona, participants chat after the conclusion of the focus group

The purpose of these focus groups was to provide an opportunity to validate and add to the information that has already been gathered by the study team in order to complete the first half of the study and development of the Corridor Justification Report. Participants were provided access to copies of the PowerPoint presentation prior to the focus group meeting.

The meeting was initiated by a detailed PowerPoint presentation viewed at all locations and online. Project co-manager Sondra Rosenberg from the Nevada Department of Transportation (NDOT) provided a brief review of the project, vision concepts and work plan and schedule. Dr. Robert Lang provided an overview of Megapolitan research, including information on emerging Southwest Triangle as it relates to the I-11 Corridor. Project co-manager Michael Kies from the Arizona Department of Transportation (ADOT) highlighted trends in global trade that impact the Corridor, including the latest data emerging from the Maricopa Association of Government's Freight Framework study. Peggy Fiandaca, project team member, highlighted some of the feedback already received relative to economic development opportunities and introduced the focus group discussion questions.

At the completion of the PowerPoint presentation, breakout session discussions were facilitated. Facilitators asked participants at each location to provide feedback on the following:

- What are some of the market trends you are observing that surprise and interest you?
- What are the top opportunities and constraints for fostering trade within the Corridor?
- When thinking about your state, regional or local economic development and tourism efforts, how would I-11 help you meet your goals?
- What markets might we be able to enhance or foster as a result of an I-11 Corridor?
- Is there anything else that we should consider in this Corridor planning effort, and are there key groups/individuals missing from this dialogue?

The following identifies some of key points derived from the focus group discussion; full reports summarizing the discussion in each location are included in this report.

- Nearshoring to Mexico is intriguing and starting to grow. A true north-south route through our states is critical. Without the connectivity we don't have the ability to locate businesses that transport to Mexico and risk losing them to California, New Mexico or Texas.
- Making linkages from Mexico to Canada will put the region into a much better competitive position.
- The role of entrepreneurship in Arizona and Nevada could influence a future I-11 Corridor.
- The potential of manufacturing and assembly moving from China to Mexico, spurring economic activities within and adjacent to the Corridor is exciting, and the study should validate this assertion.
- Inland ports, a consolidated infrastructure corridor, Interstate accessibility for smaller communities, improved access between Phoenix and Las Vegas metropolitan areas (and beyond) and multimodal design were some of the most frequently cited opportunities; terrain and political will were often-cited constraints.
- Tourism in the large cities along the corridor would benefit greatly from improved access. Representatives from some rural areas were split—some believe a future I-11 would provide tourists access to their attractions, while others feared they would be bypassed.
- An Intermountain West corridor would have significant benefits for rural communities—linking them to the economic anchors that are major cities; increasing the labor pool; providing the labor pool access to jobs; and minimizing the need for costly and dispersed temporary housing (thus promoting sustainable development at pods along the Corridor).
- Unique financing alternatives (including public/private partnerships, land assets, multiple jurisdiction bonding, etc.) for the Corridor, using other successful case studies as inspiration, was emphasized.
- I-11 completes the "golden triangle" (Las Vegas Phoenix/Tucson Southern California) and provides opportunities for each megapolitan to service the others within the triangle,



strengthening the global attractiveness and competitiveness of all the communities within the triangle.



### Las Vegas, Nevada Meeting Summary Report

RTC Southern Nevada Room 108 600 S. Grand Central Pkwy. Las Vegas, NV

### **Meeting Feedback**

Following a brief PowerPoint presentation, Dan Andersen facilitated participants in a dialogue regarding economic development opportunities related to the I-11 Corridor. The following feedback was provided by participants as part of that discussion.

### What are some of the market trends you are observing that surprise and interest you?

- There are opportunities for growth in solar industries in Arizona and Nevada, but we need additional transmission lines.
- Mining is booming and requires infrastructure to support it. In lieu of building housing near
  mines that eventually will close and creating future ghost towns, adequate infrastructure,
  especially transit, could be used to transport labor from existing communities to the mines.
- Nearshoring, on-shoring and micro-manufacturing are big trends that will affect the state's
  economic development plans and could change infrastructure needs. Greater regulations in
  California, our proximity to California, lower shipping costs (out of Las Vegas), and others create
  opportunities for manufacturing. We have an opportunity to support the California market.
- Manufacturing for export in China is starting to decline.
- Smaller, more nimble manufacturing closer to markets is beginning to emerge.
- Aging population means changes in travel preferences. Older age groups have disposable time
  and income, but prefer to travel on safer roads and not at night. Improvements in travel options
  could enhance tourism.
- Europe continues to look at the U.S. as a sound place to invest.

### What are the top opportunities and constraints for fostering trade within the Corridor?

- We need to keep focused on the entire Corridor from Mexico to Canada, not just the segment from Phoenix to Las Vegas. When taken in its entirety, the Corridor can be a game changer for the region.
- The "golden triangle" (Las Vegas Phoenix/Tucson Southern California) provides opportunities, both to service the other megapolitans within the triangle, and by strengthening the global attractiveness and competitiveness of the triangle. We need to enhance those synergies to build commerce locally and regionally.
- Are there other north-south corridors in the Southwest? Yes, I-5 is, but it is over-capacity. I-11 could serve as a reliever to I-5.
- All modes of travel should be considered.
- Public safety requires infrastructure in rural areas—troopers have to use satellite phones in much of the state.
- Connect Nevada to nearshoring in Mexico.



- We need to partner with community colleges to train the workforce for emerging markets, especially as the Mexican labor pool is drawn back to Mexico with the expanding nearshoring opportunities. The Governor's plan includes close coordination with community colleges.
- It is hard to get labor to rural areas. We need to reposition labor. Need to provide better mass transit connections to get them from where they live to where the work is.
- A recent inland ports study in Nevada showed that they are not feasible here. [The state will send a copy of the report to the study team.]
- An inland port might be feasible in conjunction with the Ivanpah Valley Airport, when developed.
- Other constraints include permitting, land ownership, financing/funding and awareness.
- FedEx is developing a hub in Las Vegas. Similar opportunity could be available for other carriers.

# When thinking about your state, regional or local economic development and tourism efforts, how would I-11 help you meet your goals?

- The Nevada State Plan for Economic Development includes the following objectives and key industries (<a href="http://www.diversifynevada.com/">http://www.diversifynevada.com/</a>):
  - o Establish a cohesive economic development operating system
  - o Advance targeted sectors and opportunities in the regions
  - Expand global engagement
  - Catalyze innovation in core and emerging industries
    - Aerospace & Defense
    - Agriculture
    - IT
    - Energy
    - Healthcare
    - Logistics & Operations
    - Manufacturing
    - Mining
    - Tourism & Gaming
  - o Increase opportunity through education and workforce development
- Rural communities rely on infrastructure, including communications. An I-11 Corridor would bring economic development, access to markets and connectivity within the state.
- A five-county coalition was formed to work together on solar projects—they need infrastructure to support their efforts. [Nye County was selected to receive a brownfields assessment coalition grant from the EAP. The county's coalition partners are Esmeralda, Lincoln, and White Pine Counties in Nevada, and Inyo County in California. Located in southern Nevada and on the California-Nevada border, the five counties (combined population 75,817) have been dependent on the mining industry for most of their histories. Mine-scarred lands in the counties offer key opportunities for redevelopment for sources of renewable energy because they offer large amounts of space near necessary infrastructure, such as transmission lines.

  (http://cfpub.epa.gov/bf\_factsheets/gfs/index.cfm?xpg\_id=7614&display\_type=HTML)]
- This supports the objectives of the Governor of Nevada for improving ties and economic links with Mexico.



### What markets might we be able to enhance or foster as a result of an I-11 Corridor?

- Tourism. I've driven from Las Vegas to Los Angeles and Salt Lake City countless times, but rarely to Phoenix. I'm not sure if the Interstate connection, or lack thereof, contributes to my driving destinations.
- Micro-manufacturing
- Solar
- Food
- Consumables
- Housing (in sustainable clusters)
- Transportation logistics; freight distribution centers (rail, air, truck)
- Technology (data centers)
- Reprocessing (such as old lithium batteries—using mining capabilities)
- Waste
- Pre-cast concrete—needed initially to construct the Corridor, could then continue to support other industries.



### Reno, Nevada Meeting Summary Report

CH2M HILL 50 W. Liberty St. Suite 205 Reno, NV

### **Meeting Feedback**

Following a brief PowerPoint presentation, Derek Morse facilitated participants in a dialogue regarding economic development opportunities related to the I-11 Corridor. The following feedback was provided by participants as part of that discussion.

### What are some of the market trends you are observing that surprise and interest you?

- From manufacturing perspective, many companies looking to onshore/nearshore due to labor rates, lack of control of labor force and intellectual property protections.
- Port of Vancouver now being used more due to southern California port costs and traffic congestion; can often move freight faster to the Midwest through the Port of Vancouver then ship via truck or rail to Chicago rather than go through California ports.
- There are 50 million people within a 500 mile radius of Reno, Nevada.
- Northern Nevada would be better off if we had better/more direct access from the Portland/Seattle markets with connections to I-80.
- 3-D printing could move manufacturing and assembly closer to home and change the current paradigm from "just in time delivery" to true "just in time manufacturing". Transportation for distribution will still be just as, if not more, important.
- Over the long run, demographic shifts will continue despite economic downturn what might change these demographics? Would I-11?
- There is continuing interest with manufacturers considering a move to northern Nevada.
- Food manufacturers tend to like the northern Nevada region due to low humidity (fewer insects, molds, etc.).
- Technology component companies moving to northern Nevada due to proximity to technology hubs and quality of life/lower cost of living.
- Entrepreneurs see northern Nevada as a good start-up location due to financial advantages and legislative enticements.
- Foreign trade zone framework and I-11 conduit to Mexican manufacturing centers could boost the regions viability.
- Will the West Coast be bypassed with expansion of East Coast ports and the Panama Canal expansion?

### What are the top opportunities and constraints for fostering trade within the Corridor?

- Inland ports constraints: railroads can pass through Reno/Sparks, but there are no major freight handling facilities.
- An absence of north-south rail lines.
- E-commerce speed of delivery requirements could be served by I-11 Corridor.
- Mexican manufacturing infrastructure is focused in the eastern part of the country and this is where the most developed transportation infrastructure exists. Would this change with the construction of I-11 and an extension of the corridor into western Mexico?



- Need to open more land to development for major manufacturing and distribution hubs.
- Fiber and other utility corridors could be enhanced.
- Many utilities are looking at similar corridors.
- Possible energy corridor has been identified in eastern Nevada along U.S. 93.
- Lack of land for commercial development.
- How does water factor in?

# When thinking about your state, regional, or local economic development and tourism efforts, how would I-11 help you meet your goals?

- Can the Corridor potentially help bring down power costs through facilitating transmission line access to renewable energy generation centers?
- I-11 would enhance attractiveness of the state to manufacturing and logistics, clean energy and high tech industries.
- What about allowing better access from national security standpoint (e.g. disasters, defense)?
- It would provide needed services that would create economic opportunities for rural areas.
- Opens better channels and a more reliable corridor for manufacturing and logistics companies.
- It would provide a more direct supply chain options.
- It could enhance travel time reliability.
- It could improve tourism access.

### What markets might we be able to enhance or foster as a result of an I-11 Corridor?

- Manufacturing and logistics.
- What are the higher education impacts?
- Mining; enhanced product movement; better supply movements; corridor spurs along the route for enhanced access.
- In terms of gaming, will the Corridor help us or hurt us?

# Is there anything else that we should consider in this Corridor planning effort, and are there key groups/individuals missing from this dialogue?

- Need more political decision makers involved, particularly in northern Nevada
- Reno-Sparks Convention & Visitors Authority
- RTC Washoe
- Influential groups/individuals
- Northern Nevada logistics/manufacturing/industry experts
- (Nevada) Governor's Office of Economic Development
- UNR/Truckee Meadows Community College
- Nevada Resort Association
- Medical centers
- Reno-Tahoe Airport Authority
- Manufacturers
- Nancy Fennel (with the China trade group?)
- Agricultural interests
- Food manufacturers
- Desert Research Institute
- Nevada Trucking Association
- How do we at least get private sector informed enough to gain support?



• Consider presentation to Economic Development Authority of Western Nevada board of directors



### **Surprise, Arizona Meeting Summary Report**

Communiversity Room 1004 15950 N. Civic Center Plaza Surprise, AZ

### **Meeting Feedback**

Following a brief PowerPoint presentation, Judie Scalise facilitated participants in a dialogue regarding economic development opportunities related to the I-11 Corridor. The following feedback was provided by participants as part of that discussion.

### What are some of the market trends you are observing that surprise and interest you?

Nearshoring to Mexico is intriguing and concerning. It is starting to grow. Without the
connectivity we don't have the ability to locate businesses that transport to Sonora. These
businesses will probably go to the California and Texas sides of the Mexico border. We need to
figure out a way to get nearshoring done and do it. Arizona is a consumptive state. The lack of a
true north-south and east-west route out of the state is critical. Encouraged that this process is
moving forward because it will bring Arizona into a more competitive position. Making linkages
from Mexico to Canada will put the region into a much better competitive position.

### What are the top opportunities for fostering trade within the Corridor?

- Phoenix to Salt Lake City; more people will come from the northwest in the winter time. This linkage will facilitate more movement of goods, services, and people.
- Reduced travel time creates opportunity.
- Better opportunities to locate more head offices. The triangle concept presented is good. The
  East Coast is where corporate headquarters locate because it has good multimodal
  transportation connectivity.
- Multimodal of all types; a high speed corridor. I could see passenger rail down the center of the highway.
- Moving people and goods including rail, freight, etc. When you look at the Northeast, Amtrak is
  heavily used but losing a lot of money. It will be important to convince everyone that there is a
  non-economic argument for the Interstate connection.
- Historically, it was imagined that Wickenburg would be merged into the Phoenix metropolitan
  area. But most of the current development is going north instead. From an opportunity
  perspective, a concern Wickenburg is seeing is a dangerous reversion back into bad habits (i.e.,
  focus on housing, retirement communities and tourism). It is important to focus on economic
  development opportunities based on future trends, not past trends. Most of us are not going to
  aspire to living in a retirement community. We are still designing infrastructure for a generation
  that will not be here in the future.
- High speed rail is important; incorporate utilities into the same corridor with easements so we
  don't have to repeat the routes. Currently Maricopa County is developing the Vulture Mountain
  Recreational Area in partnership with the BLM; Maricopa County will be developing camp sites,
  trailheads, etc. Until we know where the final alignment for I-11 will be we don't have a way to
  assess its impact on the county.



• It's a transit-oriented development opportunity; I-11 should provide a new development pattern for Arizona and Nevada. I-11 could spark economic opportunity. However, the new development pattern should be concentrate populations instead of creating a linear pattern of traditional development along the Interstate.

### What are the top constraints for fostering trade within the Corridor?

- Terrain.
- Population demographics. The people who have already retired and live in the region are very nervous about taking on debt for projects that are future oriented. Arizona has a lot of "those people." They don't see these projects as important future investments. However, on the positive side, they won't be around forever.
- Politics being able to sell I-11 to the public and politicians. If sold properly, people would see it as an investment for the entire region. Leaders need to take action.
- International border crossing is a constraint (e.g. lack of border crossings and the wait).
- Decentralized population centers.
- Funding sources. There is a need for public/private partnerships and other creative financing options such as tolls and adjacent development paying for infrastructure.

### Do you have any thoughts regarding funding or financing I-11?

- El Dorado Holdings was approached by MAG to see if I-11 could go through their properties. They have conceptually agreed to donate the right of way and that would provide connections for most of the area from I-10 to Wickenburg. The state can use that commitment for matching funds. The rest of the funding probably will be federal funding; current projections estimate an additional \$1B of funding is needed.
- This is a large future investment that needs public understanding and support.
- Focus on the fact that it is an investment for the future.

# When thinking about your state, regional or local economic development and tourism efforts, how would I-11 help you meet your goals?

- Increased dollars into the state because of tourism, business relocations, new start up business and manufacturing.
- Nearshoring into Mexico because of the connection.
- Ability to ship products all over the U.S., Canada and even back into Mexico.
- By examining other locations (best practices), an understanding of the potential impacts of I-11 might be gained.
- How much can be financed through tolling? It is important to see what other financing options are available. The donation of right of way is huge; capitalize on the public/private partnership.
- Explore the financing of downtown Denver's Union Station. They wanted to expand the train depot to be the central station and they used a creative way to finance that expansion and depot development. In the rail yards, surface rights will be sold in the area where the rail is going underground. Owning and controlling parts of land was an asset. Consider using the state's land holdings as a repayment asset.
- Mary Peters (of Mary Peters Consulting) says for every billion dollar that goes into infrastructure investment, 30,000 permanent jobs (not just construction) are created. It would be good to validate this number by examining case studies that documented how beneficial a project like this might be.



- From a regional viewpoint, a bi-directional connection could be the platform to diversify the economy. I-11 could be the impetus for new economic development and stimulate new manufacturing in Arizona.
- Youngtown's foundations for economic development include education and infrastructure. I-11 would help to develop a sustainable economy. Arizona does not need to focus on increased tourism. Arizona needs to take advantage of the people who come to visit and encourage them to move their businesses here. Economic development and tourism go hand-and-hand. Once a tourist is here to see the beauty in this state, they need to understand the economic opportunities that abound so they locate business ventures. All of that would be greatly helped by completing I-11.
- When bonding, is there an example of a tri-state bond effort for a project such as this (i.e. Los Angeles, Nevada and Arizona passing a bond for this project)?
- Wickenburg is surrounded by a lot of state land. That limits us as a community. Wickenburg has
  grown as far in some areas as it can. Additional infrastructure to any of those areas would allow
  the town to develop more or it could be the impetus for state lands to develop. If state lands
  develop, it would provide a huge opportunity for the Wickenburg area.
- Wickenburg has an existing industrial park but it lacks infrastructure. That is why multimodal is so critical. We lack telecommunications infrastructure. It would be great if I-11 could be the impetus that brings telecom to the area.
- Surprise is interested in developing industrial land uses in the southeast portion of the city, but
  it lacks connections. If it was better connected the city would be able to bring manufacturing to
  the area. Regional connectivity would be huge for our community and allow these areas to
  develop. Better connections on the west side and better east-west connections are important.
  Being able to move materials in/out is critical.
- This Corridor could be the corridor for harvesting and distribution of solar energy.
- Could tax increment financing apply here? It would allow you to reap the benefit of the increased value of the land.
- Solar doesn't create very many permanent jobs. But if it is combined with manufacturing and research and development, some quality jobs are created.

# How can you envision this Corridor as a "green corridor"? Are there some big picture ideas to help sell it to the public? Is there a social agenda that might be sellable to the public?

• Sometimes you just need a road. But this highway can help incubate and be a catalyst for other innovation and jobs.

# We do have a road from Phoenix to Las Vegas; a couple million dollars more of investment we will have a four-lane, divided road. What benefit does an Interstate bring?

- Speed between the two major cities.
- Safety would be improved. An accessed-controlled road would be important for economic development.
- There are psychological problems with the current drive. There are two types of traffic using the road; tourists/leisure drivers get aggravated sitting behind a slow moving truck. An Interstate would separate these types of traffic.

### What markets might we be able to enhance or foster as a result of an I-11 Corridor?

- The ability to move more goods to Salt Lake City and Reno faster.
- It would make a difference in bi-state communication forming a more natural inter-state commerce connection.



- If more people drive instead of fly, what would be the impact on the airlines? Airlines would love to get into the longer-haul markets because that is where you make money. But they see a market and have to serve it.
- Ability to serve other markets such as Canada. In Arizona, Canada is not the number one trade
  partner, but nationally, Canada is the number one trading partner. If better access to Canada is
  provided, Arizona would have greater investment from Canada and people/businesses would be
  more inclined to travel between these destinations.
- Wickenburg, Arizona is the southern terminus while Jasper, Alberta is the northern terminus of U.S. 93.
- I-11 opens up the whole intermountain west. An Interstate paralleling I-5 would provide the region better access to shippers, creating an opportunity for improved reliability of transporting goods to Arizona. I-11 would open up opportunities Arizona does not have today.
- The Los Angeles connection opens the region to Asia which would be a huge opportunity. If Arizona products can get shipped quicker, businesses can export their products to a larger international market.
- The triangle concept needs to be strengthened; Arizona's success lies in completing that triangle. The Phoenix to Los Angeles connection is not too bad. Los Angeles to Las Vegas is OK. It is the Phoenix to Las Vegas connection that is critical.
- Partnerships between businesses in the triangle would be solidified with an I-11 connection.

# Is there anything else that we should consider in this Corridor planning effort, and are there key groups/individuals missing from this dialogue?

- Universities; Robert Lang's work is important and he is pulling together a collaboration between USC, UNLV and ASU to work on the triangle concept.
- California for all its lifestyle is continuing to lose businesses because of the high costs of doing business and policy implications. I-11 could be another inducement for where these businesses are going to relocate (i.e. a positive incentive to choose the I-11 Corridor).
- The current locations of choice are Utah and Texas. Arizona and Nevada can get executives to play golf but why can't we get them to set up manufacturing?
- A marketing plan is not going to do it for us. Until we start focusing on infrastructure and getting our politics in order, the region will not be successful. We need to build the foundations for economic development and then market ourselves.

### Who should be at the table?

- Major employers
- Aerospace industry
- Supply chain logistics
- Work with the individual local governments/economic development professionals.
- Arizona Trade and Transportation Alliance Mike Kies will be working closely with the freight subcommittee.
- Association of General Contractors
- Arizona Manufacturers Association
- Other applicable trade associations
- Military; Arizona and Nevada have a lot of Air Force bases that are not connected by an Interstate. National security connectivity should also be considered.



### **Webinar Meeting Summary Report**

Meeting conducted via Live Meeting and teleconference

### **Meeting Feedback**

Following a brief PowerPoint presentation, Audra Koester Thomas solicited feedback online and via teleconference regarding opportunities related to the I-11 Corridor. The following feedback was provided by participants as part of that discussion.

### **Initial Thoughts and Clarifying Questions**

Kingman has a number of opportunities being the crossroads with I-40 and the future I-11 Corridor. We're very interested in interchanges that will take place and I just need some feedback on how to go about to inputting our interest for economic development in those areas so we can take advantage the opportunities to provide terminals and hospitality-type industries and manufacturing in this area. Please take the opportunity today to provide relevant feedback; we will continue to seek more specific feedback as we continue in the study.

Would it be possible to get a copy of the PowerPoint slides? As part of your confirmation packet, a link and password were provided where you can obtain today's PowerPoint presentation as well as materials from other focus groups.

How do you foresee engaging your larger database of project contacts? *Stakeholders identified as part of our process were invited to participate in activities including these focus groups and will continue to be invited to participate in future meetings and activities.* 

#### What are some of the market trends you are observing that surprise and interest you?

- Entrepreneurialism: Arizona Ranks #1 in U.S. per 100,000 people; construction labor force issues (shortages when economy returns); economic development competition is global.
- It was interesting to hear about the economic shift from Asian manufacturing to Mexican. If this is a significant trend and is realized it should provide good impetus for a corridor like I-11. I represent a company from Australia considering establishing manufacturing facilities in Flagstaff, which I believe will be served by the new Corridor.
- Expansion of aviation job shops supporting defense.
- Would like more information about smart signs and how it could impact economic development in areas where the Corridor will run.
- The city of Kingman is seeing an increased interest by trucking companies and manufacturers in locating to the Kingman area because of the transportation network (specifically with the potential of the I-11 Corridor in conjunction with I-40 and BNSF railway lines). We are interested in the high-speed rail possibilities through Kingman.
- I was surprised to see that Mexico's cost for producing a product is less than China's.
- The I-11 Corridor is an opportunity to diversify a market that currently exists between Kingman
  and Los Angeles. Las Vegas has always been a tourist/service business extension, but with the
  bridge at the Hoover Dam and improvements along 93, there are new trans-loading
  opportunities from BNSF to be trucked to Vegas.
- Increase in clean energy manufacturing.



- The transfer of business interests and manufacturing moving from China to Mexico is profound. Arizona is well positioned for digital and robotic manufacturing if we choose to capitalize on it. But the political climate will have to change such that we see partnerships to the south as a positive outcome, not something to be avoided.
- Public/private partnerships; conversations about tolling; multimodal; transportation as a form of economic development.
- Inland ports where goods are transported inland from coastal areas where they can be
  offloaded, repackaged and/or assembled in less expensive areas; regional tourism being a bigger
  economic driver than in past; federal participation (funding support) for large regional planning
  projects; Agenda 21 and the opposition to regional planning.
- Nearshoring and re-shoring opportunities from Asia. Curious to see what diversion impacts the Panama Canal expansion may or may not have on trade flows through West Coast ports.
- Of interest would be as the Las Vegas/Phoenix area continues to grow, business interests being located in the periphery of this area that serve the megalopolis'.
- Several of us are surprised that there's the possibility of manufacturing and assembling moving
  from China to Mexico and then possibly being transferred for additional work into Arizona for
  distribution. The more information you can give us to defend that claim, the better prepared
  we'll be to communicate that to others and how it's a value of this north-south Corridor; spend
  as much time as you can to verify the reality of that claim and the potential financial impact.

#### What are the top opportunities and constraints for fostering trade within the Corridor?

- Connectivity constraints exist. A regional opportunity would be to leverage political capital.
- Bolstering our export capacity among SME's is important, since a small percentage is engaged in international trade.
- We have some strong core competencies in A&D, renewable, etc. Enhancing our supplier base would be a strong opportunity as well.
- An opportunity would be to capture more products and goods along the Corridor and into northern Nevada. And to do it more cost effectively and faster.
- Providing feeder connectors into the Corridor for areas not located on the Corridor would be an opportunity.
- Working with counties and development authorities for the proper placement of the Corridor and off ramps to best service the distribution of products and goods to more areas along the Corridor, in addition to the movement of energy and communication.
- I don't see how this Corridor will help promote tourism to the Flagstaff area nor help economic
  development in northern Arizona. I understand the value of this plan for Phoenix, Kingman and
  Las Vegas, but don't get how diverting travel between Phoenix and Flagstaff is going to boost
  northern Arizona's economy.
- The opportunities are endless based upon the funding for the infrastructure. The constraints are physical with terrain and the need for upgraded infrastructure based upon market trends or political priorities.
- A top opportunity will be to continue in a coordinated way throughout the region to ensure there are not competing/conflicting goals. A challenge will be the lack of a high-level, inter-state economic development plan to help guide the vision.
- The first has to be political will and incentives. Second would be perception about safety and
  viability to the south, but this may be more perception than reality. Third would be resources to
  construct the Corridor. Fourth, do we have the entrepreneurs ready to seize on the
  opportunity? Fifth, the semi-high tech workforce for new manufacturing.



- Opportunities: access to goods and raw/natural resources made more accessible. Constraints: price of gas, heat island effect caused by roads and its environmental impact on natural/historic trails.
- Opportunities: the tremendously improved access to two metropolitan areas; manufacturing and hospitality opportunities. Constraints: fear amongst area citizenry regarding immigration and drug trafficking as a result of developing the Corridor.
- Opportunities: creating a western regional corridor; creating a transcontinental corridor.
   Constraints: lack of transportation connectivity; lack of multimodal options.
- The imbalance in trade movement, specifically our position as a consumption market verses a producer. Building our manufacturing base, and diversifying it, is critical strategy going forward.
- With regard to the infrastructure and how to pay for it: there is tremendous opportunity, especially as the federal government grapples with how to pay it for infrastructure in the future. I think this Corridor provides a perfect test ground for how we do that not only within the region but nationally, and I think it's a great opportunity to step up and help set the tone and contribute to that debate.
- Related to Flagstaff, from our perspective, we're very interested in finding out what the ultimate alignment of the I-11 would be. We've heard discussions that it may stop just in the Phoenix area and won't continue down south of that. Depending on the ultimate line or the ultimate Corridor (or extensions of the Corridor), it may have a big impact on us. We are early in the study process; an alignment has not yet been identified.
- One of my concerns is that as we look at the southwest corridor, Cayman really is tied into Los Angeles through I-40 for our primary market. Phoenix or Tucson is our secondary market with Las Vegas being our tertiary market. We discussed a little bit about Mexico being an opportunity with more manufacturing coming through, but the end product, we haven't discussed how it's going to go north into the Pacific Northwest and Canada. In terms of how we develop opportunities, we're going to have to look at that leg of the route as well.

# When thinking about your state, regional or local economic development and tourism efforts, how would I-11 help you meet your goals?

- Arizona Construction Association feels that an effort like this aligns with our mission as an organization will lead to a positive construction industry climate.
- Laughlin, Nevada's main industry is that of tourism and gaming. Arizona and California are the
  dominant tourist markets. I-11 will help Arizonans come to Laughlin more safely and
  conveniently. State Route 68 between Kingman and Laughlin/Bullhead City has already been
  expanded to four lanes.
- I-11 expands the goals to make transportation easier. For Kingman (with manufacturing) it really doesn't change the goal to service southern California markets, but it should allow better access to northern California and the Pacific Northwest.
- The Phoenix region must diversify its economy for the future. Being a hub for the movement of goods is a start but only that. A vibrant north-south corridor could be a spark for new businesses, research-based activities, expanded healthcare facilities, etc.
- Transportation of goods and services; movement of energy to places that need it; excited about the opportunity to build the highway of the future; transportation is key for Nevada we need more routes from north to south.
- This would link us up to more consumers, visitors and provider's if it will not be right next to us in Fernley, Nevada. Proximity is success even if its epicenter is further out. Making transportation more feasible furthers flow of people, services and products. We all gain from the ripple effect. I would like to see this study cut across to Canada.



- Without a specific focus on local tourism/economic development, a completed I-11 Corridor will
  decimate small local communities (i.e.: Route 66 and the communities that were adversely
  affected). The Corridor will be a boon for large metro/suburban areas, but local
  tourism/economic development will suffer without early planning to address connectivity.
- Any transportation initiatives that make it easier, safer and faster to move people, goods and services into southern Nevada will benefit various cities, primarily Las Vegas. Tourism is the city's lifeblood and there are certainly opportunities to diversify Las Vegas' drive-in tourism market by increasing the number of Arizonans that visit.
- The connectivity effect (Mexico/U.S./Canada) for my region will be determined by final Corridor placement in Nevada. If the route is western Nevada, the impact will likely be negligible/negative. If located in the eastern part of the state, the impact would be significant with regard to international connectivity, north through Idaho to Canada.
- It is difficult to be specific, but the expectation is that it will provide us more effective and efficient access to markets within the Rocky Mountain West and the West Coast Trade Shed which extends to Canada and down through Mexico. This connection would add another important north-south alignment for the movement of goods, services and people.
- Because of where Williams is located, there is a concern for us (as there would be with Flagstaff) that cars coming from the Las Vegas area wouldn't bother coming further east; they just pop on I-11 and go down to Phoenix. As a small destination, we rely on a lot of that traffic on I-40 to stop in our little town. Do we have an idea of how many fewer vehicles would be travelling on I-40 because they'd be picking up I-11 to go south to Phoenix or even vice-versa (cars coming up from Phoenix but not bothering to come up through Flagstaff and west that way)? We are in the process of compiling some of that information, but because we do not yet have an alignment for I-11, it will be difficult to forecast that data. We'll have that information later in our study.
- There is potentially a negative effect that the Corridor could have on smaller communities, particularly along I-40 and Route 66. Some hard planning and research needs to go on to identify the potential negative effects as it relates to those small communities, as well as identifying ways to mitigate those effects.

#### What markets might we be able to enhance or foster as a result of an I-11 Corridor?

- All industries have a great opportunity to be enhanced with the development of an I-11 Corridor that is multimodal, including power and telecommunications.
- It would enhance the tourism market, especially for the draw to move travelers from the southern areas of Arizona and Las Vegas to the north in Nevada and points beyond. With that route you could capture some growth in smaller communities, for fuel and hotels, which would help to create jobs in smaller communities.
- Food and food processing; transportation and transportation services.
- Light manufacturing and/or assembly. Healthcare. Shipping and distribution.
- Obviously Kingman businesses will assess the future of Mexican trade as well as market areas north of Las Vegas.
- The agricultural market, not only from southern Arizona, but from Mexico. Aerospace: the
  region is home to a major aerospace research and development industry; improving access to
  ports and foreign markets combined with the area's low labor costs will help to improve the
  aerospace assembly possibilities.
- Foreign trade: Canada, Asia Pacific and South America. Trucking, tourism and almost any industry that requires shipping, movement of goods.
- Ideally, the tourism and durable goods markets (transporting goods to and from various locales).



# Is there anything else that we should consider in this Corridor planning effort, and are there key groups/individuals missing from this dialogue?

- Regional Development Authorities (at least in terms of Nevada) should be engaged in this
  discussion, particularly as it relates to energy, broadband, communication, freight—all of that is
  vital to what we need as far as transporting goods and services across the state.
- We need a long-term commitment for regional, state and local leaders who will advocate for the necessity of this Corridor.
- Participation by the Regional Development Authorities for the state, NAIOP, chambers of commerce, etc.
- County and city officials within and adjacent to the Corridor.
- Consideration for a multimodal (especially including a high-speed train route) approach in studying this Corridor.
- If I understand this correctly, you are focused on the north-south axis; this obviously is important and appropriate. But, following on the comments by Robert Lang earlier, is not the connection for Phoenix west to Los Angeles and Long Beach even more important? Or to San Diego? In a time of limited resources, are we deploying them to the best advantage?
- The Economic Collaborative of Northern Arizona. Sustainable Economic Development Initiative of Flagstaff.
- Education institutions for shared research/training opportunities in the future.
- Heat island effect; make it a sustainable road from planning to construction using the latest technologies. Show more information on the shift from China to Mexico discussed in the presentation with potential traffic counts. Include USGBC and Indian tribes in the process.
- Seriously take into account the issues mentioned by those smaller communities whose economic vitality may be threatened/hurt by I-11. Also make sure Native American groups and public lands organizations are included in the public meeting process. Include disadvantaged business enterprises (minority/women-owned businesses) in bidding opportunities.
- It would be interesting to tap into the Arizona Mexico Commission (AMC), the Pacific Northwest Economic Region (PNWER), the Canada Arizona Business Council (CABC), the Arizona Chamber of Commerce and Industry, as well as the Arizona Manufacturing Council. Also the Arizona Export Assistance Council (and whatever similar group exists in Nevada).

### **Post-Meeting Feedback**

Feedback provided after the meeting via the follow-up questionnaire to Stakeholder Partners or by other means. Feedback is provided as it was submitted and neither edited nor grammatically corrected.

#### What are some of the market trends you are observing that surprise and interest you?

- Las Vegas quickly establishing itself as a high tech center
- The housing market in Pinal and Gila Counties are starting to take off.
- Increase movement of goods in and out of Baja, MX through Arizona. Potential for rail growth possibly justifying a north/south connection between Ferromex, UP and BN.
- Air travel is on an up swing. Due to weather related factors in the North East, we anticipate visitors to substantially increase.
- The return of manufacturing to the US/Mexico from Asian countries. Pinal County's position in the state and in the corridor provide for some real exciting opportunities for us.
- The anticipated population growth and resulting support required
- With improvements around the dam alone, there's a huge time savings getting to central AZ.
   There'll likely be greater shifts in population/goods movement as a result. However, AZ doesn't/won't control urban growth sprawl with I-11, we could certainly see huge bedroom communities in White Hills, Golden Valley, Kingman, Wickenburg.
- Parks, outdoor recreation, open space, tourism resources provide an important ecomomic benefit to the state and localities. Protecting these reources is important to the area and the economy.
- The lack of real diversification of the Nevada economy.
- The decline of gaming revenue offset by the increase in other forms of leisure and entertainment. Improvement in the housing market with ongoing structural issues.
- That housing mistakes seem to be repeating themselves in the southern Nevada market. A lot of cash investments driving prices upward preventing earnest residents from getting the homes they can afford or want.

#### What are the top opportunities and constraints for fostering trade within the Corridor?

- PUT TING CLOSE ENOUGH SO THAT OUR TOWNS AND CITYS DO NOT DRY UP, WE NEED THIS
  CLOSE ENOUGH TO REAP SOME BENEFITS
- 1) raw materials 2) manufastured products 3) healthcare 4) entertainment
- Pulling congestion off the California coast line.
- Get the organizations involved with creating trade involved. In Nevada, it's the Nevada Development Authority. They should be included in this group.
- Transportation and logistics, manufacturing etc,...
- The interstate system fosters infrastructure business support/growth that gives opportunity to provide fuel, parking, food etc. to those using the route
- Logistics and freight will certainly flourish. There's also an increased opportunity to bring residents of AZ/NV into each other's markets for tourism/recreation if there's a connection that's both faster and safer. There might be a better opportunity for agricultural exports from AZ to NV to serve Las Vegas area.
- Completing the Yucca Mountain Project. The \$90 Billion public works project that is Nevada's for the taking.



• It would be good to have multi-modal capabilities that would allow rail so that trade would not be limited to highway.

### What are the top constraints for fostering trade within the Corridor?

- TRAVELERS
- Funding
- Lack of improved development sites and business parks
- 1) lack of infrastructure 2) congestion 3)Nevada has stronger relationships with California than Arizona
- Cost, uncertainty within transportation trends.
- Construction. Environmental concerns.
- Lack of coordination between all interested parties.
- financing, politics and how to get around Las Vegas and at the same time provide support to the Ivanpah airport with highways & rail
- Rail is not realistic N-S between Phoenix-LV too many costly constraints make over-the-road/air cargo freight the only options. Speed and safety are the most important considerations, so until a full ltd access hwy connection is made, trade won't increase.
- Relative to the answer above. Entrenced political opposition that is purely political, not scientific or technical.
- I really don't see any. Although Laughlin would be about 34 miles south of Kingman's portion of an I-11, the connecting and existing highway is up to interstate standards. Therefore, the Bullhead City and Laughlin areas should also benefit.

# When thinking about your state, regional or local economic development and tourism efforts how would I-11 help you meet your goals?

- Connection, improved market access
- Positioning Las Vegas in a stronger position in the west as a business location
- 1) access to new markets 2) new opportunities for growth 3) new infrastructure
- More efficient connection with Los Angeles, Las Vegas and Texas Mega Cities.
- I-11 would decrease the travel time from Phoenix to Las Vegas (and Tonopah to Las Vegas or Reno), making the city an easier to reach travel, recreation, and entertainment destination.
- I-11 will rpovide us with a direct corridor to northern markets in the US and Canada.
- It would foster economic growth in areas that now have a limited opportunity.
- There will certainly be an improved linkage with a full interstate highway. Time = \$; the better the connection, the better the chances of tapping new markets, thus aiding state/regional/local economic development and tourism.
- Might bring more travellers through the area resulting in more tourism. A visitors center/rest stop would be a nice addition to provide travellers with tourist/recreational sites and local business information that may currently be off-the-beaten-path.
- Commerce in this hemisphere is expanding. Improvement to north south lines of communication are essential to all facets of the economy.
- Elimination of the current ground transportation bottleneck will undoubtedly improve tourism and logistics and operations commerce. It may also make southern Nevada a viable inland port.
- Would facilitate transportation of goods bringing everyone closer together.



#### What markets might we be able to enhance or foster as a result of an I-11 Corridor?

- Distribution; tourism;
- 1) entertainment 2) education 3) healthcare 4) tourism
- Los Angeles to San Antonio
- Every small town along the corridor would benefit economically. additionally, there are several outdoor recreation opportunities which would benefit both local communities and Tribal Nations.
- Canadian and northern US markets are a focus for the county.
- multi-modal methods of transportation and infra-structure expansion to support the added traffic that would help expand tourism, recreation, hubs supporting trucking, buses, & rail
- Logistics and tourism definately; the opportunity for renewable energy is already there with or without I-11- it just needs to be tapped by the private sector. Improved connection could change "agriculture in the desert"; there could be a shift "the milkshed;" more food shipped from the farms (that are left) in the Phoenix area.
- Exporting locally made goods out of Arizona.
- Movement of goods and services from Central and South America
- The smaller towns will be less isolated and perhaps better able to grow in that they have cheaper land for development and business.

### Is there anything else that we should consider in this corridor planning effort?

- Remain flexible with open minds and keep politics out of decisions.
- A serious discussion must be had at the individual project level on the implications of a freeway to local communities. Bypassing small towns (Boulder City, Wikieup, Wickenburg especially) will definately change them forever, whether as I-11 or other project. Do the residents of these towns understand this? Have they seen the movie "Cars?"....
- Again, rail.

#### Are there key groups/individuals missing from this dialogue?

- The Nevada Development Authority (located in Las Vegas). I am certain that there is a comperable agency in Arizona (and probably Idaho and Montanta the earlier the bug is in their ear, the more politicians will be there to help get the money allocated).
- Military, cities & counties, rail & utilities
- I believe all my points were covered. As previously noted, we need more actual ED poeple.
- BLM. Chamber of Commerce and Visitors Bureau for smaller towns along the route that are more keyed into what local business need/want.
- I would not know.



## **Appendices**

List of Meeting Attendees by Agency

Presentation Transcript

PowerPoint Presentation



**List of Meeting Attendees by Agency** 

		endees by Ag	•
Meeting	First Name	Last Name	Agency
Surprise	Asadul	Karim	ADOT
Surprise	Michael	Kies	ADOT
Las Vegas	Tom	Akers	Akers and Associates
Webinar	Keith	Watkins	Arizona Commerce Authority
Webinar	David	Jones	Arizona Construction Association
Webinar	Brett	Jones	Arizona Construction Association
Webinar	Michelle	Green	Arizona State Land Department
Webinar	Wellington	Reiter	ASU Foundation
Las Vegas	Eileen	Christensen	BEC Environmental
Webinar	Marisa	Walker	CANAMEX
Las Vegas	Dan	Andersen	CH2M HILL
Reno	Mark	Gallegos	CH2M HILL
Reno	Tom	Matter	CH2M HILL
Reno	Derek	Morse	CH2M HILL
Las Vegas	Bardia	Nezhati	CH2M HILL
Webinar	Jennifer	Roberts	CH2M HILL
Webinar	Dan	Davis	City of Avondale
Webinar	Stephanie	Karlin	City of Avondale
Webinar	Kevin	Louis	City of Casa Grande
Webinar	Richard	Wilke	City of Casa Grande
Webinar	Mojra	Hauenstein	City of Fernley
Webinar	Sean	Ahern	City of Flagstaff
Webinar	John	Saltonstall	City of Flagstaff
Webinar	Gary	Jeppson	City of Kingman
Webinar	Aaron	Baker	City of Mesquite
Webinar	George	Gault	City of Mesquite
Webinar	Terri	Sheridan	City of North Las Vegas
Surprise	Karen	Savage	City of Surprise
Webinar	Thomas	Fisher	City of Tucson
Webinar	Chris	Melville	City of West Wendover
Webinar	Kevin	Wilkins	City of Yuma
Webinar	Jackie	Brady	Clark County
Webinar	Michael	Satterwhite	Deserves, LLC
Webinar	Lee	Bonner	Douglas County
			Economic Development Authority of Western
Reno	Nancy	McCormick	Nevada
Surprise	Jim	Kenny	El Dorado Holdings
Surprise	Judie	Scalise	ESI Corporation



Meeting	First Name	Last Name	Agency
Las Vegas	Denise	Gordon	HDR
Webinar	Neil	Pogorelsky	HDR
Las Vegas	Stuart	Martin	Holman's of Nevada, Inc.
Webinar	Robert	Riley	Kingman Airport Authority, Inc.
Las Vegas	Larry	Tamashiro	Las Vegas Valley Water District / Southern Nevada Water Authority
Webinar	Larry	Yount	LKY Dev. Company, Inc.
Surprise	Leigh	Johnson	Maricopa County
Webinar	Dee	Jensen	MR Diversified, INC
Webinar	Sue	Meador	NCSI
Webinar	Damon	Hodge	NDOT
Reno	Sondra	Rosenberg	NDOT
Las Vegas	Yvonne	Schuman	NDOT
Las Vegas	Bill	Thompson	NDOT
Las Vegas	John	O'Rourke	Nevada Highway Patrol
Las Vegas	Perry	Ursem	Nevada State
Las Vegas	Cash	Jaszczak	Nye County
Webinar	Timothy	Kanavel	Pinal County
Webinar	Gary	Marks	Prescott Valley Economic Development Foundation
Surprise	Peggy	Fiandaca	PSA
Webinar	Audra	Koester Thomas	PSA
Webinar	Amber	Stidham	Regional Transportation Commission of Southern Nevada
Webinar	Felipe	Zubia	ReSeed Advisors
Las Vegas	Darren	Enns	SNBCTC - Building Trades
Webinar	Mike	Ameranda	THE AMERICOPA
Surprise	Joshua	Wright	Town of Wickenburg
Surprise	Gayle	Cooper	Town of Youngtown
Webinar	Shane	Hastings	USDA
Webinar	Denise	Steiger	Wickenburg Regional Economic Development Partnership
Webinar	Gioia	Goodrum	Williams-Grand Canyon Chamber of Commerce
Webinar	Michael	Britt	Wynn Resorts



### **Presentation Transcript**

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

Operator:

Good afternoon. My name is Gina and I will be your conference operator today. At this time, I would like to welcome everyone to the Focus Group Meeting for I-11 Study conference call. All lines have been placed on mute to prevent any background noise.

After the speaker's remarks, there will be a question-and-answer session. If you would like to ask a question during this time, simply press star then the number 1 on your telephone keypad. If you would like to withdraw your question, press the pound key. Thank you.

Ms. Sondra Rosenberg, you may begin your conference.

Sondra Rosenberg: Thank you very much and thanks everyone for joining us today. Again, my name is Sondra Rosenberg with the Nevada Department of Transportation, and I am the NDOT project manager for this project. Mike Kies will be giving part of the presentation later on and he's the Arizona project manager for this effort. So again, thank you for everyone's time and I'm just going to go over the agenda real quick. There it is.

> I'm going to cover the study overview and then I'm going to hand it over to Dr. Robert Lang. We'll talk about the emerging Southwest Triangle and I-11. Then Mike Kies from Arizona is going to talk about trends and global trade impacting this corridor. And then Peggy will talk about the input on economic development visions for the corridor and the next steps. And at that point, we're going to break out into discussion groups by location or online on the phone.

So just quickly, a little background, I know some of you may have seen this once or several times so I'm going to try and go through it quickly, but for those of you who haven't been able to join our meetings or discussions so far, the federal transportation authorizations can identify high priority corridors and the CANAMEX Corridor was designated in 1995 and that includes connections of -- from Mexico to



Canada as the name might suggest and it includes -- the only portion of that corridor that's not currently an interstate is U.S. 93 between Phoenix and Las Vegas.

That corridor was advanced through various different studies, through the DOTs and (inaudible) planning organizations along the way, and then it was most recently designated in the most recent authorization, DOT MAP-21, Moving Ahead for Progress in the 21st Century. The section of U.S. 93 between Phoenix and Las Vegas was designated as the future I-11.

And, since then, Arizona and Nevada DOTs have signed an interagency agreement and were doing this study to further advance that and see what's needed to move this corridor even further.

This study entails two levels of investigation. We're doing a detailed corridor planning effort between Las Vegas and Phoenix, that section previously mentioned and then high-level visioning from Las Vegas to Canada and from Phoenix to Mexico.

We're looking at multilevel consideration including interstate highway, freight rail, passenger rail and public transportation, but in addition to the typical transportation roads, we're also looking at how are telecommunications and other things that might move along that general corridor.

Corridor opportunities that have been identified in some of those previous studies include enhancing local, regional, and national and global connectivity, economic competitiveness, network redundancy, flexibility and evolving modal choices, and promoting sustainable development.

And on the specific topic of enhancing economic competitiveness and activities, that's really what we're here to talk about today. And what that might mean is capturing part of the stream of prosperity that is -- who might not be able to create new prosperity but there's good moving around us or by us that we might be able to capture something there and maybe even add some value to it on that -- on that move, create jobs and enhance quality of life.

Next slide.



So, the study participants are broken up into different groups. You can see here in this organizational structure the very top are the project sponsors - that's NDOT and ADOT - and we're the ones that are, you know, sponsoring this project. We're the ones paying for it.

But, in addition, we thought it was very important to really capitalize on our great partnerships with some of the other agencies that are really critical in this effort including the Federal Highway Administration, the Federal Railroad Administration, and the MPO in the Phoenix and Las Vegas area, and then, you know, helping us along this effort, really giving us, helping us develop the vision and helping provide us with information on the stakeholder partners which include, you know, a broad array of participants, anyone that has stake or an interest in this corridor including many public agencies, private entities, the public.

And then, we've also identified a series of focus groups to talk about some of the specific issues we'd like to delve into a little bit deeper and help us gather the information needed to the analysis.

And you can see there are focus groups outlined there and this one in particular, the economic development focus group. If you have an interest in any of the other ones, let us know. We're going to have similar conference calls for each of these.

Now to the next slide which shows our project schedule, it shows you where we are now. We're kind of in Phase II. We have a corridor vision summary that we did in the first month or so. We've been collecting a lot of information, having these calls all to develop our corridor justification report. So all these information we're gathering today and over the next few months will go into that.

And with that, I'm going to turn it over to Dr. Robert Lang.

Robert Lang: Thanks. This is Robert Lang in Surprise. First slide, please.

This is a map that appeared in the "USA Today." It was a map taken from a book that I published with Chris Nelson. It was at the University of Utah. We both worked on this project together. We were at Virginia Tech together and developed a model for a large scale metropolitan development in the U.S. through 2040.



And the megapolitan areas, as identified there, is individuals like Puget Sound or Las Vegas where Sun Corridor had to achieve 4 million residents by 2040 to 2050 within that decade. And if you got there, as the Twin Cities do say, you are included and we also included regions that we did the analysis on commuter shed and found that there was enough affinity within the region for key counties like the Pinal County, Arizona that sit between Maricopa and Pima for split commuting to produce what could be a combined statistical area under the current census designation by 2040 or 2050.

The census does not project geography. It projects population but it won't tell you the economic units and that's what these are. There are economic units because the census is history of this takes back to the mid-20th century if those statistical areas are based on shared commuting because commuting is everything. It's your journey to work determines the house value and the retail sales in the adjoining county.

And so what you see there are -- in the biggest clusters, bigger than just the megapolitan but into these -- the 23 megapolitan areas, joint is the 10 larger proximate clusters. They're not sharing commuting but they're sharing a lot of business exchange, air travel. There are other metrics that we have on this.

And you'll see the -- you know, the megalopolis in the northeast, we do not see Boston sharing a common region with New York but New York and Philadelphia joint through the New Jersey suburbs around Princeton, the whole Chesapeake region. Baltimore and Washington are in the combined statistical area already. Richmond would fall in next and perhaps the whole (inaudible) region.

So what you see there is our best guess at that lower geography, the small geography, and then of course the megalopolis is the largest such region in the U.S., you know, at 60 million residents.

Number two is the southwest. So, Phoenix, Las Vegas, Southern California joined into the second largest proximate human settlement in the United States where you can show, you know -- just look at the amount of air traffic, for instance, that goes



between the cities. About a third of the flights out of the Sun Corridor and out of Las Vegas, that's the Southern California.

Next slide, please.

This is a close-up on the triangle. And what I want to point out is that, one, we, unlike the rest of the United States, do not have full interstate integration. In other words, the (booking) to us, some place like the Texas Triangle, you know -- you know, in the south, you know, all the Southeast Texas - Dallas, Central Texas - all are linked together by full interstate.

There is a point at which this triangle has such weak infrastructure that it's a single lane between two large cities, the two largest cities in the U.S. that are proximate to one -- not served by an interstate is Las Vegas and Phoenix.

We don't need to go into the, you know, sort of reasons historically why. The bottom line is this - it doesn't help because there's a part of commerce that's missing and that's part of the discussion today. In other words, what are the opportunities borne of the completion of this capacity and what's been the history of the completion of this capacity and the rest of the United States?

And so, some of the analysis that you see, for example, that shows what the, you know, amount of use of these -- you know, these roads are today is meaningless because with that, we would have never built the entire interstate system.

You know, the entire interstate system at early to mid-20th suggest -- century suggested a hub-and-spoke system around New York and Chicago, and it took, you know, Franklin Roosevelt to force the issue and to argue that you needed to build capacity to places where there was no current capacity because people would live there someday.

Well, people have voted with their feet and they moved to our regions and we're still waiting for the completion of this capacity. The argument would be that, you know, what's missing is especially that Las Vegas-Phoenix connect.



Las Vegas and Phoenix connect to Southern California more like two spokes in a wheel than they do a three triangle. And you don't see that in Texas and you don't see that in the other large clusters.

In other words, there's a lopsidedness to our region in that what it is is that both these big regions are subordinate to Southern California by way of connectivity. The freeways even demand that subordination because all roads in the Southwest seem to lead to Los Angeles and all roads don't lead between the interior cities of the Southwest in a convenient fashion.

And so, we have not seen what would've been the kinds of connectivities made between these two regions had there been a 1950's and '60s effort to have built that infrastructure because it's just simply missing altogether.

But we know from other regions that have been proximate at distance that a lot more exchanges and commerce occur including most basic things like for example, you'll see in that map that (Yavachi) that falls towards the Sun Corridor which is the Tucson-Phoenix complex. The Mohave County in Northwest Arizona is really within the commuter shed to Las Vegas.

And in fact, Las Vegas is emerging at this. Everything north of (inaudible) and everything north and west of, you know, like let's say Kingman and Wikieup places like that in that county, in Mohave County or just past Mohave County lines, is part of a kind of greater Mohave around Las Vegas with that as the central place. Phoenix has a central place in the Central Arizona and through parts of, you know, the Colorado Plateau and then Southern California, it's everything coastal.

And these natural affinities have gathered around what has been relatively incomplete infrastructure compared to similar size regions in the rest of the U.S. The completion of this capacity would open up opportunities that we can't fully predict because none of this was projected in the other regions like, for example, no one would have predicted that the I-85 Corridor between Charlotte and Atlanta would be so heavily loaded up with automobile manufacturing, with auto parts plants and so on, you know, no one could've seen in the 1950's and '60s when they were building what looked to be, you know, excessive capacity between two regional cities like Charlotte and Atlanta that someday both of them would be hubs,



the airports and connect to Europe and have trade and logistics with the scale that they do.

So, in essence, you know, there's a bit of a base here which is build it and they will come, and I think in this instance, (inaudible) based on a historic example. Thank you.

Oh, one last slide. I show this as a -- that's incomplete. That bridge is now complete but the project itself remains incomplete and (inaudible). Thank you.

Mike Kies:

Thank you Robert. This is Mike Kies with ADOT in Surprise, Arizona and I just wanted to talk a little bit about some of the trends in global trades that we are talking about not only in Arizona but in Nevada.

Several of the slides that I'm going to present came from a freight framework study that our partner here at MAG, the Maricopa Associates of the Government, just completed. And so, I apologize if some of the slides look a little Arizona-centric but it does -- the points are valid for both Arizona and Nevada.

The first slide here is looking at the current state of our imports and exports from both Arizona and Nevada, and I think one of the big points to focus on is the import side of Phoenix and Las Vegas are both consumption markets. We import a lot of the things that we consume, and therefore, we depend on that supply chain very heavily.

You see Arizona is pretty much split between Mexico and Asia. Nevada is really focused on the movements from Asia through the ports of L.A. and Long Beach in California. But some of the trends that we're seeing could change that picture and could be very advantageous to both Arizona and Nevada.

Next slide, please.

The other -- the other thing to keep in mind is, 20 years ago, Phoenix and Las Vegas were both considered small metropolitan areas on the map that weren't really seen as economic powerhouses.



When we look at where the Sun Corridor is now, that's the Arizona component of the triangle that Mr. Lang mentioned. At 5 million people, the Sun Corridor is now on almost equal footing with some of the major markets like Houston, Philadelphia and the -- and the Texas area, and when you add the 2 million people from Las Vegas to that, they -- the Phoenix-Las Vegas market is really becoming an anchor market or a place where goods will need to now be manufactured and brought to instead of just being pure consumption markets in the future.

With that said, the trends that we're seeing are really starting to look like there was -- is a shift coming in the future from Asia to Mexico. When we start to look at the transportation cost to move products from Asia across the ocean, combined with the labor cost of manufacturing those items in Asia, the cost competitive of Mexico in Latin America is now tipping the balance to be more -- it's more cost-competitive or it will be in the near future to manufacture those items in Mexico and then move those items into the U.S. from Mexico in Latin America.

If you look on this graph, we start to see some of the components that in that brown area that are considered close to the tipping point of -- they're seeing more economical to manufacture these items in Mexico in Latin America and we see things like manufactured items, computers and electronics, appliances and electrical equipment, manufacturing.

These are all items that are on both of our states' radar for emerging economies to be brought to these states, and especially if there's a strong connection to Mexico to make components and trade across the border, sending components across where they get manufactured and then the products come back to the U.S. So, this is really something that we need to keep our eye on in the next 10 to 20 years.

Next slide. This just kind of hits that point home where if -- you can see the graph on the bottom left there that if you were to make a -- manufacture something in the U.S., any widget in the U.S. and you paid labor cost and transportation cost in the U.S., that would be considered a hundred percent of the cost to manufacture that item.

And so now, you can look at China where the cost to manufacture the same item and pay the transportation cost to bring it across the ocean are 74 percent of what



it would cost in the U.S. but Mexico is now 68 percent. So, we're already seeing that the Mexican market is a cost-competitive market compared to China to bring things.

So, the graph in the lower right is when businesses that currently do -- are working in the Asian market, they were surveyed about whether they're considering "nearshoring" which is the term to bring manufacturing over to North America from Asia, almost half of the -- of the industries that were surveyed are contemplating in the next three years or so, bringing some of their manufacturing over to -- over to North America which is, again, something that is really a strong correlation with the study that we're doing.

The next slide really just kind of shows how we could be set up here. Again, this is a map that that was produced by the Maricopa Association of Governments here in Phoenix but it really highlights that we currently today have the east-west trade moving from California to the Midwest in Texas that traverses Arizona from California.

But if we then couple that with more manufacturing and more trade coming up from the Mexican market, Phoenix and Las Vegas really become this crosshair of trade where the two movements are crossing each other and whenever you have that is the opportunity to provide value, add it to that freight to -- if components are coming from Mexico and components are coming from Asia, somebody has to put them together and manufacture them into a final product.

So with that, we just wanted to set up why we think that this corridor is so important from an economic development standpoint. And with that, I'll pass it off to Peggy.

Peggy Fiandaca:

Good afternoon. This is Peggy Fiandaca and what we're going to do is now is have small group discussions on each of the locations. And what we're hoping to talk about is get an understanding of the international, national, as well as corridor state and local issues and opportunities as you see them. So we're hoping that the dialogue that each of the locations are going to have will help inform the corridor decisions in this phase of the study but help create the holistic future for the corridor.



OK. So -- and what we'd like to do is talk about economic development in your community and how does the corridor relate to what you're doing in the communities or regions or statewide? What's happening in terms of commerce? And these are some of the things that we've heard some folks to date in this process. How can we improve the access to imports that some of the speakers have already talked about from Canada and Mexico and how can we become a major trade corridor in North America? What do we need to put in place?

People have said they want -- that this corridor is important for promoting tourism, creating jobs, and as we talked about, connecting to the various city particularly Las Vegas and Phoenix.

Next slide.

So, we have a series of questions that each of the locations are going to talk about. We're going to have a facilitator in each of the locations to -- as well as on the telephone to work through these questions. But we want to talk about focusing on the local region and state - what are the market trends you're observing that are supplied to you or that interest you?

We want to know what are the top opportunities and constraints for fostering trade within the corridor. And thinking about your particular state, region, or local economic development and tourism efforts, how would the I-11 help you meet your goals? What markets might we be able to enhance or foster as a result of I-11 corridor? And is there anything else that we should consider in this corridor planning effort or are there other key groups or individuals or folks that you think might be missing from this type of dialogue?

So, those are the questions that each of the groups are going to talk about. I want to highlight before we leave the conference webinar some of the next steps.

Next slide. Next couple of slides.

So the next steps in the process, we're going to finish up the series of focus groups and many of you are probably already registered for some of the upcoming focus



groups that are listed on the screen much like land using community development, alternative delivery and finance.

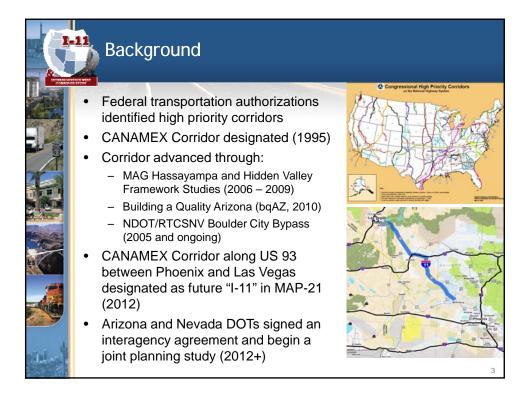
From that, we -- hopefully early spring we'll be compiling the first technical report which summarizes all the existing and future corridor conditions and also the preliminary business case foundation, moving into the corridor justification reports sometime in the summertime, and then having some broad stakeholder partners meeting sometime in May.

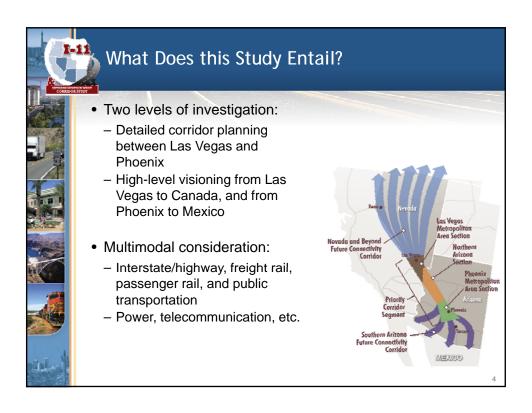
So, that's where we're headed in the study. And so, what we're going to do now is end the conference call and webinar. And so at this time, the folks in Surprise, Reno and Las Vegas can hang up the telephone but the folks on the phone, please stay on the line and Audra Koester Thomas will take it from there and work with you on the telephone.

So, thank you all very much.



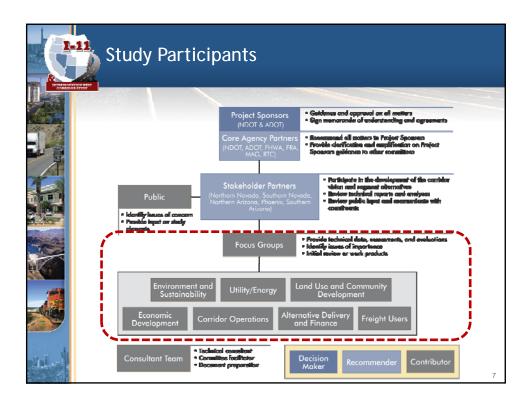


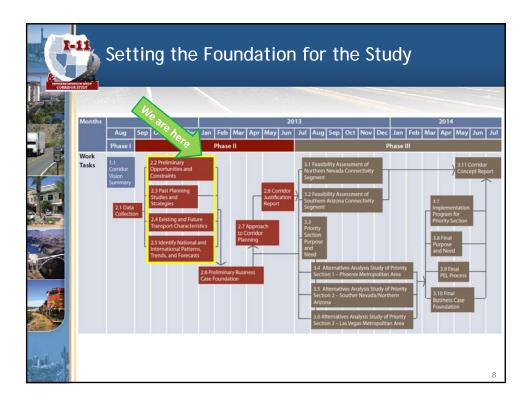


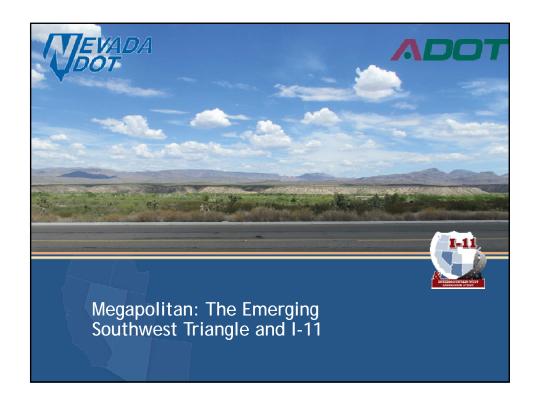


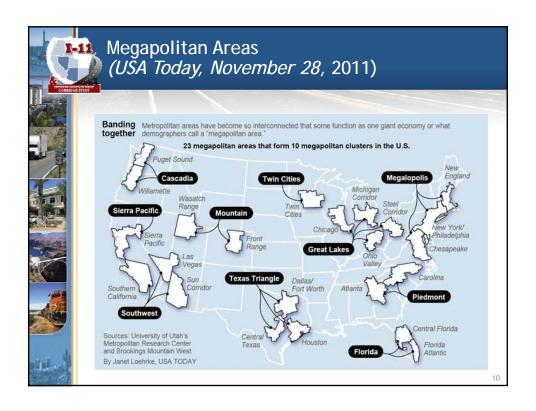


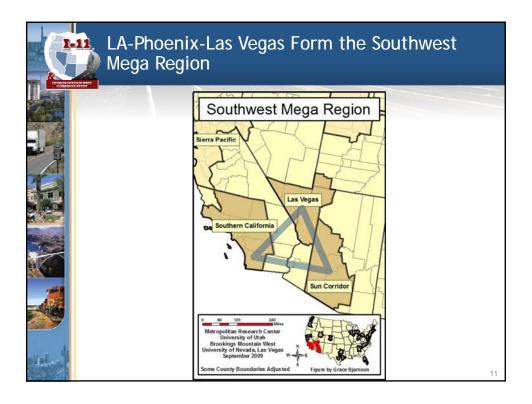


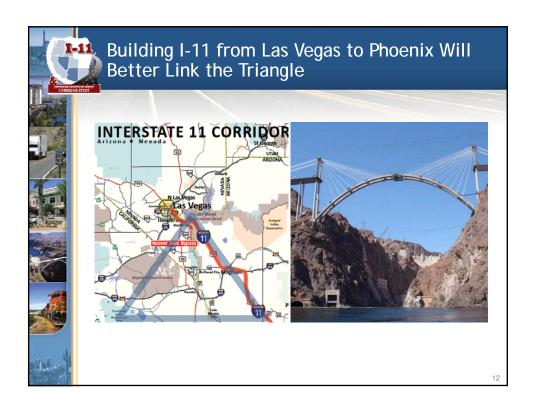






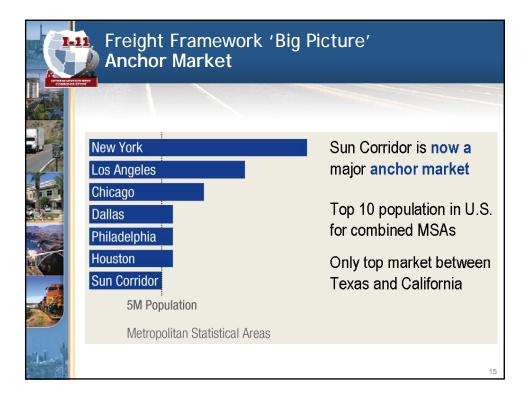


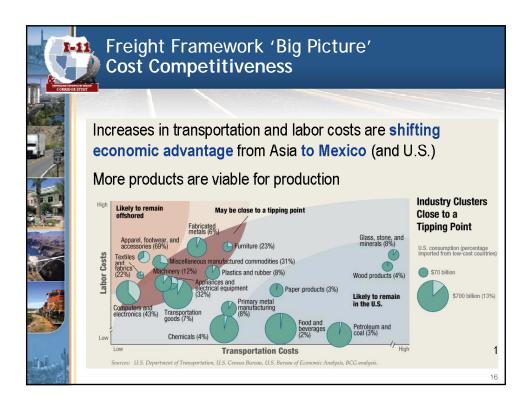


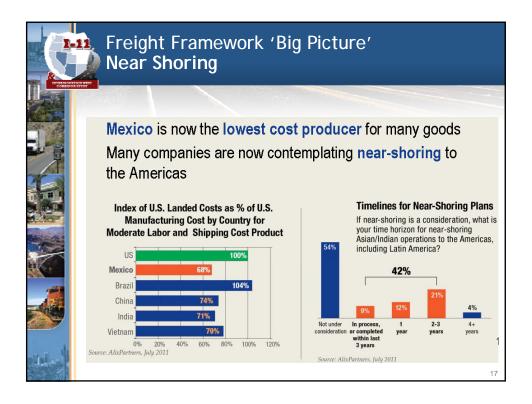






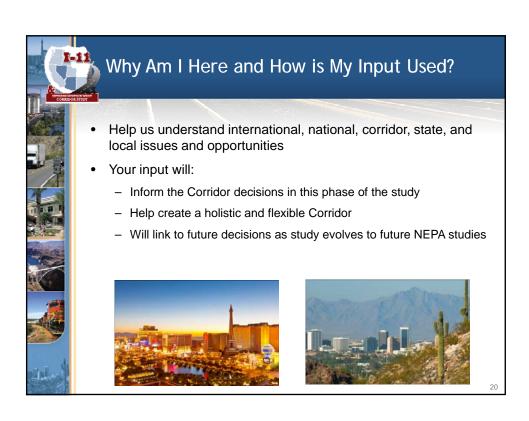














- Provide economic development for communities in Corridor
- Promote commerce and tourism through north-south rail (both passenger and freight)
- Improve access to imports from Canada and Mexico
- Becomes a major trade corridor in North America
- Promote tourism
- Creates jobs
- Connects cities



21

# What are some of the market trends you are observing that surprise and interest you? What are the top opportunities and constraints for fostering trade within the corridor? When thinking about your state, regional or local economic development and tourism efforts, how would I-11 help you meet your goals? What markets might we be able to enhance or foster as a result of an I-11 corridor? Is there anything else that we should consider in this corridor planning effort, and are there key groups/individuals missing from this dialogue?









# I-11 and Intermountain West Corridor Study

Freight Users Focus Group

January 29, 2013

1:30 – 3:30 p.m. PST, 2:30 – 4:30 p.m. MST

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

could participate in a series of topical focus groups. On January 29, 2013, the Freight Users Focus Group was held. Meetings were conducted simultaneously in three locations: Carson City, Nevada; Las Vegas, Nevada; and Surprise, Arizona. Additionally, individuals could call-in and log-on to participate in a live webinar. A total of 40 participants signed in. The following report summarizes the results of this focus group.



Photo 1: Las Vegas, Nevada, focus group participants

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 these focus groups was to provide an opportunity to validate and add to the information that has already been gathered by the study team in order to complete the first half of the study and development of the Corridor Justification Report. Participants were provided access to the PowerPoint presentation prior to the focus group meeting.

The meeting was initiated by a detailed PowerPoint presentation viewed at all locations and online. Project co-manager Sondra Rosenberg from the Nevada Department of Transportation (NDOT) provided a brief review of the project, vision concepts and work plan and schedule. Tim Strow from the Maricopa Association of Governments provided an overview of the Freight Transportation Framework Study, highlighting supply chain, nearshoring and strategic positioning insights from the study. Project co-manager Michael Kies from the Arizona Department of Transportation (ADOT) reviewed potential economic scenarios and freight enhancements to consider as part of the Corridor study. Peggy Fiandaca, project team member,



Photo 2: The view for webinar participants observing the presentation

highlighted some of the feedback already received relative to freight considerations and introduced the focus group discussion questions.

At the completion of the PowerPoint presentation, breakout session discussions were facilitated. Facilitators asked participants at each location to provide feedback on the following:

- What are some interesting developments or long-term trends in goods movement that we should be aware of as we plan this corridor?
- What are the opportunities and constraints for freight mobility in the Corridor?
- Why is this Corridor needed and how important is it—or not?
  - o Today?
  - o When connected cities along the Corridor have twice the population?
- What factors (or scale of development) would be needed to justify the following in the Corridor?
  - o Freight rail
  - Trucking enhancements (ITS, dedicated lanes, etc.)
- Tell us three new things you've seen in your business since the beginning of the economic recovery.
- Is there anything else that we should consider in this Corridor planning effort, and are there key groups/individuals missing from this dialogue?

The following identifies some of key points derived from the focus group discussion; full reports summarizing the discussion in each location are included in this report.

- I-11 would have a competitive edge over I-5 because of congestion and the ability to pull triple trailers. These are critical factors in route selection.
- Routes that fit with hours of service requirements are needed. Congestion eats into hours of service and disrupts scheduling.
- The size and weight of freight is increasing and the corridor needs to be able to address this; utilization of overhead sign technology and overpass design could create barriers to these types of movements.
- Multiple trailer and over-dimensional vehicles are on the increase, and the staging, parking and time of operations need to be addressed. Large loads don't fit in regular truck parking spaces, but drivers still need to pull over and rest.
- The Corridor should be planned to address long-haul and driver safety regulations (i.e. Jason's Law). Changes in how long drivers can be on the road will have an impact on where truck services will need to be placed.



- A shift to Mexican manufacturing, possible changes in goods demand through Mexican ports and southern California ports and corridors reaching capacity will have an impact on the viability of the Corridor and the type of corridor.
- The development of more manufacturing facilities adjacent to and within the Corridor will help to justify the inclusion of freight rail.
- Technology and trucking enhancements should be reviewed as part of the study (i.e. pre-pass, telematics, etc.)
- An increase in trucked freight will continue as time sensitivity of goods movement cannot be addressed adequately through rail.
- A need to connect to east-west movements will continue to exist.



### **Carson City, Nevada Meeting Summary Report**

NDOT 3<sup>rd</sup> Floor Conference Room, Large Side 1263 S. Stewart St. Carson City, NV

### **Meeting Feedback**

Following a brief PowerPoint presentation, Sondra Rosenberg facilitated participants in a dialogue regarding freight opportunities related to the I-11 Corridor. The following feedback was provided by participants as part of that discussion.

# What are some interesting developments or long-term trends in goods movement that we should be aware of as we plan this corridor?

- The size and weight of freight increasing at the same time more overhead infrastructure (overpasses, overhead signs, etc.) are being placed. These overhead items could create barriers to the movement of larger trucks.
- There are 250,000 oversized loads traveling through the state of Nevada annually.
- Nevada has zero ports of entry. Relying on roving patrols and voluntary compliance will be a concern. Ports of entry need to be coordinated system wide.
- A possible intermodal port on the Lyon/Churchill County line could help take some burden off the Port of Oakland.
- There is more interest in LNG for intermodal use.
- Mining is expanding; possible fracking operations.
- Having the "If you build it, they will come..." mentality leads to bottlenecks.
- Staging, parking and time of operations for over-dimensional vehicles (LCV, overweight) needs to be addressed; these large loads don't fit in regular truck parking spaces, but they still need to pull over and rest.
- Jason's Law will impact the provision of adequate safe areas for truckers to rest.
- Applications and websites to rent and reserve parking spaces is an interesting concept.
- Consider LCV restrictions on all new roads (per 1991 freeze).
- Modal transport of coal versus ethanol; review the capacity being used for higher valued commodities and energy sources, rather than what's needed. As high-value commodities take up capacity, and a new way for low-value resources to move will need to be established (e.g. coal).

### What are the opportunities and constraints for freight mobility in the Corridor?

- Port facilities in Mexico and/or nearshoring could lead to the need for more heavy equipment and industrial development.
- The southern end of the Corridor and connections to Mexico will be critical.
- Dedicated truck lanes for oversize, overweight vehicles including "super loads" could become important.
- Recognize that the corridor of the future should not be the corridor of the past; learn from how things were done in the past and do it better (sustainability, context sensitive, efficiency, etc.).
- Address security (e.g. border, goods transport, HAZMAT, etc.).



- Economic development opportunities abound (e.g. rest stops that provide fuel, food, light information, etc.).
- Current federal laws regarding revenue generation at rest areas stop commercialization and could be a constraint; an opportunity could be changing those regulations (through public/private partnerships).
- Consider using roadway sponsorships to build truck stops.
- Develop a sign program and use advertising integrating with a 511 program to provide information on services, etc. (see: New Jersey).
- Consider aviation in evaluation of distribution centers, intermodal hubs, etc.
- Coordination of over-dimensional vehicle permits with Arizona, Oregon, Idaho, etc., throughout the "truck corridor" under the auspices of the existing WASHTO Western Regional Permits System should be encouraged.
- Would a new Interstate and its right of way requirements create a barrier for access for farms and ranches within the Corridor?
- Open range and wildlife passage issues need to be addressed as part of this study.
- Put "everything" you can into the Corridor now.
- Consider Silver Springs airport as a future air freight location.
- The Corridor will need to be prepared to handle future travel using alternative fuel sources.
- The Corridor will need to be planned in order to meet federal long-haul regulations and will need to recognize potential opportunities and plan accordingly.
- Provide adequate cellular/data coverage to obtain road and weather condition information.
- Try to understand the future needs by involving farming, mining and other relevant stakeholders and attempt to predict Nevada's future economic sectors.
- Multimodal changes will be dictated by the goods being moved; be prepared for future shifts in goods demanded.

### Why is this Corridor needed and how important is it—or not?

- Population growth will demand utilities with revised infrastructure.
- No natural gas in the center of Nevada; LNG can be trucked in for gasification.
- Wind farms are a growing industry and we need to provide avenues to move the equipment in to support development.
- Idaho is a hub for manufactured housing (south to I-80 and other east-west corridors). Could future demands be south along the I-11 Corridor?
- Possible increases in Mexican manufacturing and possible changes in the goods demanded will
  have an impact on the viability of the Corridor and the type of corridor.

# What factors (or scale of development) would be needed to justify trucking enhancements (ITS, dedicated lanes, etc.) in the Corridor?

- Yucca mountain resurgence for storage or recycling.
- Major port in Mexico could lead to demand for a rail line north from Mexico to Canada to better utilize capacity at Mexican and Canadian ports.
- You have the "chicken and egg" problem: what comes first, development and demand or the infrastructure to meet that future development?
- There is a mining resurgence for other mineral resources, such as rare earth metals.
- Economic diversification is a consideration.
- Can we learn from North Dakota's mining trends, especially "signals" to the oil boom, for example.
- The Elko/Spring Creek area needs natural gas and transportation alternatives.



- The potential expansion of nuclear energy?
- The movement of hazardous materials and the change in demand for such materials will have an impact on the size and type of corridor.
- Future technologies will dictate if Nevada's natural resources will be in demand and will also potentially create new demand on resources yet seen as beneficial.

# Tell us three new things you've seen in your business since the beginning of the economic recovery.

- Over-dimension truck permits topped out around 2007-2008, then dropped by about 25percent. Permits are now back up to a 2005 level, primarily due to construction and mining.
- Airport enplanements are up at McCarran International Airport.

# Is there anything else that we should consider in this Corridor planning effort, and are there key groups/individuals missing from this dialogue?

- Include:
  - o Coalition Against Big Trucks
  - o Tim Crowley, Nevada Mining Association
  - o Dave Bussleman, Nevada Farm Bureau
  - o Pete Konesky, NSOE
- Consider the weight impacts on safety and maintenance.
- Earmarks might be coming back; look for ways to coordinate with other agencies for funds (such as USDA, DOE, etc.).
- Review the Ivanpah housing element (study estimates the need for ~30,000 homes).
- Consider permitting software; what categories should be listed (suggested mining, construction, energy, and agriculture).
- Consider lease options within the corridor for trailer storage, long haul stop-overs and security issues.
- Consider a more robust permitting system for the trucking industry to help offset the costs associated with heavier and more frequent truck hauls.
- Understand how future airports might be used or might be considered if a new corridor is introduced.



### Las Vegas, Nevada Meeting Summary Report

RTC Southern Nevada Room 127 600 S. Grand Central Pkwy. Las Vegas, NV

### **Meeting Feedback**

Following a brief PowerPoint presentation, Dan Andersen facilitated participants in a dialogue regarding freight opportunities related to the I-11 Corridor. The following feedback was provided by participants as part of that discussion.

### **Initial Thoughts and Clarifying Questions**

Are there other corridors like I-11 under development? Is this a trend? There are other multistate corridor coalitions. MAP 21 includes an emphasis on freight mobility that makes these corridors even more important.

Will this Corridor be exclusively for freight transport? We are considering the need for all modes of travel between Mexico and Canada, and freight is a large, but not likely the only, need.

Are Mexican ports looking to expand? They do have plans to, but they are changing with the world economy and expansion plans are currently on hold.

# What are some interesting developments or long-term trends in goods movement that we should be aware of as we plan this corridor?

- Integrating our road network with future Mexican ports, up through Arizona, can alleviate congestion at and on the roads around the southern California ports.
- Trucking companies designate 1-, 2-, 3-, 4-, and 5-day lanes for transporting goods from the ports and major cities (origin/destination points). These "lanes" are preferred routes.
- Trucking is slowly picking up about 3- to 7-percent depending on the industry.

### What are the opportunities and constraints for freight mobility in the Corridor?

- I-11 would have a competitive edge over I-5 because of congestion and the ability to pull triple trailers. These are critical factors in route selection.
- Routes that fit with hours of service requirements are needed. Congestion eats into hours of service and disrupts scheduling.
- It is very common for drivers to meet half-way between destinations to exchange a load then spend time to meet and greet. They need to be able to make the trip, exchange the load, and return within their hours of service (10-hour window), and they need a location for swapping trailers. Routes that have major cities approximately 4-5 hours apart are very conducive for this. These routes also need amenities.
- Those cities that are willing to give tax breaks on warehousing facilities will attract more trucking
  and logistics businesses. Companies will relocate warehousing quickly with the proper
  incentives. Currently, the city of North Las Vegas has been giving those breaks.
- Warehouse Las Vegas, at Sunset and Valley View, is a huge facility.



# Why is this Corridor needed and how important is it—or not—today and when connected cities along the Corridor have twice the population?

The participants were asked if this Corridor was needed at the height of the economy a few years ago. The response was an overwhelming yes. They were then asked if it is needed today. They responded that the Corridor would be needed if Mexican ports or Mexican nearshoring were in place, and there were logistical facilities and warehouse incentives in place in Phoenix, Las Vegas and Reno.

The participants were asked if they would use I-11 from the ports of L.A. and Long Beach. Participants said they would if they were heading east—the sooner they can get out of southern California congestion, the better. Plus, the ability to haul triples is a huge plus. There are very few continuous north-south corridors in the U.S.

# What factors (or scale of development) would be needed to justify freight rail or trucking enhancements (ITS, dedicated lanes, etc.) within the Corridor?

- Characteristics of good routes include:
  - o Allowing triple trailers
  - o Including rest stops and other amenities
  - Bypassing major population centers and congested areas
- Mexico to Phoenix to Las Vegas is a good relay—about 5 hours in between, which fits hours of service.
- Triple trailers on a dedicated lane would be ideal. The Teamsters Union negotiates into their national contract that only 26% of freight is allowed to be transported by rail.
- Nye County has seen potential business go elsewhere because of lack of rail service. The county would like to see the Corridor developed on the western edge of Nevada, passing through Pahrump.
- KT Services has a license for a bus route between Las Vegas, Tonapah and Reno but stopped service in the 80s.

Participants were asked if they would take a bypass even if it meant a longer drive time. In most cases the answer is yes, because drivers cannot predict incidents through population centers and will avoid them given the option. Amenities along the bypass also help.

The participants were asked if truckers use US 395 to get to the Reno area from Las Vegas. They said no—it was too far out of the way and they prefer to stay on US 95 all the way north.

The participants were asked if they would be willing to pay a toll for using a dedicated lane, to help pay for construction and maintenance. The answer was no. Trucking companies rate their "lanes" (routes) based on time reliability, cost of fuel, availability of amenities, etc. They would need to calculate the cost effectiveness of using a toll facility.

Participants were asked what amenities are important and responses included:

- Roadside service, towing, garages
- Cell phone service
- Truck parking
- Drop lots
- Truck stops
- Healthy restaurants (not just fast food)



# Tell us three new things you've seen in your business since the beginning of the economic recovery.

- Companies are willing to stretch labor to their limits, use them up, and then hire new labor.
- Gypsum and other construction-related industries are starting to ship more.
- People are starting to move back to Las Vegas.
- Companies are taking more risks
- Telematics—a technology that UPS Freight is testing that monitors the driver and all vehicle functions. Tracks fuel efficiency, brake pad wear, tire wear and other factors that could be used to select "lanes" that are most cost and time efficient.
- EPA wants to apply California's GHG regulations nationwide.
- UPS Freight is testing a green vehicle, with grant support from USDOT, and will publish report of findings. Many companies use additives to reduce GHG emissions and/or improve fuel efficiency.



### **Surprise, Arizona Meeting Summary Report**

Communiversity Room 1004 15950 N. Civic Center Plaza Surprise, AZ

### **Meeting Feedback**

Following a brief PowerPoint presentation, Peggy Fiandaca facilitated participants in a dialogue regarding freight opportunities related to the I-11 Corridor. The following feedback was provided by participants as part of that discussion.

### **Initial Thoughts and Clarifying Questions**

How does this study integrate into the freight requirement of MAP 21? A concern is that the bar for establishing a freight corridor is too high in terms of trucks per day (per MAP 21). *MAP 21 provided quidelines but it is up to the states to assign the corridors.* 

There was a small group at the Surprise, Arizona focus group, and thus an informal discussion was conducted instead of following the list of prepared questions. The following outlines the points offered during that discussion.

- Time sensitivity related to delivery of goods is becoming even more critical.
- There is a growing need for a reliever to I-10 through Phoenix and Tucson; it is critical because of congestion encountered by truckers.
- There is a continued increase in goods being moved by truck because of lack of timeliness of rail.
- Congestion is a constraint; the focus should be on removing bottlenecks that delay trucks.
- I-19/I-10, I-17/I-10, and the mini-stack are the real problem areas for congestion delay in Arizona today, and the focus should be on relieving these bottlenecks.
- Consumer goods, electronics and food products are moving between Arizona and Las Vegas today, and as each area grows the flow of these projects will continue to rise.
- An opportunity will be job creation.
- More attention should be given to solving our fright distribution issues with technology Arizona was a pilot state for pre-pass. It is installed at all the ports of entry. There is mobile technology to monitor safety that could remove the requirement to stop for safety inspections.
- Freight movements across the country are down, but we should be planning for when volumes return to their previous levels.
- Need more trucking services throughout Arizona.
- Federal changes in how long truck drivers can be on the road will have an impact on where the truck services need to be; this change will impact where truck services are provided.
- I-40 winter conditions are a concern in Arizona for the movement of freight. Some trucking
  companies will send their trucks around Arizona instead of through because of the I-40
  conditions in the winter. Need to improve the access to and from LA because that is where the
  goods are going, not sure how I-11 improves the national freight needs.
- Biggest service needed is safe truck parking.
- Very low registration of truckers in Arizona due to fees and taxes. Trailer fees are second highest in the U.S. and registration costs are high. A trucking company can register trucks and trailers anywhere.



# Are there any groups that this study should be coordinating with to better understand freight needs along this corridor?

- During the high-growth period, a lot of construction materials were transported between Arizona and Nevada. This study should not neglect talking to the construction industry about freight movement. Firms like Sundt are still building and can provide good information.
- The study should consider talking with Steve Tressel from the Arizona Rock Products Association because they are hauling between Arizona and Nevada.
- Include Tony Bradley, the new Executive Director for the Arizona Trucking Association.
- Consider submitting an article on the I-11 study for the Arizona Trucking Association newsletter.
- The perception is that this project is not real, so it is hard to focus on things that are theoretical when there are immediate needs to be addressed.
- Engage David Williams from Knight Transportation; he is the trucking association designate for freight planning issues and serves on the Arizona Freight Subcommittee.
- Consider having the Arizona Trucking Association host an I-11 meeting and invite their members (including the following) to participate:
  - o Swift
  - o Wal-Mart
  - Conway Freight
  - Heartland Express
  - Knight
  - McLain (out of Texas)
  - o ABF
  - Este West Express
  - o Target Distribution Center (in Tucson)
  - o Private carriers: Shamrock Foods, Bashas, Safeway, Albertson, etc.
  - o APL Limited



### **Webinar Meeting Summary Report**

Meeting conducted via Live Meeting and teleconference

### **Meeting Feedback**

Following a brief PowerPoint presentation, Jennifer Roberts and Audra Koester Thomas solicited feedback online and via teleconference regarding opportunities related to the I-11 Corridor. The following feedback was provided by participants as part of that discussion.

# What are some interesting developments or long-term trends in goods movement that we should be aware of as we plan this Corridor?

- The Las Vegas Foreign Trade Zone (through the Department of Commerce) was recently enlarged to include all of Clark County.
- Plan truck parking/rest areas with commercial facilities (private or via public/private partnerships). Plan weigh stations/enforcement facilities with WIM and pre-pass.
- Multimodal will grow. We will feel the pressure to allow three-trailer rigs on adequate highways. If rail can parallel the I-11 route, we can move using more than just highway modes. I would hope we have the interest to add high-speed rail offerings to such a corridor.
- There are signs of recovery in Arizona's Native American gaming market, which may open opportunities for cross-marketing with southern Nevada's gaming industry, thus portending the possible movement of goods between southern Arizona and southern Nevada.
- We are seeing positive movement on the development of a new industrial rail park east of
  Wickenburg which Interstate 11 would definitely impact. Goods are transported inland and
  deposited on strategically located distribution centers for re-distribution to other end users.
  Corridors should have dedicated truck lanes solely for freights to give them priority in reaching
  their destinations.
- Consider high speed rail sharing track for intermodal freight.
- Mexico is currently expanding the Durango Highway and the Mazatlan deep-water port has a significant expansion planned. This would facilitate receiving containers from the Pacific Rim; the proposed I-11 would certainly be beneficial for moving these goods north from the border.

### What are the opportunities and constraints for freight mobility in the Corridor?

- There will be need for depots to shift freight to connecting east-west highways and rail. This will necessitate significant private/public investment and the construction and subsequent operation could be very healthy for all regional I-11 transits.
- Rail to highway truck routes/distribution centers is an opportunity.
- Phoenix area highway system is just about completely built out; this would affect future
  expansion of facilities and the relationship with the I-11 corridor. Constraints: truck route is
  limited between Arizona to Nevada and obtaining right of way. An opportunity would be to
  provide new truck routes.
- An opportunity would be to connect rail into Mexico and their ports.
- A constraint is the lack of infrastructure.



# Why is this Corridor needed and how important is it—or not? Today? When connected cities along the Corridor have twice the population?

- Today: to provide motivation for manufacturers and shippers to develop expanded capacity using the newly defined I-11 corridor. Future: to deliver supporting infrastructure to maintain expected level of services a larger population expects and do so in an environmentally sound fashion.
- This corridor is needed because of the expansion in the Pacific Rim and the increased imports into Mexican ports which is necessitated by the fact that California ports and I-15 are reaching capacity.
- I-11 is vitally important not only for transcontinental connectivity, but also for the continued economic development of the Intermountain West Corridor. The populations of the major cities

   Las Vegas and Phoenix could warrant connectivity right now. The Southwestern U.S. is likely to continue to grow in the years and decades to come.
- I-11 can serve as an I-5 reliever, and expanding trade relations with Mexico become limitless. Transportation and connectivity are keys to growth.
- It is better to be proactive than reactive. The need has already been identified for a more direct route connecting ports in both Canada and Mexico. Take advantage of the growing trend.

### What factors (or scale of development) would be needed to justify freight rail in the Corridor?

- Additional manufacturing businesses within the corridor. It's exciting to think about all the supporting types of business that could evolve simply to support this Corridor. This could be good for regional I-11 transits.
- Additional manufacturing industries.
- Currently, there is no rail link between northern Arizona and southern Nevada. The justification would need to be overwhelming with the costs involved to build an entirely new rail line.

# What factors (or scale of development) would be needed to justify trucking enhancements (ITS, dedicated lanes, etc.) in the Corridor?

- Would like to see dedicated green freight hauler lanes and safe, shared highway use for a mix of freight and passenger traffic. Take advantage of unique Western vistas to establish rest areas or service support locations.
- Excessive traffic on route today or safety concerns; reduced travel to California going north instead; fuel savings; emissions reductions.
- Congestion, fatal accidents, and technological best practices from other states.
- Safety concerns.
- The primary direction of freight flow would need to change from east-west (L.A. to Las Vegas) to north-south. This would most likely be accomplished through port facility changes, i.e. Mexico opening more shipping ports and L.A./San Diego closing or reducing port activities.

# Tell us three new things you've seen in your business since the beginning of the economic recovery.

- Utilization of modern technology to enhance service. Streamlining of processes for better service to clients.
- Operations thrift will be here for a long time after the affects of the recession fade. Businesses are becoming more creative at solving production issues more cost-effectively and closer to home. There is still faith in the ability for the United States as a whole to prevail and move back into better financial times.



- Projections for this year are flat.
- The cost of air travel has increased, making the cost of visiting/shipping to Las Vegas via motor vehicle more economical. If this trend were to continue, which is likely, the corridor will become even more necessary.

# Is there anything else that we should consider in this Corridor planning effort, and are there key groups/individuals missing from this dialogue?

- Include the following entities:
  - o FTA for commuting rail
  - o Tribal nations
  - o Canada and Mexico
  - Nevada Development Authority
- Address environmental concerns. Depending on the freight routes, there may be concerns about sovereignty or other issues related to Native American land.
- Include greenways where possible. Pay attention to sound attenuation to protect the livability of neighboring residential areas
- I see no advantage nor have I heard of Las Vegas to Reno traffic using 395 at all. I believe that some traffic between Southern California and Reno may use 395 to 6 to 95 to avoid snow/ice north of Bridgeport to Carson City.



### **Post-Meeting Feedback**

Feedback provided after the meeting via the follow-up questionnaire to Stakeholder Partners or by other means. Feedback is provided as it was submitted and neither edited nor grammatically corrected.

# What are some interesting developments or long-term trends in goods movement that we should be aware of as we plan this corridor?

- National security.
- Increased traffic coming up from Baja and Sonora, MX using San Luis II
- My thoughts were already captured in the focus group mtgs to date.

### What are the opportunities and constraints for freight mobility in the Corridor?

- Improve and build a consistant infrastructure between the Western States and our borders. Continue to research fuel efficientcy for our cars and freight mobility.
- Highway 95 from Yuma to Quartzite is a constraint.
- My thoughts were already captured in the focus group mtgs to date.
- ROW acquisition; Designate or create Truck Routes only and not mixed with small vehicles; allow
  the freight to pass by a community without going thru the downtown areas when it is not
  necessary. take advantage by including truck stop amenities and services during the designing of
  the corridor; identify locations goods redistribution

# Why is this Corridor needed and how important is it—or not? Today? When connected cities along the Corridor have twice the population?

- I'm still undecided as to the need to build at this point in time. The economy needs to improve.
- Trade with Mexico will increase as more manufacturing moves back from China to North America
- My thoughts were already captured in the focus group mtgs to date.
- I-11 Corridor is needed to serve as an alternative route to Las Vegas.

### What factors (or scale of development) would be needed to justify freight rail in the Corridor?

- Freight rail is a safer and more efficient way to move goods.
- My thoughts were already captured in the focus group mtgs to date.
- Concentration of Manufacturing land uses along the route.

# What factors (or scale of development) would be needed to justify trucking enhancements (ITS, dedicated lanes, etc.) in the Corridor?

- ITS.
- Potential for natural gas fueling stations along defined corridors.
- My thoughts were already captured in the focus group mtgs to date.
- We should not mix large and small vehicles. Trucking routes should be long distance routes with limited access and delays to deliver goods efficiently.

### Tell us three new things you've seen in your business since the beginning of the economic recovery.

- N/A
- Increased traffic from Mexicalli.
- My thoughts were already captured in the focus group mtgs to date.



• The economy is not recovering.

# Is there anything else that we should consider in this Corridor planning effort, and are there key groups/individuals missing from this dialogue?

- We're trying to form a NV Advisory Comm on Highway Transport with statewide stackholders from state/local agencies and industry. Focus is ongoing operational and regulatory concerns but could be used as a planning focus group to support this and other project teams. I would anticipate a core membership of 25-50 an 200+ other stakeholders.
- Any members of the trucking industry, manufacturing industry, large fuel and service stations.
- From my observation there is a huge need to improve the connectivity between Phoenix Az., and Las Vegas NV.



### **Appendices**

List of Meeting Attendees by Agency

Presentation Transcript

PowerPoint Presentation



**List of Meeting Attendees by Agency** 

Meeting	First Name	Last Name	Agency
Webinar	Matt	Carpenter	ADOT
Surprise	Asadul	Karim	ADOT
Surprise	Michael	Kies	ADOT
Webinar	John	McNamara	AECOM
Las Vegas	Brenda	Gilbert	BEC Environmental
Las Vegas	Dan	Andersen	CH2M HILL
Las Vegas	Bardia	Nezhati	CH2M HILL
Webinar	Jennifer	Roberts	CH2M HILL
Webinar	Leila	DeMaree	City of Casa Grande
Webinar	Kevin	Louis	City of Casa Grande
Webinar	Allan	Grover	City of Glendale
Webinar	Tom	Peterson	Clark County Department of Aviation
Webinar	Michael	Satterwhite	Deserves, LLC
Carson City	Lee	Bonner	Douglas County
Webinar	Chris	Grogan	El Dorado Holdings
Carson City	Leah	Sirmin	Federal Highway Administration, Nevada Division
Surprise	Michael	LaBianca	HDR
Webinar	Neil	Pogorelsky	HDR
Webinar	Melissa	Pumphrey	HDR
Webinar	Lauri	Brady	Help, Inc.
Surprise	Karen	Rasmussen	Help, Inc.
Surprise	Tim	Strow	Maricopa Association of Governments
Webinar	Bennett	Bratley	Mohave County
Carson City	Jeffrey	Richter	NDOT
Webinar	Tony	Rivera	NDOT
Carson City	Sondra	Rosenberg	NDOT
Carson City	Bill	Thompson	NDOT
Carson City	Kevin	Verre	NDOT
Carson City	Pete	Konesky	Nevada State Office of Energy
Webinar	L. Darrell	Lacy	Nuclear Waste Repository Project Office
Surprise	Peggy	Fiandaca	PSA
Webinar	Audra	Koester Thomas	PSA
Las Vegas	Beth	Xie	Regional Transportation Commission of Southern Nevada
Webinar	Michael	Britt	State of Arizona
Las Vegas	Randy	Botzet	Teamsters Local 631
Las Vegas	Joeseph	Sampson	Teamsters Local 631
Las Vegas	Shirayne	Waite	Teamsters Local 631



Meeting	First Name	Last Name	Agency
Webinar	Zoe	Richmond	Union Pacific Railroad
	Hualiang		
Webinar	(Harry)	Teng	University of Nevada, Las Vegas
			Wickenburg Regional Economic Development
Webinar	Denise	Steiger	Partnership

#### **Presentation Transcript**

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

Operator:

Good afternoon. My name is Samantha and I will be your conference operator today. At this time I would like to welcome everyone to the Focus Group for the I-11 Study conference call.

All lines have been placed on mute to prevent any background noise. After the speakers' remarks, there will be a question and answer session, if you would like to ask a question during this time, simply press star then the number one on your telephone keypad. If you would like to withdraw your question, press the pound key.

Thank you, Ms. Sondra Rosenberg you may begin your conference.

Sondra Rosenberg: Hi, everyone. Thank you very much for introducing us and everyone for joining us today, this is the I-11 and Intermountain West Corridor Study Focus Group meeting on freight users.

Next slide please.

And I will apologize for those of you who have joined us for other meetings, we're going to repeat some of the background information for those of you who haven't been able to join us for that, I'll run through it relatively quickly and then we can get into questions on that if anyone have any towards the end.

So the agenda today, as I mention I'm going to do a brief study overview and then I'm going to turn it over to Tim from the Maricopa Bus Association of Government who's going to talk about the MAG Freight framework study and then Mike Kies is going to talk about possible economic scenarios and freight enhancements. And then Peggy is going to introduce the breakout sessions and how we'd like to receive your input on the vision for freight movement in the Corridor and the next step.

Next slide please.



So federal transportation authorization to identify high priority Corridors and the CANAMEX Corridor, was designated in 1995 and that Corridor has been advanced through various different studies through state and MPO studies and efforts and then in the most recent transportation authorization MAP 21, the portion of the CANAMEX Corridor along U.S. 93 between Phoenix and Las Vegas was designated as the future I-11 and since in Arizona and Nevada (DOT) have assignment interagency agreement and are to work on this study essentially to move it forward.

So this study entails two levels of investigation, a detailed Corridor planning on the section between Las Vegas and Phoenix, the I-11 is you will. And then a high-level visioning from Las Vegas North to Canada and from Phoenix south to Mexico.

This study will include multimodal considerations including various different modes of transportation such as Interstate, highway, freight rail, passenger rail and public transportation. But in addition, we are looking at possibilities for including power and telecommunications and other types of transports.

Corridor opportunities that were highlighted in some of those previous studies that were done along this Corridor include enhancing local, regional, national and global connectivity. And this Corridor would help complete regional connections between Southern California, Phoenix and Las Vegas and for unique connections with Asia, Mexico, the Southwest U.S., ultimately extending possibly all the way North to Canada. It has the opportunity to enhance economic competitiveness, provide networks redundancy and flexibility, provide flexibility for evolving modal choices and promote sustainable development.

So this is how the study is currently organized, there's the project sponsors on the top NDOT and ADOT, you know we're the ones who have come together to facilitate the study, we have our core agency partners that include the project sponsors as well as Federal Highway Administrations, Federal Railroad Administration, Maricopa Association of Governments and the Regional Transportation Commission of Southern Nevada. Those are the agencies that have a very large stake in the future of this Corridor.



But really the bulk of it is our stakeholder partners, which includes agencies and companies throughout Northern Nevada, Southern Nevada, Northern Arizona, Southern Arizona and throughout other regions. And what we're working on right now are our series of Focused Group meetings including this one freight users and you can see in the highlighted portion there some of the other Focus Group meetings we're holding.

We are supported by a consultant team and we will be developing various deliverables that will be available to all the folks in this group.

Next slide

So here is where we are in the schedule and you should all have copies of the slide so you can follow along on the schedule as we go. So we're currently pulling together the first technical memorandum which includes preliminary opportunities and constraints, past studies that have been done, you know data collection and (reason) that also build the preliminary business case foundation for the study.

Next slide

And with that I'm going to pass it on over to Tim Strow at MAG.

Tim Strow:

Thank you. Again my name is Tim Strow I'm a transportation planner with the Marico Bus Association in Governments. I'm going to talk about a project today that is mainly focused here in Arizona and the Sun Corridor specifically in Maricopa, Pinal and Pima County. MAG joined together with a few different MPO's in the Sun Corridor, take a look at a future, longer and transportation planning need then one of those issues was freight transportation.

Next slide please.

So to give you a very quick -- very quick high level overview of the project, Arizona has always been considered a passer state as far as when you're discussing the movement of goods. So we wanted to take a look at -- get a better understanding of how we fit in the global supply chain, how do goods move to the State of Arizona.



We want to be able to put the notion of creating an inland port to bed, you know we started this project back in 2010, that was the topic of the day was inland ports and diversifying our economic base, so this project the sole purpose was to take a look at just these three counties in Arizona, understand our role and moving goods and moving forward and come up with a plan.

So we took a look at a variety of different types of data, we looked at commodity flows coming and going through the region. We talk to shippers and carriers throughout, not only the Sun Corridor but Southern California and across the United States, ask them questions about transportation infrastructure connecting to Arizona, talk to them about their businesses, where they plan to locate, how they move their goods and so on, we also took at look at truck rates between our study area in different regions like Southern California, see how competitive we were compared to other areas.

Next slide please.

What we also want to do is identify where the goods were going in the Sun Corridor so, we've identified -- this not shows the high value zip codes located in the three counties and what that helps us -- does is it indentifies the transportation networks to connects this zip codes. You start to develop freight corridors, you start to look at the business and locate it inside and search, develop some opportunities to identify site selections as far as future freight development.

Next slide please.

So what we did was we analyzed 16 different locations throughout the Sun Corridor, to try to get a better understanding of what's going on in that area. So like I said before we talked about (Canada) Sun Corridor accommodate an inland port type of facility, well we have identified several different types of opportunities not just one location and I-11 played a key role on that, you can see the I-11, the proposed I-11 alignment on the far left of the map on the screen up there.

So we identified 16 different locations, we want to understand their role in the movement of goods. We look to commodities going into these areas, existing and future land uses, development incentives for freight related industries, we look to



travel times, we looked at education level -- you name it we analyzed it, to try to understand how these areas would fit into the Sun Corridor supply chain process.

Next slide please.

Some of our initial findings were you know you know with doing the survey, talking to different shippers and carriers, talking to different businesses is that near shoring is occurring, I know that this has been the topic of the day for the last probably 12 months, I've been to probably four or five different conferences where they've talked about the near shoring trend, that identifies that Mexico is now the lowest cost producer for many goods.

And that's where certain parts of the supply chain, we're starting to see companies relocate to Northern Mexico, different parts in Mexico which really is an opportunity for Arizona and you know all the other border state but also the Intermountain West.

Next slide please.

And then hit the button one more time, there we go. And then you know in addition to near shoring, the population in the Sun Corridor and combined with the top 10 market, along the East-West route, so the freight industry has to be located here just to serve our consumption to market. So combined with the size of our population, our location to Mexico, the fact that the near shoring is occurring, Arizona has some real opportunities as far as how first Asian import and distribution to different markets.

Next slide please.

So some of the issues and opportunities that come up with the study, different talking to different stakeholders and just going through the process of the study, one is our interstate access in Arizona, we are very limited to the East-West routes. Interstate 11 completely opens up trade for Arizona and the Intermountain West but it also could connect to Mexico. And what we're promoting now is incorporation with the Arizona Department of Transportation is the concept of the CANAMEX Corridor.



We have talked about this Corridor for several, several years, it really hasn't had the funding or the marketing or the backing behind it to make is successful but I think this is the initiative that we really need to promote to become more successful, (believing) that both those relationship with Mexico, with Arizona, with other states and Intermountain West and really promote the fact that the idea of Interstate 11 to help catapult this region moving forward.

That's the end of my presentation. I will now turn it over to Mike Kies.

Mike Kies:

Thanks, Tim. This is Mike Kies with the Arizona Department of Transportation, the reason that we had Tim Strow do the presentation on the MAG freight framework study that's been done here in Arizona, so that really sets the stage for some of the opportunities that we want to explore with this, with the Interstate 11 and Intermountain West Corridor study that were here talking about today.

And specifically for freight users like yourself, to help us understand how possible economic scenarios that could happen in the future could change the way that freight movements happen in the Intermountain West and help us justify this Corridor and then once the Corridor is justified, then we can market it as a potential freight enhancing Corridor as Tim Strow eluded to with the movements from Mexico and the combination of the Asian trade.

So next slide please.

What we are proposing is that during this study that we're currently in, we will evaluate four possible economic scenarios that could happen in the future and one of the things that we hope you do today is discuss a little bit about how you as freight users could see some of these scenarios changing the way freight movement move in the Intermountain West.

The first scenario that you see there is what we call our baseline which is taking the trends that we're seeing today and extending them out into the future, also accounting for the Panama Canal being widened which is currently under construction. But then the second scenario you see there is a what if future



scenario, what if Pacific Rim trade expand much greater in a much larger way than we're currently forecasting.

The anticipation here would be that the West Coast ports would reach capacity quickly and wouldn't be able to accept more freights, of some planned ports in Mexico would then come online to add capacity to absorb the Asian trade and some of the thoughts there is that maybe Interstate 5 would need a reliever route and a route -- a Corridor like we're discussing with the Interstate 11 and Intermountain West Corridor study, might be able to provide that release and further justify how this Corridor could happen under this scenario.

The other item about scenario two is that trade between Mexico and Latin America and the U.S pretty much remains constant like it is today. So this scenario pretty much assumes that Asian trade would be the largest growth pattern in future trade.

Scenario three there then assumes well let's just say that the Asian trade about remains constant, that growth in the Asian trade is minimal. And the concept that Tim Strow put for us about near shoring and the change in market conditions with labor cost and transportation cost move a lot of the future of trade pattern to Latin America and then all of that new distribution of goods need to come from Latin America, across the U.S. border and access the Phoenix, Las Vegas and the rest of the Intermountain West.

In that direction at the same time that we have similar trade flows from Asia coming into the West Coast ports -- now how would Interstate 11 or Intermountain West Corridor serve the freight needs under that future scenario and then the last scenario that we want to explore is the economic diversification of Arizona and Nevada, this essentially assume that the economies of Arizona and Nevada, starts to diversify, adding more manufacturing and those type of business, so that the freight supply chain drastically changes to be a little more balanced in both Arizona and Nevada where raw materials need to be imported, manufactured goods need to be exported and again how does a Interstate 11 and Intermountain West Corridor play a role in that scenario.

And so where the consultant team will be moving forward with an analysis of these scenarios but again it's a discussion point for today to talk about how these could change the way that we think about freight movements in the Intermountain West.

Next slide

The other the thing that we want to point out for your today for our conversation is are there ways that a new Corridor connecting Arizona and Nevada and the Intermountain West, could be more attractive to freight movements or freight users, would it be that we enhance the Corridor with ITS systems such as you see on the screen, dynamic message sign, talking about congestion issues or weather issues or the idea of dedicated truck lanes would be something that's under any of those possible scenarios that we talked about, that could be a foreseen enhancement on the Corridor like this.

Next slide

A couple other ideas that are providing some amenities to truck drivers that might move along the Corridor as you see here, ideas about the truck stop electrification so that they can you know when they stay overnight, they've got air conditioning and all the electric amenities that truckers need to do the long hauls. Maybe serving the Corridor with natural gas, to provide transportation savings for truck movements and then there's the idea triple trucker or long combination vehicles to move more freights with one vehicle up and down the Corridor.

So again these are discussion points that we hope that you talk about when we breakout into our discussion groups and with that I'll hand it over to Peggy to introduce the discussion group.

Peggy Fiandaca:

Thank you, Mike. I'm Peggy Fiandaca, I'm on the consulting team. And I want to talk a little bit about why you're here and what we've learned to date and how we want the discussions to go from this point forward.

What we're hoping to understand is first and foremost whether this Corridor is needed and what's the why, what's the justification for why this Corridor is needed and what it should look like and what should be included in this Corridor.



So it's very important that we get your input through today's Focus Groups and the future Focus Group to help us inform the Corridor decisions in this phase of the study. Help is create this holistic and flexible Corridor and will it link to future decisions that study evolve -- the future NEPA studies or how it will make those links.

#### Next slide

So some of the things we've learned today, talking with folks and having this stakeholder meetings particularly as it relates to freight opportunities, is that, it's important to include the dedicated commercial trucking lanes as part of the Corridor. That people have identified opportunities for warehousing and distribution centers throughout the Intermountain West.

We need to look at how do we decrease the freight bottleneck, freight rail, joint BNSF and UPRR Corridors potentially, rerouting truck traffic around community was identified as something very important. Are there opportunities for green truck lanes and as what's discussed earlier in the presentation, how, do we improve rail connectivity into Mexico. Key to increasing flow on international trade through the region and truck drivers need to route, free of tolls and other bothers, we heard that from truckers during our earlier meetings in this study.

#### Next slide

So what you need to the locations and on the conference call, we're going to be posing to the participants a series of questions based on this presentation. We want to learn what you see happening since the return of the economy, what are the interesting developments or long-term trends and good movements that have begun to occur.

What are some of the other opportunities and constraints, freight mobility in the Corridor, why is this Corridor needed, that's a fundamental question that we're trying to answer through this study, why is it needed today or into the future when the communities are connected along the Corridor and we have twice the population, what factors or scale of development would be needed to justify the



following in the Corridor, freight rails or trucking enhancements, like ITS or dedicated lanes.

And then we want you to tell us three new things you see on your business since the beginning of the economic recovery. And lastly is there anything else that we should consider in this quarter planning effort or are there other key groups or individuals missing from this dialogue -- we need to hear from you.

So that's -- at this point of this presentation we're going to have each of the locations to sign off now and oh wait excuse me, next slide, I'm sorry, I want to talk about the next steps before we sign-off. Next steps in the process, this is as I said was -- is the third of the Focus Groups, we have four more Focus Groups to hold through February and there'll be meeting summary notes through from each of the Focus Groups if you missed any of them.

We're in the process of completing the technical memorandum which is really the existing and future conditions of the Corridor that hopefully will be completed this spring. Moving on to the preliminary business case, that we're developing, looking at the Corridor justification report in the summer and then getting back together with the general stakeholder partners in May of this year.

So at this point that is when we're going to break and each of the locations have a facilitator that's going to lead the discussion on those questions that I discussed and for those of you on the conference call, please stay on the phone and you will Audra Koester Thomas will facilitate a discussion with you at that time -- so with that, Sondra, Mike, any closing remarks?

Mike Kies: No.

Peggy Fiandaca: None from Mike here.

Sondra Rosenberg: No just thank you everyone for you time.

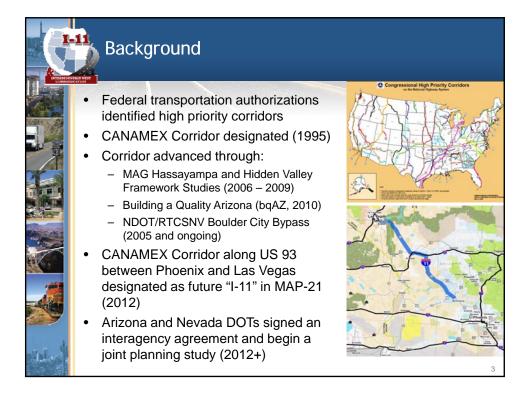
Peggy Fiandaca: Thank you very much and we'll sign off now. If you're on the conference call, please

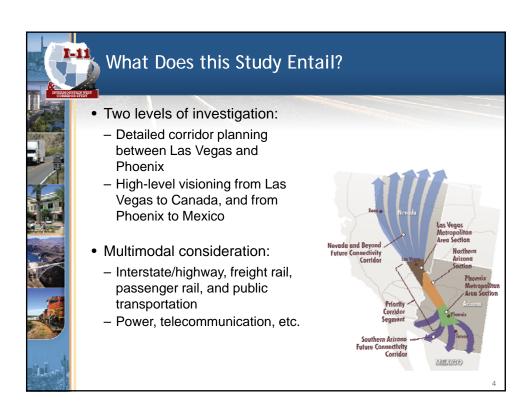
stay on the phone. Thank you.



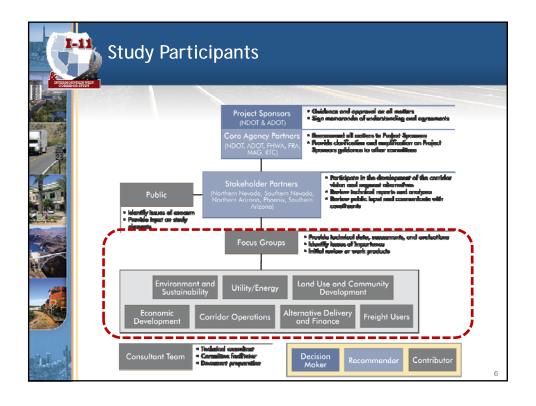


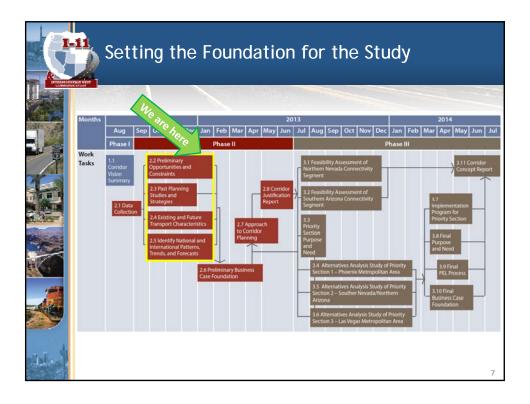


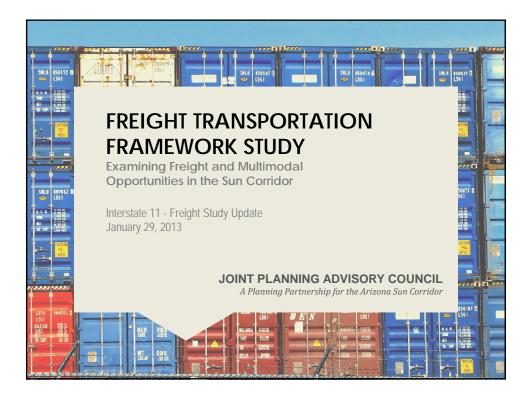


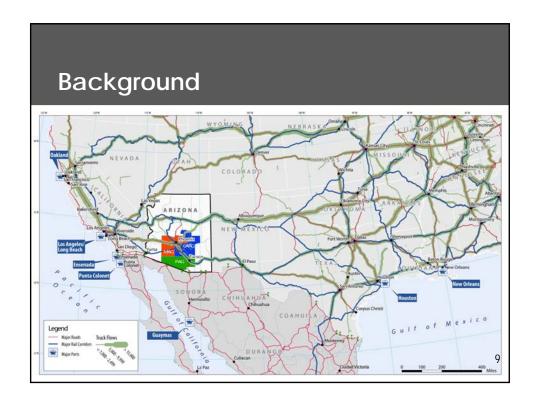


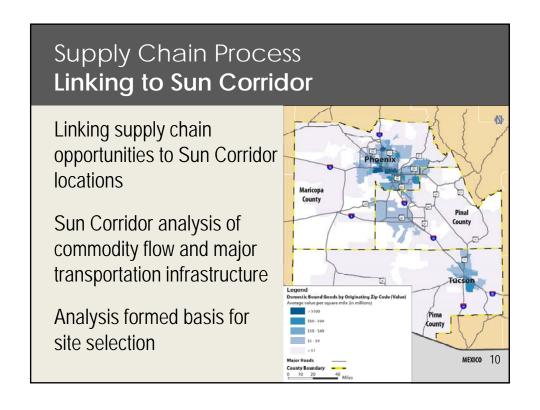




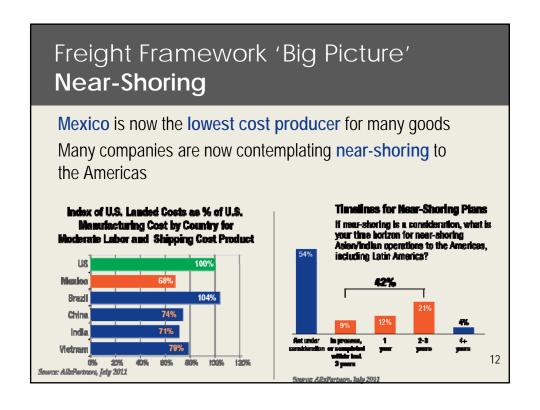












### Freight Framework 'Big Picture' Leverage Strategic Location Sun Corridor is now a logical hub for staging imports and distribution to West markets Imports from Mexico, Gulf Coast ports and SE U.S. manufacturers Distribution to local, California,

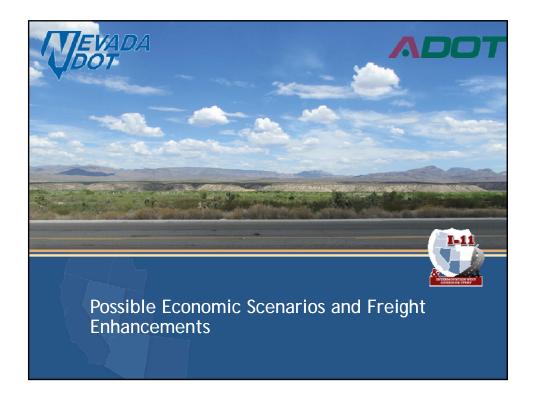
Location and transportation system gives Sun Corridor advantage for East to West commodity flow

and other West Coast markets



13



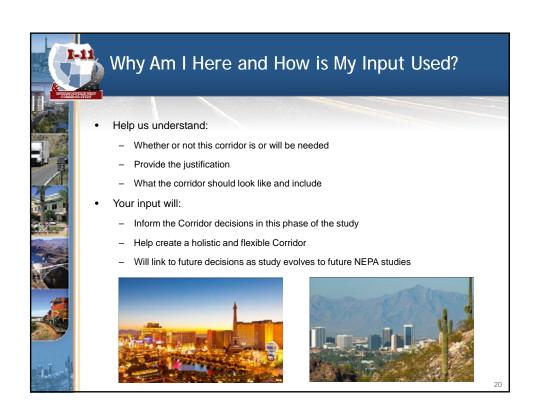












## Stakeholder Partner's Input Received to-date - Freight Opportunities

- Include dedicated commercial trucking lane(s)
- Opportunities for warehousing and distribution centers
- Decrease freight bottle necks
- Freight rail joint BNSF and UPRR corridor
- · Reroute truck traffic around communities
- Green truck lanes (automated/driverless trucks)
- · Rail connectivity to Mexico
- Key to increasing flow of international trade through region
- Truck drivers need this route free of tolls and other bothers



21

#### **Discussion Questions**

- What are some interesting developments or long-term trends in goods movement that we should be aware of as we plan this corridor?
- What are the opportunities and constraints for freight mobility in the Corridor?
- Why is this Corridor needed and how important is it—or not?
  - Today?
  - When connected cities along the Corridor have twice the population?
- What factors (or scale of development) would be needed to justify the following in the Corridor?
  - Freight rail
  - Trucking enhancements (ITS, dedicated lanes, etc.)
- Tell us 3 new things you've seen in your business since the beginning of the economic recovery.
- Is there anything else that we should consider in this Corridor planning effort, and are there key groups/individuals missing from this dialogue?

22









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# I-11 and Intermountain West Corridor Study

February 5, 2013 1:30 – 3:30 p.m. PST, 2:30 – 4:30 p.m. MST

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

As part of the study, interested public agencies, non-profit organizations and private interests groups are invited to participate in a Stakeholder Partners group that will be asked to provide data and other input, and to share their opinions and ideas on decision points throughout the process. As part of this effort, Stakeholder Partners could participate in a series of topical focus groups. On February 5, 2013, the Environment and Sustainability Focus Group was held. Meetings were conducted simultaneously in three locations: Carson City, Nevada; Las Vegas, Nevada; and Surprise, Arizona. Additionally, individuals could call-in and log-on to participate in a live webinar. A total of 50 participants signed in. The following report summarizes the results of this focus group.

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 these focus groups was to provide an opportunity to validate and add to the information that has already been gathered by the study team in order to complete the first half of the study and development of the Corridor Justification Report. Participants were provided access to the PowerPoint presentation prior to the focus group meeting.

The meeting was initiated by a detailed PowerPoint presentation viewed at all locations and online. Project Michael Kies from the Arizona Department of Transportation (ADOT) provided a brief review of the project, vision concepts and work plan and schedule. Project co-manager Sondra Rosenberg from the Nevada Department of Transportation (NDOT) provided a review of sustainability and context sensitive solutions relative to the proposed Corridor. Jaclyn Pfeiffer introduced the Planning and Environmental Linkages (PEL) process and provided highlights from initial environmental scanning efforts. Audra Koester Thomas, project team member, highlighted some of the feedback already received relative to environment and sustainability issues and introduced the focus group discussion questions.

At the completion of the PowerPoint presentation, breakout session discussions were facilitated. Facilitators asked participants at each location to provide feedback on the following:

- How can we develop a sustainable corridor that meets the aspirations of the triple bottom line?
  - o Environment:
    - What sustainable features and elements can we integrate into corridor development and design (e.g., wildlife crossings)?
    - What creative techniques can we use in corridor development to enhance the surrounding environment (e.g., wetland banking)?
  - Social & Economic: What approaches should we take to balance regional mobility needs and economic opportunities without creating urban sprawl?
- Is there anything else that we should consider in this corridor planning effort, and are there key groups/individuals missing from this dialogue?

The following identifies some of key points derived from the focus group discussion; full reports summarizing the discussion in each location are included in this report.

- Thoroughly consider the opportunities of this Corridor being multimodal, with consolidated rights of way. Its footprint should be as narrow as possible.
- Be sure to consider the no build alternative as well as the use of existing corridors.
- Consider tactics to promote the triple bottom line, including use of tolls, minimizing the number of traffic interchanges and use of land development conservation set-asides.
- Reduce impacts to the environment and mitigate any realized impacts. For example, understanding wildlife movement is very important and habitat blocks and connectivity is important for economic success, however wildlife crossings as a mitigation measure are not always the preferred action. Place the corridor in the correct location first to avoid having to construct wildlife crossings that are more elaborate than culvert crossings. Wildlife connectivity across infrastructure is really an aspect of the design process (e.g., culvert sizing and placement, right-of-way fencing, etc.).
- Coordinate with partners. BLM can provide feedback related to its Rapid Ecoregional
  Assessments and Travel Management Plans. Recreation on public lands is a popular
  activity/tourist attraction (OHVs, hunting, fishing, etc.) and should be considered in Corridor
  design. Prohibiting access or hindering such activities can have a negative impact on a state's
  economy.
- Assign different character areas to different segments of the Corridor leave some segments as
  "scenic" and plan for lighter uses, allow access to public lands, etc., while purposely place higher
  intensity uses (e.g., truck stops) in more urbanized areas.
- Take advantage of the solar potential of Arizona and Nevada to utilize alternative energy to power Corridor-related infrastructure (e.g., lighting).



- Recognize that it may not be possible for a roadway to "enhance" the surrounding environment; however, it may be possible for us to set a new dynamic in transportation development so that all needs are met. The goal should be to eliminate as many negative impacts as possible across the gamut (environmental, cultural, historical, social, etc.) then to repair any damage done during construction or due to use of the Corridor.
- Make this a true multiuse corridor to maximize efficiency, promote more energy-efficient
  transportation and freight movement, and minimize disturbance to the environment;
  incorporate utility right of way, passenger and freight rail, and multiuse trails in urban or
  suburban areas. If any franchises are given to services (e.g., service stations, markets) along the
  route, ensure that these companies (large or small) have a commitment to the triple bottom line
  and the smallest environmental footprint possible (and are monitored for that).



#### **Carson City, Nevada Meeting Summary Report**

NDOT 3<sup>rd</sup> Floor Conference Room, Large Side 1263 S. Stewart St. Carson City, NV

#### Meeting Feedback

Following a brief PowerPoint presentation, Sondra Rosenberg facilitated participants in a dialogue regarding freight opportunities related to the I-11 Corridor. The following feedback was provided by participants as part of that discussion.

### What sustainable features and elements can we integrate into corridor development and design (e.g. wildlife crossings)?

- Provide recreational opportunities (and access to opportunities) along the Corridor.
- Provide expeditious travel to recreational areas; make movement to recreational opportunities easier.
- Identify BMPs for local concerns at particular corridors/wildlife migration patterns.
- Provide desert tortoise protection.
- Consider use of edible plants as landscape.
- Use LAMP (www.ndothighways.org).
- Salvage and reuse native vegetation along with fencing or other work being done. Using existing natural infrastructure will mean there's no need for permanent irrigation.
- Use of fire resistant plants.
- Provide signage for gas, charging, etc. (i.e. "Next services XXX miles" or "No more charging stations for xxx miles").
- Preserve unique features.

### What creative techniques can we use in corridor development to enhance the surrounding environment (e.g., wetland banking)?

- Techniques will likely be site specific.
- Look at existing corridors as a priority before creating new corridors.
- Provide connectivity on the western part of the Nevada.
- Consideration of cost of right of way.
- Work with BLM on preservation of right of way.
- Design the Corridor to bypass communities but provide interchange to access communities; this could open up existing communities to new users, such as bicycling.
- Consider safety; having different kinds of vehicles (freight, passenger cars) on the same two-lane road is a concern (i.e. passing, etc.).
- Consider partnerships with eco-tourism activities.
- Use conservation easement (i.e. wetlands, recreation, protection of endangered species, offsite mitigation) and conservation management areas.
- Work with BLM to set aside areas from development to protect important view sheds.



- Prepare and adapt for climate change; consider vegetation, water availability, wildlife, and storm events.
- Preserve small towns along the Corridor; include local entities in this discussion.

### What approaches should we take to balance regional mobility needs and economic opportunities without creating urban sprawl?

- Some communities might value "sprawl"; avoiding it may not be the answer everywhere. Reword question to "...without creating an undesirable land use pattern." Each community might have a different value for land use development.
- Limit this Corridor to existing corridors rather than the potential to create a new corridor, potentially causing additional adverse impacts.
- Consider all modes, particularly rail/inland ports.
- Consider the most efficient movement of goods and people.
- Consider cycling; removal of freight from some corridors might encourage more cycling.
- How do we preserve communities while enhancing transportation efficiency?
- Consider cycling connectivity; it's a form of transportation in addition to recreation.
- Keep in mind what types of facilitates encourage what types of development and plan ahead based on local values.
- Encourage lots of involvement of local government, re: growth controls, etc.
- Separate freight traffic from central cities.
- Consider location of truck stops along corridor and within/near cities.
- Consider coordination with energy corridors.
- Nevada is unique; there are often hundreds of miles between developments.
- Re-purpose roads for recreational opportunities.
- Consider safety improvements; there currently are insufficient rest areas.
- Identify truck routes and provide sufficient facilities for check areas, rest, waste dumping, etc.
- Understand the effect of increased use on existing roads.
- Consider that an increase in access creates increased demand.

### Is there anything else that we should consider in this corridor planning effort, and are there key groups/individuals missing from this dialogue?

- Consider creating a definition of sustainability; one example: development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
- Consider the human environment; inventory environmental justice groups/populations, coordinate with RTC, cities, etc.
- Coordination with:
  - o Tribes
  - Department of Economic Development
  - Universities
  - o Forest Service
  - o COE
  - o COR
  - o FWS
  - o BIA
  - o DOD
  - Department of Business & Industry
  - o BOR/FWS Multispecies Habitat Conservation (Lower Colorado)



- Make use of existing inventory of resources (plants, animals, historic resources).
- Consider the maintainability of facilities.
- Consider aesthetics needs.
- Consider timing; BLM RMP updates and corridor plans in relation to designation of right of way.
- Consider West Wide Energy Corridor Study.
- Consider Sage Grouse; BLM is reviewing "corridors" with Sage Grouse habitat (thus, corridor status may change).
- Consider a joint NDOT/FHWA/BLM memorandum of understanding regarding right of way; this sort of tool may be useful here.
- Where will the Corridor go within the Las Vegas metro area?
- For areas north of Las Vegas, environmental constraints will make this corridor difficult (see: ACEC, DOE, wildlife refuge, etc.).
- Consider electric vehicles and charging stations (see: NEVA and southern Nevada fleet association and Clean Cities Coalition).
- Look at best practices in other states related to newest technologies (i.e. solar to heat roadways to remove ice and snow in Michigan).



#### Las Vegas, Nevada Meeting Summary Report

RTC Southern Nevada Room 108 600 S. Grand Central Pkwy. Las Vegas, NV

#### **Meeting Feedback**

Following a brief PowerPoint presentation, Dan Andersen facilitated participants in a dialogue regarding freight opportunities related to the I-11 Corridor. The following feedback was provided by participants as part of that discussion.

### What sustainable features and elements can we integrate into corridor development and design (e.g. wildlife crossings)?

- We need to look for opportunities to narrow the footprint of the Corridor wherever possible.
- Design exceptions can be given to tighten turning radii or for other standards, however they need to be justified.
- The improvements to US 93 between I-40 and Wikiup impacted a lot of land with the wide center medium and slope/erosion control measures. Was that really necessary? Could the footprint have been reduced?
- What is the minimum right of way width needed? That will be determined as part of this study.
- Alternative fuel stations should be included.

### What creative techniques can we use in corridor development to enhance the surrounding environment (e.g., wetland banking)?

- It is probably not possible for a roadway to "enhance" the surrounding environment. However, it may be possible for us to set a new dynamic in transportation development so that all needs are met
- The Western Governors Association is working together to map wildlife habitat areas. Arizona Game and Fish is doing a good job of creating wildlife habitat linkages. The GIS lead from Nevada is Chet VanDellen.
- Environmental impact studies in the area will provide useful information on environmental needs and concerns.
- The trash scattered along highways attracts coyotes and ravens, that then prey on other animals and tip the ecological balance around the highway.
- The BLM is conducting Rapid Ecoregional Assessments (REAs) to improve the understanding of the existing condition of large landscapes, and how conditions may be altered by ongoing environmental changes and land use demands. Ecoregions span administrative boundaries and typically encompass areas much larger than those managed by individual BLM field offices. Three REAs encompass most of the corridor within Arizona and Nevada: Sonoran Desert, Mojave Basin & Range, and Central Basin & Range.
  - See: http://www.blm.gov/wo/st/en/prog/more/Landscape\_Approach/reas.html



- The Dry Lake Solar Energy Zone (SEZ) Solar Regional Mitigation Planning Project at I-15 and US 93 north of Las Vegas is a great example of balancing needs. It also should be considered in the next phase as alignments are developed. Mike Dwyer is the PM.
   See: http://www.blm.gov/nv/st/en/fo/lvfo/blm\_programs/energy/dry\_lake\_solar\_energy.html
- Off-sets are a big help, and an effective way to mitigate for adverse impacts.

### What approaches should we take to balance regional mobility needs and economic opportunities without creating urban sprawl?

- I-11 should connect to major activity centers, such as the proposed Ivanpah Airport.
- Jurisdictions have the ultimate say over where development occurs, and can control it or contain it within nodes, with effective land use planning.
- Towns that are bypassed could be harmed.
- Land development conservation acts in Clark, White Pines and Lincoln counties set aside conservation areas and turned over BLM land in exchange—those communities that received lands are looking to grow in the future.

### Is there anything else that we should consider in this corridor planning effort, and are there key groups/individuals missing from this dialogue?

- The National Park Service needs to be involved early in this process. They have strict air quality standards for the Grand Canyon area that could be impacted by ozone transfer from an expanded I-11 corridor. It is foreseeable that Mexican trucks could use different fuels with lower standards and greater emissions.
- The Nature Conservancy is a good resource for information.
- The Multispecies Habitat Conservation Plan is a good resource in Southern Nevada.
- The Southern Nevada Regional Planning Coalition (SNRPC) should be involved. Consider making a presentation to them.
- Others that should be involved:
  - o EPA
  - o Colorado River Commission
  - O Central Arizona Project
- Commodity flow studies are needed. [Phil Klevorick will provide a copy of a study Clark County conducted]



#### **Surprise, Arizona Meeting Summary Report**

Communiversity Room 1004 15950 N. Civic Center Plaza Surprise, AZ

#### Meeting Feedback

Following a brief PowerPoint presentation, Jackie Pfeiffer facilitated participants in a dialogue regarding environment and sustainability opportunities related to the I-11 Corridor. The following feedback was provided by participants as part of that discussion.

### What sustainable features and elements can we integrate into corridor development and design (e.g., wildlife crossings)?

- Before considering corridor design, it is really important to get the alignment in the right location. There are a lot of environmental constraints along the US 93 corridor and not all the right players are in the room to answer these questions. [Arizona Wilderness Coalition representative will provide a list of other stakeholders to be included in project communications]
- Combine as many linear infrastructure elements as possible into one corridor. Transportation facilities can drive growth and create a need for additional infrastructure facilities and corridors (e.g., power transmission lines).
  - Larger footprint may seem to come at a cost to the surrounding environment; however, it could have a greater benefit to the area if designed in a context sensitive manner.
  - Arizona Game and Fish Department supports concentrated infrastructure corridors, but they can also pose a design issue later to accommodate wildlife movement; maintain coordination with Arizona Game and Fish Department to develop solutions.
- Utilize the solar potential of the area:
  - o Plug-in stations for electric cars
  - Truck stop electrification
  - Solar lighting (protect dark skies)
- Use native plants in landscaping.
- In certain segments of the Corridor, consider provision of:
  - HOV lanes
  - o Parallel bicycle facilities (e.g., provide access to regional parks)
  - Off highway vehicle (OHV) access to public recreational lands
  - Transit transfer stations
  - Traffic incident pull off lanes (avoid idling and shutting down lanes for hours, contributing to air quality issues)
- Transportation facilities drive growth; concentrate development in appropriate locations along
  the Corridor. The strategic use of access control along the corridor can provide areas for urban
  development, while leaving other parts of the corridor as access to public lands for less intense
  use. Designating certain sections of the corridor as a Scenic Corridor can preserve open spaces
  along the corridor for future generations.



- Develop safe crossings for OHVs (they are popular in the Wickenburg area, and likely in many other Corridor segments)
  - o The BLM is completing a Travel Management Plan which determines appropriate travel locations for OHVs. This recreational activity is very popular in the Southwest and the BLM specifically designates OHV recreational areas. We should understand where these areas have been designated and plan for them accordingly (they will be utilizing the Corridor).
  - OHVs often use culverts for highway crossing, however that action makes these less attractive for wildlife use.
  - Balance OHV and wildlife travelways.
  - The Lake Havasu BLM division and ADOT are working closely to create safe "jumping off points" for OHVs along US 95 to serve nearby public lands.
- Access to the Corridor can be planned based on:
  - Proximity to other roadways
  - o Parks/recreational opportunities
  - Adjacent development
- Utilize the latest and greatest wildlife crossing facilities; however plan the Corridor so the least number of wildlife crossings are needed
  - Wildlife movement can generally be accommodated into facility design (e.g., fencing, culverts, etc.); coordinate with the Arizona Game and Fish Department on Corridor design. Common design mistakes are a huge issue and often prohibit wildlife movement.
- Wildlife linkage planning
  - Big game movement can cause safety concerns.
  - o Plan in context of Arizona Game and Fish Department priorities.
  - Tweak Corridor design (physical design of roadway) in the context of certain threatened and endangered species (e.g., culvert design – it needs to be done anyway and provides huge wildlife benefits).
  - o Right of way fencing is important, but needs to be done right.
- Many recreational uses and tourism along the Corridor is based on the natural environment and the wildlife presence; must maintain biological diversity for economic success.
- Do not apply a "scenic" designation to the whole Corridor; do not want to inhibit other beneficial pairing of uses later (e.g., parallel transmission corridors to serve energy needs in California).
  - Could apply "scenic" sections where there are more light uses along the Corridor wildlife crossings, access to parks, etc.
- Enhancing scenic corridors with vegetation in the median can actually increase wildlife mortality
  and encourage the spread of wildfires; medians are good, but not too wide as to provide a
  habitat area.
- Many invasive flora species are spreading and expanding because of roadway vegetation lack of maintenance.
  - o Plant correct vegetation
  - Routine landscape maintenance required
- During construction, consider where you will derive water from; drawing water from local sources could have an adverse effect to the surrounding environment beyond the Corridor.

What creative techniques can we use in corridor development to enhance the surrounding environment (e.g., wetland banking)?



- Permeable/porous pavements.
- Bioswales to direct drainage in certain areas and/or redirect to washes.
- Wildlife corridors over the Corridor (actually preferable, but adds cost; culverts often work just fine).
- Education centers/scenic pullouts; augment Corridor with educational resources.
- Coordinate with the BLM to identify locations that are served by single water sources; might require creative design techniques not to truncate service areas.
- Maintain access to public lands; traffic interchanges should be aligned with major recreational points.
- If material pits are created for construction, the potential exists to reuse these later by converting to wetland areas.
- Determine where to derive water for rest stops identify water sources that won't impact surface water sources.

### What approaches should we take to balance regional mobility needs and economic opportunities without creating urban sprawl?

- Focus growth in smart development patterns; coordinate with local jurisdictions and document the expectation for uses along the corridor to preserve the context for future generations.
- Minimize added infrastructure in areas of public lands (e.g., don't build a major truck stop next to a park area).
- Can/should this Corridor become a tourist attraction itself?
  - Coordinate with local chambers of commerce
  - Understand local business needs/wants
- Arizona derives a lot of economic benefit from its recreational uses (e.g., fishing, hunting, etc.).
   This Corridor will go through a major hunting area. The Vulture Mountain area brings in the highest number of mule deer tags each year. By fragmenting this area or reducing the amount of wildlife here, the state will see a major economic impact (less income).
  - See "species and economic importance" layer on Arizona Game and Fish Department's HabiMap for more information to understand the economic importance of hunting, fishing, and wildlife recreation.
- Arizona Game and Fish Department beginning to see statewide habitat impacts because of development; prefer reuse of existing infrastructure.



#### **Webinar Meeting Summary Report**

Meeting conducted via Live Meeting and teleconference

#### **Meeting Feedback**

Following a brief PowerPoint presentation, Jennifer Roberts and Audra Koester Thomas solicited feedback online and via teleconference regarding opportunities related to the I-11 Corridor. The following feedback was provided by participants as part of that discussion.

### What sustainable features and elements can we integrate into corridor development and design?

- Investigate the impact of combining infrastructure rights of way.
- Provide wildlife crossings and associated infrastructure to funnel wildlife into crossings.
   Crossings should be for species of all sizes, not just large mammals. Avoid waterways, including desert washes. Reduce number of cars on road (i.e. public transit). Limit public access to sensitive areas surrounding Corridor.
- Emphasize rail transit over trucks. Two concerns: greenhouse gas emissions and resource depletion of fossil fuels.
- If you must build more highways, use permeable surfaces. You seem to have wildlife and other environmental issues under study and planning.
- Integrate green infrastructure approaches into the project such as constructed wetlands, vegetated swales, or filter strips to counteract the potential increase in runoff from use of impervious surface.
- Wildlife crossing are most important.
- Wetlands are critical in the desert and disturbance of them should be minimized. No disturbance is better than attempted mitigation, especially in desert environments.
- Consider use of underpasses, avoidance of important habitats (site selection), overpasses, exclusion-funnel fencing (for species such as deer, tortoise, sheep, etc.), making hydraulic features wildlife friendly (culverts w/ natural substrates), bat-friendly structures, and research of movement data for various species (pre and post).
- First, avoid crossing corridors as much as possible. If necessary, cross at least impact points.
   Provide appropriate crossings for specific species; may need multiple types and locations for wildlife corridors. Prepare mitigation plans for disturbed trees and other plants (ADOT doesn't usually replant trees); need this for air quality too.
- Multiuse trails in urban areas as alternative access corridors.
- On the Nevada side, ensure coordination with the needs and concerns of the Boulder City Conservation Easement.
- Coordinate with the renewable energy projects and transmission line projects in Southern Nevada.

### What creative techniques can we use in corridor development to enhance the surrounding environment?

• Acquire key land parcels for large scale wildlife connectivity and habitat restoration.



- Plan multiuse corridors with road, rail, and utilities to eliminate need for other new corridors.
- Utilize water harvesting for vegetation near and in the Corridor.
- Add scenic points.
- I have some concern about the term "enhance". The goal should be to eliminate as many negative impacts as possible across the gamut (environmental, cultural, historical, social, etc.) then to repair as completely as possible any damage done during construction and use of the Corridor. How will you offset any added pollution?
- How can manmade structures, such as a highway, enhance the natural environment? Wetland banking is not an enhancement but is merely a mitigation tool. The agencies need to work to avoid or minimize impacts to the environment rather than seeking to "enhance" it.
- Minimal transportation interchanges; minimize footprint of the road; minimize noise, light, and other pollution; evaluate the pros and cons of bundling right of ways; retrofit existing structures; prevent invasive species and provide ongoing monitoring.
- Make this a true multiuse corridor to maximize efficiency, promote more energy-efficient transportation and freight movement, and minimize disturbance to the environment; incorporate utility right of way, passenger and freight rail, and multiuse trails in urban or suburban areas.
- If "new" wetlands are created, how will these be classified as such and subsequently monitored and managed? Conversely, will these "new" wetlands limit economic development adjacent to them?
- Develop wildlife viewing areas/scenic vistas and hiking/biking/equestrian trails, where practicable.

## What approaches should we take to balance regional mobility needs and economic opportunities without creating urban sprawl?

- You'll need to turn the Corridor into a National Park.
- Consider a toll road with monies to go toward conservation efforts.
- Put no-access easements along the Corridor in environmentally sensitive areas. Work with appropriate local jurisdictions to plan for (zone) increased density/intensity in urban areas along the Corridor. Link to transit in the region.
- Stick with existing infrastructure (i.e US 93) to promote the development of existing communities and prevent additional sprawl.
- In areas with land use plans, work with jurisdictions on their land use planning.
- Limit interchanges and overall access to the Corridor to a few key locations. Purchase land and create natural buffer zones along the Corridor to discourage development except in those key locations.
- Utilize public transportation only, such as high-speed rail. Only provide stops at existing communities. Do not build new or enhance existing highways.
- That's going to be difficult. If you build it, they will come. I know from our economic
  development work along other existing corridors that the existence of the corridor lead to
  business development, which leads to jobs, which leads to housing, which leads to shopping
  malls; just look at the USA. Find us a corridor that did not result in sprawl.
- Make the Corridor a toll road with limited access. This Corridor if needed should serve long distance travel and freight transport and should not be used as a local road providing access to or enabling sprawling residential development.
- If any franchises are given to services (e.g., service stations, markets) along the route, ensure that these companies (large or small) have a commitment to the triple bottom line and the smallest environmental footprint possible (and are monitored for that).



## Is there anything else that we should consider in this Corridor planning effort, and are there key groups/individuals missing from this dialogue?

- Primarily, I'd like to see the contributions of small business owners and those actively engaged
  in local economies. We're working on import substitutions and the transition away from fossil
  fuel-based economies. This Corridor seems to be a throwback to the old, NAFTA model and may
  conflict with strengthening local economies.
- Please consider not establishing the Corridor, especially for a highway. If this transportation corridor is deemed necessary, consider only using public transit rather than building new roads or widening existing ones.
- I would like to see an analysis of the impact of this proposal on climate change, e.g. greenhouse gases. In comparing alternative routes, there should be a meaningful analysis of GHGs associated with the various alternatives including the "do nothing" option.
- Arizona Game and Fish Department would like to work more closely with the group to discuss
  and share available data, particularly informing the site selection phase and the collection of
  additional data for the project.
- Evaluate the potential costs/benefits of the environmental and economic aspects of the current Phoenix to Las Vegas route(s) to what a limited access route would provide.



#### **Post-Meeting Feedback**

Feedback provided after the meeting via the follow-up questionnaire to Stakeholder Partners or by other means. Feedback is provided as it was submitted and neither edited nor grammatically corrected.

How can we develop a sustainable corridor that meets the aspirations of the triple bottom line? Environment: What sustainable features and elements can we integrate into corridor development and design (e.g. wildlife crossings)?

- 1. Wildlife crossings 2. Access to public land from highway
- gene flow corridors for climate change adaptation
  - wildlife crossings
  - avoidance of critical locations most likely plant occurrences
  - ample survey work to identify sensitive species presence and locations"
- Need specifics for wildlife crossings. Overpasses for bighorn sheep and pronghorn antelope.
   Bridge spans across major drainages. No loss of riparian and wetlands.
- wildlife crossings, native plants, bioretention curb extensions, sidewalk planters, permeable
  pavement for sustainable stormwater mgmt, sidewalks, trails, paths, green space, solar panels,
  electrical charging stations, narrow scenic roads like in sedona, bike paths, artwork, quiet
  pavement, mimic nature in design, green bldg rest areas, no cars. rail.
- In addition to safe wildlife crossings across the roadway, it is important to keep the wildlife linkage (or corridors) as intact as possible. Use land bridges to cross the road; fencing in strategic areas; wildlife cameras that link back to monitoring stations; and other means to protect wildlife and ultimatly motorists.
- Wildlife crossings will have to be addressed. I would caution against imposing too much as it will
  impact cost and may prevent the project from ever beginning.
- Truckstop electrification at logically sited truckstops so that truck drivers can plug in to have A/C overnight without having to idle diesel vehicles all night. [This was listed under Solar Lighting in the Surprise AZ meeting summary, but that is not the focus of this suggestion; not sure the electricity supply at the truckstop could be solar]
- wildlife crossings; avoid sensitive areas
- Include as much existing roadway as possible (US Hwy 93) and limit new service areas.

How can we develop a sustainable corridor that meets the aspirations of the triple bottom line? Environment: What creative techniques can we use in corridor development to enhance the surrounding environment (e.g. wetland banking)?

- 1. wetland banking 2. Avoid sensitive areas (cultural and natural) all together to minimize mitigation and restoration.
- habitat acquisition for mitigation or conservation mitigation fees comprehensive cumulative and off-site impacts analysis with regional mitigation measures
- Wetland banking an inferior alternative to preventing wetland and riparian losses- Very hard to replace these habitats in the arid west. Do not bank for replacement acres far from site of impact.
- underground utilites, keep views open, mimic nature in design (shapes and curves) and artwork, use similar plant material and colors of the area, match the character of the area, Use materials that are produced in the area or from sustain. sources, LEED certified rest areas.



- An interstate corridor will only disturb the surrounding environement, not enhance it. What you
  will be doing is mitigating that disturbance. Focus the roadway to areas that will cause the least
  disturbance in the first place. Use on-site mitigation. Use in-lieu-fee programs, and any other
  available tool. Maintain wildlife linkages.
- Sufficient shade structures at rest stops. Native drought resistant plantings.
- develop edcuation overviews in areas such as where Joshua trees are located
- Drainage design to minimize changes to natural conditions, but also to possibly have small retention/detention basins to support wildlife.

# How can we develop a sustainable corridor that meets the aspirations of the triple bottom line? Social & Economic: What approaches should we take to balance regional mobility needs and economic opportunities without creating urban sprawl?

- Set strict zoning requirements to concentrate development.
- Must integrate into County level planning with local communities agreeing to open space and wildlife corridor linkages up front. Once development values emerge because of the I-11 will be close to impossible to secure needed lands
- Unless the highway is no-access, some urban sprawl along the route is inevitable. Work with local municipalities to understand their land use planning. Planning and acquiring the right-of-way for commuter rail or high-speed rail at the same time as the I-11 corridor would help balance regional mobility needs.
- Be creative and bold with sustainable design to win awards for our roads! it will bring tourism!
   Make this route exceptional! don't cut the land apart with wide hot asphalt highways, put a
  green roof ontop to soften the appearance it could also serve as a stoping point for birds, or
  cover with solar panels to creat energy dual use!
- Keep off-ramp exits for gas stations, restaurants, hotels, etc as close to existing city/town areas
  as possible to limit sprawl and to prohibit new development where it might not be desirable.
  Use signage to announce local businesses, parks, recreation areas, etc. and direct the motorists
  to where it IS desireable to have them.
- Land use decisions are made at the local level through zoning code and related ordinances. You can pretty much look at existing development and municipal general plans and see where future development will occur. "Urban sprawl" is an emotionally charged term that results from local preferences on questions of density and intentity of land use.
- Designate scenic/recreational segments not to be developed. Collect developer impact fees to fund infrastructure costs they create.
- This has probably been brought up in other venues, but if the I-11 corridor could be designed to include space for a future high-speed rail service, that could open up economic opportunites.

### Is there anything else that we should consider in this corridor planning effort, and are there key groups/individuals missing from this dialogue?

- No
- Riparian and grassland habitats are critical and vulnerable to degradation and permanent loss
- use sustainable construction methods recycle materials, use materials from sust. certified sources or created locally, use energy efficient equipment, solar panels, etc. reduce air quality impacts. Research Green Street programs in cities around US, and examples in europe. DONT LIMIT CHARACTERS IN THESE ANSWER BOXES ONLINE
- Local chambers of commerce or offices of tourism might help identify desireable areas for offramp ammenities (gas stations, sight-seeing, etc). BLM. Please continue to work with Arizona



- Game and Fish (and the Nevada version) to identify and understand wildlife linkages and how to protect them.
- I believe that any key groups that were "missing" were missing by their choice to not prioritize attendance. That said, I wish the City of Buckeye had made a stronger effort to appear because much of the likely alignment will be in its jurisdiction. If they were not invited they should at least get a briefing.
- OHV Users/Parks Department: Jeff Prince? Someone with expertise on drinking water supply in AZ along possible alignments?
- Use small scale solar use throughout the corridor where possible (e.g. powering signs, any rest stops that may be in the mix, etc.).
- I liked one person's suggestion to consider greenhouse gas emissions in evaluating this corridor in relation to other alternatives such as rail and no action. Transportation contributes 27% of GHG's in this country, so the potential of any transportation development project to add to the rate of GHG emissions should be should be evaluated.
- Put more emphasis on rail transportation and less on highways.
- Use AGFD HabiMap data
- Incorpoarte the input you gather on sustainable design, don't gather this input only to fulfil outreach purposes. Don't just do the norm same freeways, lets win awards! At least use solar this is the sunniest place!
- Intelligent Transportation signs overhead in conjunction with traffic incident pulloffs will be needed to prevent long backups. (b) Transfer points for tourists to change from Greyhoundtype bus out of Phoenix/Las Vegas to individual tour operator van/shuttle to scenic/recreational opportunities [Ex: To Grand Canyon].
- The Clark County Department of Aviation (CCDOA) proposes to construct the Southern Nevada Supplemental Airport (SNSA; sometimes referred to as "Ivanpah Airport") on approximately 6,000 acres in the Ivanpah Valley in southern Nevada between Jena and Primm, near the California state line. The new airport would provide additional capacity to serve visitors to the metropolitan Las Vegas Area and residents of greater Clark County, NV. It would not replace McCarran International Airport, but would supplement the existing airport. Planning of the SNSA has been considerably slowed due to the economic downturn and resulting decrease in air traffic at McCarran International Airport. Accordingly, in 2010 the Federal Aviation Administration temporarily suspended environmental work on SNSA. CCDOA does not maintain records of annual passenger counts between the major airports in your study area (i.e. between LAS and TIA/PHX/RNO). These data might be obtained from airlines that service these airports and/or be gleaned from the DOT Research and Innovative Technology Administration (RITA) Bureau of Statistics website (http://www.transtats.bts.gov)

### **Appendices**

List of Meeting Attendees by Agency

Presentation Transcript

PowerPoint Presentation



**List of Meeting Attendees by Agency** 

		naces by Agene	
Meeting	First Name	Last Name	Agency
Surprise	Diane	Arnst	ADEQ
Surprise	Thor	Anderson	ADOT
Surprise	Asad	Karim	ADOT
Surprise	Michael	Kies	ADOT
Surprise	Carlos	Lopez	ADOT
Surprise	John	McNamara	AECOM
Surprise	Jaclyn	Pfeiffer	AECOM
Surprise	Dana	Warnecke	Arizona Game and Fish Department
Surprise	Bill	Knowles	Arizona Game and Fish Department
Webinar	Chip	Young	Arizona Game and Fish Department
Webinar	Michelle	Green	Arizona State Land Department
Surprise	lan	Dowdy	Arizona Wilderness Coalition
Carson City	Brenda	Gilbert	BEC Environmental
Carson City	Frederick	Marcell	Bureau of Land Management
Las Vegas	Catrina	Williams	Bureau of Land Management
Carson City	Mary	Figarelle	Bureau of Land Management Nevada State Office
Las Vegas	John	Evans	Bureau of Land Management, Southern Nevada
Las Vegas	Dan	Andersen	CH2M HILL
Las Vegas	Bardia	Nezhati	CH2M HILL
Webinar	Jennifer	Roberts	CH2M HILL
Webinar	Kevin	Louis	City of Casa Grande
Las Vegas	Marco	Velotta	City of Las Vegas
Webinar	Jackie	Brady	Clark County
Las Vegas	Philip	Klevorick	Clark County Comprehensive Planning Department
			Clark County Department of Air Quality and
Las Vegas	Dawn	Leaper	Environmental Management
Webinar	Mark	Silverstein	Clark County Department of Aviation
Surprise	Jim	Kenny	El Dorado Holdings
Surprise	Thomas	Hulen	Friends of the Sonoran Desert National Monument
Carson City	Frankie	Vigil	Good Standing Outreach
Las Vegas	Denise	Gordon	HDR
Las Vegas	Stuart	Martin	Holman's of Nevada, Inc.
Surprise	P.	Hubbard	Hubbard & Hubbard
Carson City	William	Campbell	Inter-Tribal Council of Nevada
Las Vegas	Adam	Stubbs	Las Vegas Metropolitan Police Department
Surprise	Leigh	Johnson	Maricopa County
Carson City	Lucy	Joyce	NDOT



Meeting	First Name	Last Name	Agency
Carson City	Rebecca	Kapuler	NDOT
Carson City	Sondra	Rosenberg	NDOT
Carson City	Kevin	Verre	NDOT
Las Vegas	John	O'Rourke	Nevada Highway Patrol
Webinar	Anne	Macquarie	Nevadans for Clean Affordable Reliable Energy NCARE
Las Vegas	Cash	Jaszczak	Nye County
Webinar	Fausto	Burruel	Pinal County
Webinar	Audra	Koester Thomas	PSA
Las Vegas	Andrew	Kjellman	Regional Transportation Commission of Southern Nevada
Webinar	Tiffany	Sprague	Sierra Club
Webinar	John	Neville	Sustainable Arizona
Webinar	Sarah	More	Town of Sahuarita
Carson City	Abdelmoez	Abdalla	U.S. Department of Transportation
Webinar	Clifton	Meek	U.S. EPA, Region 9

#### **Presentation Transcript**

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

Operator:

Good afternoon. My name is (Rose) and I will be your conference operator today. At this time I would like to welcome everyone to the I-11 Focused Group on Environment and Sustainability. All lines have been placed on mute to prevent any background noise.

After the speakers remarks, there will be question and answer session. If you would like to ask a question during this time, simply press star then the number one on your telephone keypad. If you would like to withdraw your question press the pound key.

Thank you. It is now my pleasure to turn the call over to your host Mr. Michael Kies. Sir you may begin.

Michael Kies:

Great. Thank you. This is Mike Kies with the Arizona Department and Transportation and we're in Surprise Arizona. I'm the co-project manager for this project with -- for ADOT and then Sondra Rosenberg is the other project manager for NDOT for the study and she'll be doing some of the presentation today.

Thanks for all -- thanks for everybody for joining us and why don't we just get into the agenda for today. I'm going to do a little -- I mean do an overview of the study of what, where we are with the study and what we hope to accomplish as we go through the process.

Then Sondra will introduce the environmental review process that we will be doing with the study and then we will be talking about how we will -- today we'll gain some input on environmental and the sustainability issues for the Corridor.

And then after the presentation is over, each group will break out into discussions session locally in Surprise, Las Vegas and Carson City and then everybody who's on



the phone will have an opportunity to ask questions and provide input onto the study.

So with that, the next slide -- this idea of a new Interstate Corridor connecting Arizona and Nevada is not new. Many people might know the CANAMEX Corridor which was originally designated in the mid 90's, 1995, which looked at enhancing connectivity between Mexico and Canada through Arizona and Nevada and other states in the Intermountain West.

Since that time, there have been some other studies that have moved this idea further, some of the studies here in Arizona with the Maricopa Association of Government to look at transportation needs in the Phoenix Metro Area and what we called the Sun Corridor between Phoenix and Tucson. Other studies in Nevada such as the Boulder City bypass to provide better connectivity between Las Vegas and Hoover Dam and beyond.

Last summer we were fortunate that part of the CANAMEX Corridor along U.S. 93 between Phoenix and Vegas has now been designated as a potential future Interstate Highway known as I-11. And since that time, ADOT and NDOT have come together for a partnership study which is what the study is we're talking about today. And we planned this study to last about two years to look at the visibility of this Interstate 11 Corridor plus what we call the Intermountain West Corridor which is beyond what has been designated as future I-11 between Las Vegas and Phoenix.

#### Next slide

So as I mentioned, this study is not only looking at that area that has been designated as future I-11 which is what we call our priority Corridor between Las Vegas and Phoenix but we are looking beyond to as far as the Mexican border and the Northern border of Nevada.

And to accomplish this, we proposed to look at the Corridor in two levels of investigation, where we look a little more details in what we refer to as our priority Corridor again from Las Vegas to Phoenix. And then at a higher level North of Las Vegas all the way up to the border with the Northern border of Nevada and then South of Phoenix as far as the Mexican border.



Just to let everybody know, this map that you on the screen, really is the most detailed map that we have at this time about individual alignment recommendations for the Corridor because first we are looking at the Corridor from a justification standpoint and then we are going to look at individual alignments that could possibly meet that transportation need that we identify.

We also want to look at this from a multimodal perspective, we're not only thinking about an interstate highway but can, there be opportunities for other modes such as freight rail, passenger rail and other opportunities such as utility corridors and other movements of goods along the Corridor.

#### Next slide

With that, when the study was started, we identified some possible opportunities that this Corridor could bring to the area of the Intermountain West, you can see many of them up there about enhancing connectivity, the economic competitiveness, network redundancy. And today we're really focusing on that item of promote sustainable development which is where the environmental context comes into play.

#### Next Slide

So under that sustainable development opportunity that we have identified, this is where you see enhancing wildlife connectivity and other environmental factors -- oh go ahead (Inaudible) that. This is the way that we have structured the study team for the study.

We have our project sponsor's which is NDOT and ADOT which Sondra and I are both representing our departments. We are the funding source, as a funding partner's of the study but we do want to have the study team be all inclusive, so we have what we call or core agency partners which you see there, below the project sponsors.

And that's not only NDOT and ADOT but we invited our federal partners such as Federal Highway Administration, the Federal Railroad Administration and then also



the planning organizations for the Phoenix Metro Area which is MAG and the RGC of Southern Nevada which is the planning organization up in the Las Vegas area.

Beyond that we've also opened the projects up to involvement by our stakeholder partners and this is the group that you're just a subset of the path group that we have organized where we have a lot of interested parties that are providing us input on the study. And then we've also had a couple of public meetings which we had one public meeting in Nevada and one in Arizona back in September, with a lot of input from interested parties.

And now what we're doing is we're going through these focused group meetings, where we've looked at specific subjects that we want to drill down into and we've actually completed several of these meetings, you can see those check marks there where freight users, economic development and the utility focused groups and today where -- this is the focused group on Environmental and Sustainability.

#### Next slide

So here is our work program and really what we've done is we've divided the study into two major phases of that red part of the work program is what we're referring to as our Corridor justification phase, so from now until this summer, we are going to be focusing on what is the justification for this Corridor and what is that ultimate transportation purpose and need that this Corridor would fulfill.

Then at that time, we would go into the brown colored phase of the project which is that last half of the study. That's when we would start looking at the actual Corridors that could fill that transportation need and starting to look at the Phoenix Metro Areas, the Las Vegas Metro Area and the connectivity in between. Ending us with what we refer to as our spinal business case for the project and then our Corridor concept report which summarizes all of the recommendations for the I-11 and Intermountain West Corridor.

With that, I'd like to pass it off to Sondra Rosenberg in Carson City with NDOT and she'll introduce the environmental review information.



Sondra Rosenberg: Thank you, Mike. So this is a unique opportunity, it's not our typical Corridor Study where there's you know a facility we're looking at improving, that maybe some of the options here, we also have the option here to come up with a new concept for our Corridor.

And someone said at one of our focused group meetings, (Inaudible) the Corridor for the future should not be exactly the same as the Corridors of the past. We should learn from the past and each time make it a little bit better, so maybe Corridor of existing Corridor improvements and maybe the opportunity for a whole new Corridor.

But regardless, we want to use this to set an example of a sustainable Corridor that incorporates contact sensitive solutions. We want to not only minimize impact but look at opportunities to enhance the environment surrounding this Corridor as well.

Next slide please.

And I'm sure most of this group is aware of this figure, you know that ends the concept of this triple bottom line for sustainability. So we are very much concerned with not only the environmental sustainability but also social and economic.

So for social sustainability, we want a Corridor that's safe, we want to be able to provide access to everyone, we want to provide mobility choices and we want this facility to be an asset to the community, not just provide a transportation connection but really be part of that community. Any community is different along the way.

We certainly wanted you to look at economic sustainability, you know one -- what we proposed used to be affordable and cost effective but it also need to support the economic needs of the states that are a part of this. And of course we want to be environmentally sustainable as well, we want to be compatible with the natural environment and look at how to minimize the use of resources.

Next slide

Male 1: When we say environment, means natural environments (Inaudible).



Male 2: Aren't we talking of natural environment?

Male 1: I'm asking.

Male 2: We are.

Sondra Rosenberg: Let me finish the presentation and we'll get to the breakout conversation.

Male 2: Got it.

Sondra Rosenberg: Thank you. So applied to this Corridor I think I mentioned some of those ideas in the previous slide but really to preserve open space in the natural environment and we're interested in natural, cultural and Phoenix heritage, protect streams, wildlife - not wildlife, habitat, migration corridors, utilize natural space you know sort of utilize the national environment to help enhance the area.

And in addition to that, that's sort of what we're focusing on for environment sustainability, but it ties very closely in with something we're going to focus a little bit more on next week which is land use and community development.

So how that all ties together, so the next few bullet points are more about the transportation land use connection which very so overlaps with environment sustainability, so you know the transportation Corridor really needs to fit it with other development plans, so the long range vision of the plans as well.

Next slide

And we're also looking at contact sensitive solution, so we want to address the transportation need in a safe, feasible, implementable way and accommodate all of those. Become a community asset, as mentioned before each community is a little bit different and how they value different things like transportation and land use in the environment might be slightly different which each community, so we really need to look at those community values and how this is an opportunity to enhance those as well. And we want to strive for compatibility with the natural and built environment and of course leverage current investments and other commitments.



#### Next slide

So in a minute here, I'm going to pass it over to Jackie who really did a lot of the initial environmental stream line, but I just want to mention that we're using this study as an opportunity to test out both states new planning and environment linkages tool, which is basically a form we're filling out but the idea in planning and environment linkages is to take a look early on in the planning process at the environment -- potential environmental impact or constraints you might have.

So that those are documented early on and as you're planning a facility, you keep those in mind and not wait till it's designed and go into the mutual process. And we're trying to document in as much detail as we can, so that that information can go into NEPA process if and when we have a more detailed Corridor to move forward.

So with that, I'm going to pass it on over to Jackie Pfeiffer and she's going to quickly glance over some of the resources we've started to take a look at and we have maps for.

Jackie Pfeiffer:

Thanks, Sondra. If we want to stay on this slide for one more minute, Sondra had mentioned that you know what we are doing in terms of an environmental review so far is in accordance with the planning and environmental linkages process.

The next couple of slides there kind of wrap up the group presentation component of this focus group, we're going to tell some of the examples of that maps that we have in our preliminary technical memo which goes through all of these information and it's important to keep in mind that we'll show maps for different segments of the Corridor.

As Mike showed in the beginning, we're looking at the full states of Arizona and Nevada and even further beyond to Canada to Mexico, so we're just showing some example slides so that we can show you that we have reached out to a lot of different state agencies, regional agencies, different organizations that might have some of the data and information that can help support what we're working on.



And at this point and this is pre NEPA phase, we're really focusing kind of these major opportunities and constraints that we can keep in mind as we justify the need for this Corridor and then provide a justification, move into -- coming off with some alternative locations and alignments for this Corridor.

So at this point in time we're really looking at various different data sources and areas of interest. You can see of the forwarded list on this slide, for example if you look at a bunch of different information related to biological resources, so we've looked at sensitive species, habitat areas, wildlife corridors, different environmentally sensitive lands for different reason, any known historic and cultural resources, drainage facilities, topographies, slopes, transportation networks, utility inventory, land ownership, the locations of major economic activity centers and we put all these on to different maps, we've analyzed these data, so we have a really good foundation to start with.

So we want you to show you on the next couple of slides, show you that we looked at all these information so that hopefully later, once we get to the discussions, we could really focus our conversation more and what are some of the opportunities that this Corridor could consider in relationship to the environment and sustainability.

So moving on to next slide, like I said this would be some of the sample of the different maps that we've looked at so far some of these information, so we have land ownership information for both Arizona and Nevada and have taken a look at that and to see what impact that could have on where we would place the Corridor.

We've also looked at our historic and cultural resources, this is a high level inventory of information that we know is out there today. Obviously once we have a series of preferred alignments, we're looking for some of this information in much more detail, but like I said we're looking at a level right now to provide us these major opportunities and constraints.

Moving on to the next slide, I know that we're going to get through this quickly and we might not be able to see them all in quite detail, but then you'll have any questions, we can look at these more once we get into our group discussion.



We looked at biological resources. We put some of the data that is presented on a map that's shown on the slide, ranges from the areas of critical environmental concern, threatening endangered species, any wildlife refuge areas -- wildlife areas that are designated now in national monument, other things of that nature.

As the blue map that you see out there that's labeled heavy map, this is from the Arizona Game and Fish Department, this is a tool that they've developed here in Arizona to help understand areas of where wildlife connectivity in areas that would be more conducive or less conducive displacing infrastructure development, so we've got this information available for the State of Arizona and we've analyzed that.

Just a similar structure is not available in Nevada but we do have other sources of information that we referred to and work with the State of Nevada to get equivalent information in that portion of the Corridor.

Moving on to the next slide, we also have analyzed slope, we have topography information for both areas to understand, you'll see the different colors on there in terms of what is the percent grade in areas, what could be more conducive to placing some form of transportation infrastructure than others.

We've also acquired information from the state, the Department on Water Resources, NEMA, on any major drainage and hydrological resources in all of these segment areas, to understand those inputs.

Moving to the next slide, Mike had mention that we'd like to look at the possibility of this not just being necessarily a roadway facility but it could include other forms of infrastructure, it could move energy transmission, different utilities, there could be some opportunities for shared right of way with some of the other form of infrastructure. So we've looked area that has higher potential for wind energy utilization, also solar energy potential such as implementation of any kind of solar farms or large solar generating facility.

And moving on to the next slide, along those same lines, potential utility Corridors that had been plan or proposed to date, we're also looking at (Inaudible) utility infrastructure. We're working with both states in terms of broadband



infrastructure, that's another major component that could be potentially paired with any kind of roadway rail, implementation within the same lines and right of way, so understanding where that is located right now.

And then obviously this is a transportation study, so understanding what other modes of transportation are out there today, where they -- where they go, where this Corridor could potentially have junctions and interface with these transportation facilities so either kind of high-level of both the states of Arizona and Nevada, but you see that we've been looking at the roadway network, the rail network.

And then moving on to the next slide also accommodating and understanding major airport facilities and then the effect that some of the seaports on the West Coast could have on moving goods and services through the study area, utilizing any of these Corridors, you know including the I-11 and Intermountain West Corridor.

Audra Koester Thomas: All right, thanks Jackie for that quick review of some of the data that you guys have already mapped out. My name is Audra Koester Thomas and I'm going to introduce you to the discussion questions that we are going to be facilitating with you individually at your locations and then those of you who have joined us on the call or via the webinar, what we'll be hosting in a moment.

Why you're here and how's your input going to be used -- we want you to become partners with us in developing a sustainable I-11 Corridor and in part of doing that, we want you to help us identify and understand some of the environmental issues and opportunities that go along with that. We want to create a holistic and flexible Corridor and we want this study to launch us into future NEPA studies.

We've already had some opportunities to garner feedback from you, our stakeholder partners as well as the public and here's just an opportunity to review some of the things that we've already heard. And we heard that this is an opportunity to have an environmentally friendly green Corridor and to enhance, not necessarily negatively impact the natural environment.

And we've heard opportunities to perhaps create a scenic Corridor and to provide access to recreational opportunities as well as to use latest technologies to



accommodate wildlife movements and as Sondra mentioned earlier, the opportunity to invest a context sensitive solutions. And as Jackie just alluded to earlier, we really want to fulfill the PEL requirements that both states are under or initiating.

We have a series of discussion questions that we hope will spark robust conversation with you today. As Sondra alluded to earlier, we really would like to identify how the Corridor could meet the aspirations at the triple bottom line and to that end we have three questions.

Two related to the environment and the first we're going to be asking you is what sustainable futures and elements can we integrate into the Corridor development and design. So in this case we really are asking you about technologies or features to the Corridor infrastructure itself and an example perhaps would be wildlife crossings.

We'll follow that question up with what creative techniques can we use in Corridor development to enhance the surrounding environment, so in this case we're looking for how this Corridor can provide opportunities to enhance the environment surrounding it and in this case we're providing an example of wetland banking.

We're also going to be asking social and economic implications to the triple bottom line and here we're going to initiate a dialogue on what approaches we should take to balance regional mobility needs and economic opportunities without creating urban sprawl.

And for those of you who have joined us in previous focus group, you'll recognize this question which is our closing question for each of these focus groups where we ask if there is anything else or any other considerations that we should take into account as part of this study and are there any key groups or individuals missing from the dialogue.

As some of you already know we're in the midst of our focus group meetings. Today marks our halfway point of our January and February focus groups. We have three more and forthcoming, we have next week the land use and community



development, where we will be focusing on the urban design and urban form concepts.

Two weeks from now we'll be talking about Corridor operations and for those of you who are interested in a multimodal aspect of this Corridor and its potential, we'd love for you to join us then, and then we'll close the focus groups with the topical discussion on alternative delivery in finance.

As you see our group has been busy working on technical reports, including technical memorandum number one which is existing in future Corridor condition, some of the feedback you provide us today may help to inform this technical memo which we hope to be delivered here in early spring.

We're also working on the preliminary business case and the Corridor justification report or your feedback in these and other focused groups will also contribute to that document. And then in May we're anticipating another general stakeholder partners meeting, which some of you may have participated in our first one back in September of 2012.

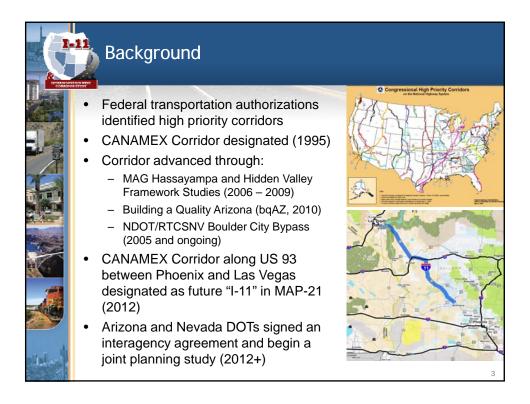
So with that, I would like to thank you all for participating with us, for our individual locations in Carson City, Las Vegas and Surprise, thanks again, I will ask if Mike or Sondra have any final statements that they would like to make to the group.

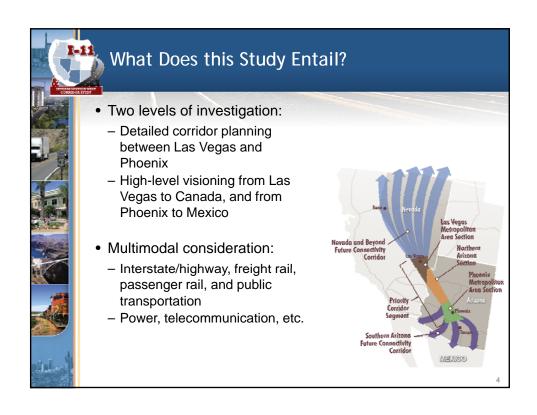
Sondra Rosenberg: I just want to thank everyone for their time again and I look forward to this fruitful discussion.

Michael Kies: Same here. Thanks for joining.



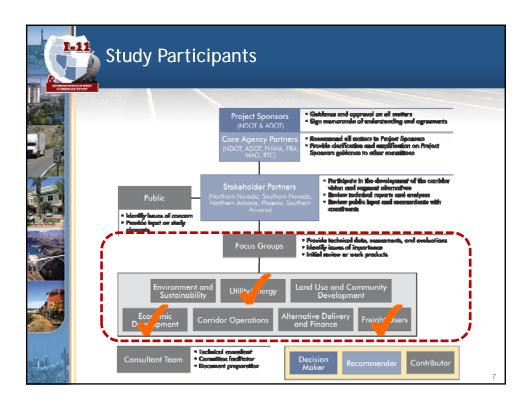


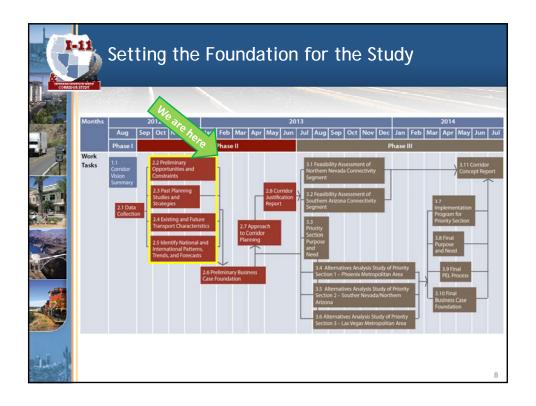




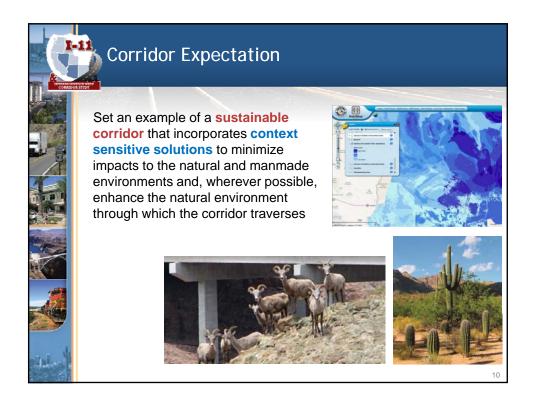


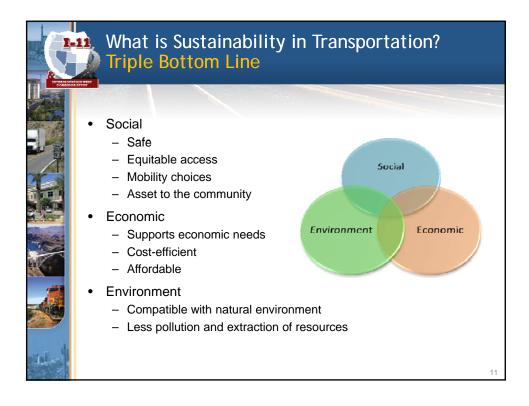


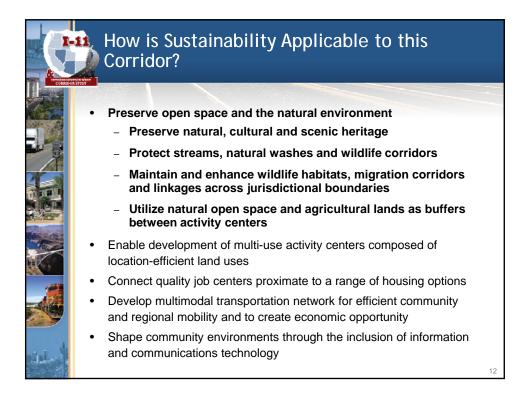




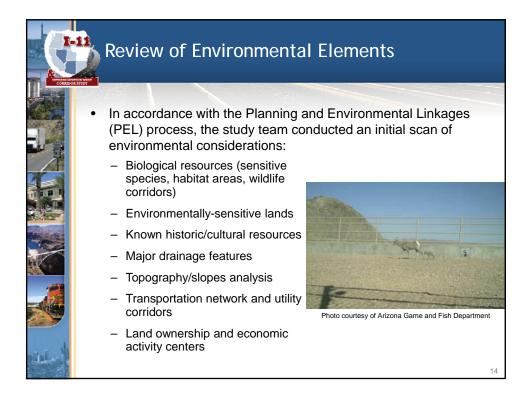




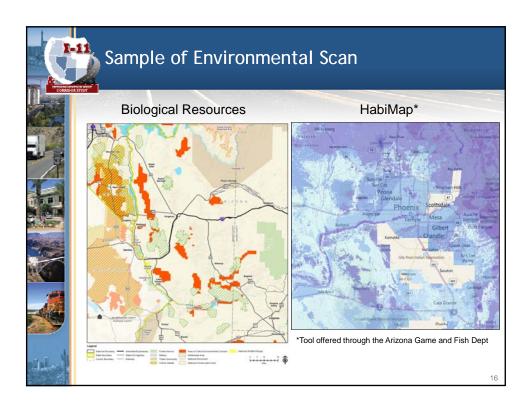


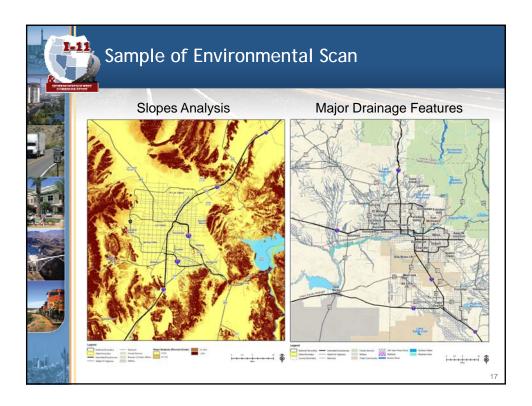


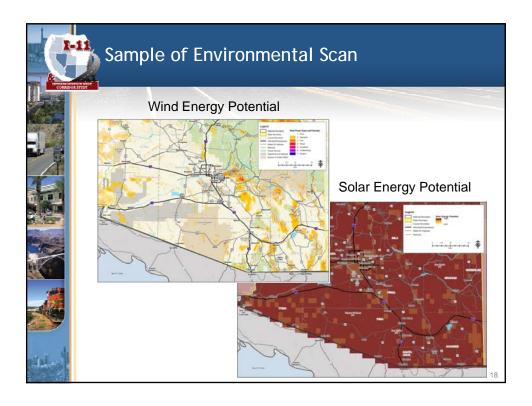


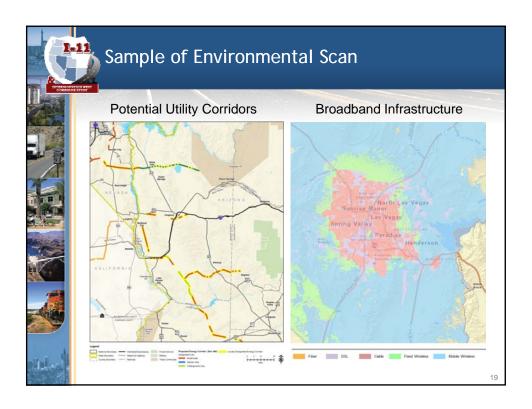


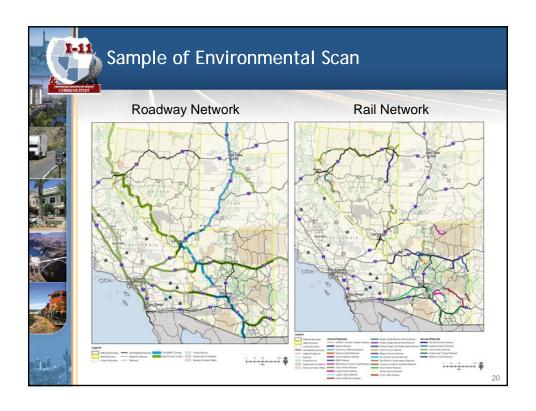


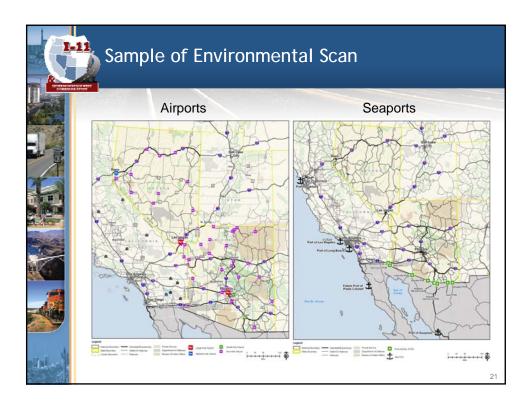
















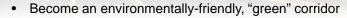
- Partner with us to develop a sustainable corridor
- Help us understand environmental issues and opportunities
- · Your input will:
  - Inform the Corridor decisions in this phase of the study
  - Help create a holistic and flexible Corridor
  - Will link to future decisions as study evolves to future NEPA studies





23

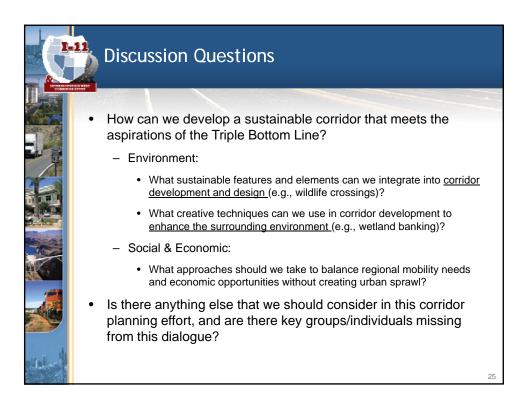
## Stakeholder Partner's Input Received to-date: Environment and Sustainability Opportunities



- Avoid negative environmental impact by incorporating elements to enhance the natural environment
- Create a scenic route
- Provide access to recreational opportunities
- Accommodate wildlife movements
- Become well-integrated with the natural environment—not a disturbance (context sensitive solutions)
- Fulfill PEL requirements



24





13







### I-11 and Intermountain West Corridor Study

February 12, 2013

1:30 - 3:30 p.m. PST, 2:30 - 4:30 p.m. MST

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

As part of the study, interested public agencies, non-profit organizations and private interests groups are invited to participate in a Stakeholder Partners group that will be asked to provide data and other input, and to share their opinions and ideas on decision points throughout the process. As part of this effort, Stakeholder Partners could participate in a series of topical focus groups. On February 12, 2013, the Land

Use and Community Development Focus Group was held. Meetings were conducted simultaneously in three locations: Las Vegas, Nevada; Carson City, Nevada; and Surprise, Arizona. Additionally, individuals could call-in and log-on to participate in a live webinar. A total of 55 participants signed in. The following report summarizes the results of this focus group.

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: Facilitated dialogue in Surprise, Arizona

The purpose of these focus groups was to provide an opportunity to validate and add to the information that has already been gathered by the study team in order to complete the first half of the study and development of the Corridor Justification Report. Participants were provided access to copies of the PowerPoint presentation prior to the focus group meeting.

The meeting was initiated by a detailed PowerPoint presentation viewed at all locations and online. Project co-manager Michael Kies from the Arizona Department of Transportation (ADOT) provided a brief review of the project, vision concepts and work plan and schedule. Project co-manager Sondra Rosenberg from the Nevada Department of Transportation (NDOT) reviewed growth and trade trends in the Southwest and how coordination of transportation facilities and land use planning efforts could occur as part of the Corridor study. Peggy Fiandaca, project team member, highlighted some of the feedback already received relative to land use and community development

opportunities and introduced the focus group discussion questions.



Photo 2: Carson City, Nevada participants listen to the presentation

At the completion of the PowerPoint presentation, breakout session discussions were facilitated. Facilitators asked participants at each location to provide feedback on the following:

- In relation to the Corridor, where do you anticipate future growth to occur?
- What type and intensities of growth do you envision within communities adjacent to the Corridor?
- What planning and/or regulatory changes might be required in communities to support the Corridor?
- In the advance planning of the Corridor, what can we do to ensure that this Corridor brings positive benefits to communities?
- What transportation modes would enhance the success of nodal or activity center development?
- Is there anything else that we should consider in this corridor planning effort, and are there key groups/individuals missing from this dialogue?

The following identifies some of key points derived from the focus group discussion; full reports summarizing the discussion in each location are included in this report.

- Future growth and development will be driven by available resources
- Engage local planners and the public (in all affected communities) through a variety of methods (in person meetings, virtual meetings, social media, etc.)
- Look at new concepts and partnerships for development of the Corridor, such as creative funding, new technologies (e.g. "smart" corridor), examples from other states, etc.
- Obtain all available data for purposes of informing this effort (inventories, approved development plans, existing and ongoing corridor plans, studies, scoping efforts, etc.)
- Growth is anticipated at the North end of the Las Vegas Valley up to the Red Rock boundary
- An I-11 Corridor will help grow industrial and manufacturing sectors
- Multimodal corridors create better selling points that attract additional businesses and promote diverse trade and transportation opportunities
- This study needs to not only look at the linear I-11 corridor, but approach it from a systems planning standpoint and understand the intersections of other high-capacity corridors
- I-11 facility is very long-term (50 years out), but community planning horizons in states are much shorter making it difficult to link visionary planning with current planning; multiple development cycles could pass before planning and implementation of I-11; how to develop interim uses in the right of way as a community amenity as the planning for I-11 moves forward?



- Planning should occur proactively not reactively, however, communities would like to build in flexibility as much as possible (preserving right of way sooner than later to be able to accommodate visionary elements is preferred)
- Participants see a long-term need for the Corridor, mainly to increase economic diversification and create a better jobs-to-housing balance locally



### **Carson City, Nevada Meeting Summary Report**

NDOT 3<sup>rd</sup> Floor Conference Room, Large Side 1263 S. Stewart St. Carson City, NV

#### **Meeting Feedback**

Following a brief PowerPoint presentation, Sondra Rosenberg facilitated participants in a dialogue regarding land use and community development opportunities related to the I-11 Corridor. The following feedback was provided by participants as part of that discussion.

#### In relation to the Corridor, where do you anticipate future growth to occur?

- Look at existing entitlements (e.g. Coyote Springs and other approved developments)
- Future growth depends on what resources are available
- Potential future growth locations include:
  - Lyon County; growth would change communities tremendously, including Yerington
  - o Reno, specifically Winnemucca Ranch
  - A potential new community between Lyon/Storey counties (USA Parkway)
  - o Fernley, Nevada; its expanding its city limits
  - o Communities of Carlin/Elko/Winnemucca based on continued mining development
- Special designated areas out there will limit growth, such as conservation areas, national monuments, national test and training ranges, etc.
- Topography will limit development and Corridor alignment
- Water resources will be a constraint
- Review Representative Amodei submitted legislation for potential development communities
- Look at county websites for information regarding future development and current municipal boundaries
- Meet with local jurisdictions to identify where growth is most likely based on proposed land use and development plans/patterns
- Look at proposed buildup of existing roadways (U.S. routes to Interstates, state routes to U.S., etc.)
- Look at US 395 scoping effort currently underway

## What type and intensities of growth do you envision within communities adjacent to the Corridor?

- Distribution/manufacturing (e.g. USA Parkway)
- Truck stops, rest areas and other uses associated with the demands and requirements in the new Corridor
- Intrastate commerce: southern Nevada consumes 70% of produce available to the state with no efficient way to transport goods north/south; this Corridor could change those dynamics
- New towns; activities including housing, schools, and alternative transportation within new communities would occur
- Future growth could add to the continued strain on the consolidated tax formula (CTax); any new towns would exacerbate this current constrained situation
- There's potential for a new sector in Nevada because of the Corridor (based on access)



- Growth depends on type of Corridor facility and modes implemented; an Interstate would spur different types of development than a rail facility
- Modal connections would occur
- Look at I-5 development and lessons learned and experiences from it
- Potential for intelligent vehicles and the need for a "smart corridor"

## What planning and/or regulatory changes might be required in communities to support the Corridor?

- Activities that would be resource driven
- Help developing cities to "catch up" and plan for the future rather than responding to current growth
- Bureau of Land Management (BLM) has 5 land use plans under development; now is the time to
  provide input and comment on potential expansion (update required every 5 years, but updates
  occur far less frequently). BLM's planning corridors are different from how industry views
  corridors.
- BLM plans could align with community plans, providing more potential for "futuring"
- Providing opportunities for more public/private partnerships, such as rest area with commercial opportunities
- Consider highway as "Main Streets"; how would this affect development and how would new development use the new facility?
- Consider access/bypass and determine if the Corridor would be an enhance or if it would take away from communities
- Locate truck stops out of urban areas
- Locate sufficient truck stops and parking spaces before mountain passes
- Understand and use examples of how Interstates can affect communities (e.g. Reno with growth occurring around transportation facilities or Lovelock as a "dying" town after Interstate bypassed it)

## In the advance planning of the Corridor, what can we do to ensure that this Corridor brings positive benefits to communities?

- Outreach to communities
- Engage community members
- Recognize that communities rely on the state for information and direction
- Provide information on options and impacts of Corridor
- Provide examples from other communities and different types of developments/transportation facility locations (e.g. small business near I-5), honesty communicating about successes and unsuccessful ventures of previous facilities
- Encourage communities to continue to read, use and update plans based on the developments
  of this study and identify lessons learned from previous plans/efforts (i.e. Connecting Nevada,
  LACPs)
- Think of access for all modes (i.e. pedestrian scale, transit) particularly with respect to access (e.g. medical facilities)
- Provide special consideration for access to highly used and important facilities (e.g. hospitals);
   be sure to preserve these important connections
- Consider smart corridors and look at examples from other states to highlight benefits to communities and identify lessons learned (i.e. ITS)
- Consider use of information signs



- Consider landscape and aesthetics in Corridor planning (e.g. use of the landscape and aesthetics corridor plans) to enhance quality of life and economic development (by attracting high-level businesses)
- Consider using Corridor as an opportunity to provide internet access to rural areas

## What transportation modes would enhance the success of nodal or activity center development?

- Rail
- Circulator buses
- Park and rides (lessons from other developments, such as Summit and Legends)
- Land ferries
- Airport connections
- Inland ports
- Carshare

## Is there anything else that we should consider in this corridor planning effort, and are there key groups/individuals missing from this dialogue?

- Tribes
- Provide this information to local agencies
- Be proactive with planning coordination
- Reach out to public and private agencies
- Make this study a working/evolving document
- Consider archeology/cultural resources as part of study (contact Elizabeth Dickey at NDOT)
- Contact other resource agencies
- Use existing inventories
- Engage stakeholders early and often (via all methods)
- Be clear about what you want and how the information will be used (i.e. "We want your input because it could affect you and we will use it in xxx way...")
- Be careful with right of way (i.e. "date of value" litigation issues)
- Consider use of online surveys
- Consider use of online forums (e.g. Peak Democracy, Washoe County Water Resources)



### Las Vegas, Nevada Meeting Summary Report

RTC Southern Nevada Room 127 600 S. Grand Central Pkwy. Las Vegas, NV

#### **Meeting Feedback**

Following a brief PowerPoint presentation, Dan Andersen facilitated participants in a dialogue regarding land use and community development opportunities related to the I-11 Corridor. The following feedback was provided by participants as part of that discussion.

#### In relation to the Corridor, where do you anticipate future growth to occur?

- At the North end of the Las Vegas Valley, the following growth is anticipated as follows:
  - North to the Red Rock boundary
  - o APEX Industrial Park—future infrastructure improvements are being planned now
  - o UNLV North campus
  - o Infill development in Las Vegas
  - Areas within the Southern Nevada Public Lands Management Act (SNPLMA) boundary is fixed; areas outside boundary cannot be developed
  - Kyle Canyon is planned for higher density development
- Within Henderson, the following growth areas are anticipated:
  - o US 95 and Galleria
  - o Landwell
  - West Henderson
- Nye County is anxious to generate growth and economic develop in Pahrump and would welcome an I-11 connection via the Southern Nevada Supplemental Airport (SNSA). The U.S. Department of Energy commissioned the "Rail Construction and Operation—Caliente Rail Line in Lincoln, Nye, and Esmeralda Counties, NV" study, which proposed a four-lane rail spur out of Ivanpah to Pahrump
- Mesquite has growth plans; Toquop (in nearby Lincoln County) also has growth plans
- Water rights will limit growth
- Consider the North County pipeline alignment that SNWA is studying

### What type and intensities of growth do you envision within communities adjacent to the Corridor?

- Clark County 215 did not anticipate the type of growth that occurred; not a lot of land use
  planning went into it when it was built. It was anticipated that it would support residential
  development, but over time it has also attracted much commercial and industrial land use that
  originally anticipated
- Southern Nevada Strong is a Valley-wide project to identify sustainable growth opportunities for the Valley. The goals and vision for the sustainable growth will be available later in 2013



### What planning and/or regulatory changes might be required in communities to support the Corridor?

- There is no known opposition to I-11 in Boulder City
- Acquiring right of way will be a large obstacle for the Corridor
- The City of Henderson has zoning and master planning tools in place to support transit-oriented development

## In the advance planning of the Corridor, what can we do to ensure that this Corridor brings positive benefits to communities?

- We need to involve major developers, such as Rhodes, Inspirada, and Coyote Springs
- We need a wide Corridor to address future needs for transit, trails, etc.
- Review the 515 study; widening 515 to accommodate additional I-11 traffic will impact adjacent properties. With an enhanced connection to Phoenix, we need to anticipate an increase in AADT
- This Corridor could change the dynamics of a community; we may end up with industrial plants
  we don't want. Major industry will consider Las Vegas more closely, especially those located in
  California that currently have greater permitting and regulatory restrictions
- Growth will occur in Las Vegas due to a favorable tax structure, lack of earthquakes or other natural disasters, favorable business environment, pleasant weather, etc.
- We've started to turn the economic development/diversification corner; an I-11 Corridor will help us to grow our industrial and manufacturing sector.
- Multimodal corridors create better selling points that attract additional businesses.

## What transportation modes would enhance the success of nodal or activity center development?

- Freight rail
- Light rail, when built, encourages sustainable, higher density development
- The highway portion of this Corridor is most important; it supports lower density, rural land use through much of the Corridor

## Is there anything else that we should consider in this corridor planning effort, and are there key groups/individuals missing from this dialogue?

- Las Vegas and Moapa Paiute Tribes
- Emailing elected officials is not enough; you need to recruit Corridor champions. Consider briefing the legislature and the state transportation committee
- There is a 100-foot wide overhead transmission corridor on the east side of the Las Vegas Valley



### **Surprise, Arizona Meeting Summary Report**

Communiversity Room 1004 15950 N. Civic Center Plaza Surprise, AZ

### **Meeting Feedback**

Following a brief PowerPoint presentation, Peggy Fiandaca facilitated participants in a dialogue regarding land use and community development opportunities related to the I-11 Corridor. The following feedback was provided by participants as part of that discussion.

#### In relation to the Corridor, where do you anticipate future growth to occur?

- Wickenburg growth will follow the US 93 corridor north to US 89, concentrated in existing town area
  - Most growth anticipated to be residential, age 55+, along with related commercial but not much employment
  - o I-11/Hassayampa Freeway alignment is generally referenced in the Wickenburg General Plan (based off MAG I-10/Hassayampa Transportation Framework Study)
- Surprise is focusing growth along SR 303L and Grand Avenue. The pattern of development is a
  more nodal type of development (Bell Road/Grand Avenue, Grand Avenue north of downtown,
  north Surprise along Grand Avenue)
  - o Looking for more job growth and employment growth
  - Have a large planning area that is mostly undeveloped. There is great potential for future development within the Surprise planning area
  - o The target is for more intense growth through redevelopment and infill of existing areas
  - The city is interested in growth related to I-11. Surprise is interested in having the I-11 connection and concerned about how roadways access the corridor. Currently, the previously envisioned I-11 alignments do not pass through the planning area of Surprise; the city is interested in east-west connections from the freeway to Surprise (e.g., White Tanks Freeway)
  - o Phoenix's West Valley, in general, is looking for a bypass around the metropolitan area
- El Dorado Holdings has many master planned communities in Buckeye
  - Interested in attracting a lot of employment and commercial growth within its master plans
  - Will support and complement an I-11 connection through their communities
- Buckeye sees I-11 as presenting a major opportunity for the community. There is much land entitled, but not many houses on the ground. The opportunity exists to work with developers to plan for corridor alignment with minimal right of way constraints
  - o I-11/Hassayampa Freeway incorporated into Buckeye General Plan
- Pinal County Comprehensive Plan illustrates a comprehensive new growth pattern through the county
  - Committed to growth in activity centers, ranging in size from 100 acres to 1,000 acres.
     The county created a preliminary definition of activity nodes in the Comprehensive Plan
  - Can adjust Comprehensive Plan to place activity center nodes along I-11 corridor as the corridor is defined



- Vision and goal of Pinal County is to foster employment uses and I-11 would offer a tremendous opportunity to the county
- Arizona only has approximately 16 percent privately held land. Along the I-11 corridor, new
  growth would likely be anticipated on private and State Trust land areas in Arizona. It would be
  important to examine land ownership patterns to foresee future growth (combined with
  availability of water resources)
  - o Most likely, preserves for environmentally sensitive land will occur on federal lands
  - o Some communities have preserved private land, but not many; this is of local control
  - Pinal County would like to set aside a lot of land in western Pinal County as open space (most is BLM). It is designated on the Comprehensive Plan. A lot of Arizona State Land Department (ASLD) land in eastern portion of county is also set aside (as reflected in Comprehensive Plan)

## What type and intensities of growth do you envision within communities adjacent to the Corridor?

- Wickenburg seeing lower density residential (2.2 du/ac)
  - Not seeing a trend for more compact development
  - o Developers pursuing a new "Sun City" development
  - This is being driven by affordability of land and location
- Pinal County could change Comprehensive Plan once alignment is defined; sees intensity of development in nodes along the corridor
  - Move activity center locations that are shown on the Comprehensive Plan as the corridor is defined
  - As corridor is defined, the county could alter densities/intensities to align with I-11 corridor
- El Dorado Holdings' land plan is pretty much set and organized around a future I-11 corridor so land intensities and densities are quite high in activity centers focused around the proposed Corridor
- Surprise is updating their General Plan. The land use designations are not changing from current Plan
  - Fairly large area in south of planning area that is "shovel ready" for industrial development and that is where the city's focus will be
  - o Clearly defined nodes for anticipated development will be important.
  - If I-11 becomes a reality, city will look at potential changes in land use patterns especially along corridors that would intersect with I-11. Many residents are not interested in high density development, but City would support higher densities to support and take advantage of the I-11 Corridor
  - o This study needs to not only look at the linear I-11 Corridor, but approach it from a systems standpoint and understand how other high-capacity corridors will intersect
- Community reactions to this Corridor serving international trade/freight would this change land use decisions and intensities along the Corridor?
  - Yes, change location of activity centers
  - Could impact location of industrial land uses (e.g., freight zones, warehousing/distribution) to take advantage of highway and rail corridors
  - Need to understand compatibility of land uses do not want to develop residential near heavy industrial uses
  - Depends on alignment if this corridor serves as "Main Street" through small community downtowns, residents likely not interested in conversion to industrial uses.



However if placed on the edge of current development, huge potential for freight-related development

### What planning and/or regulatory changes might be required in communities to support the Corridor?

- Municipalities should plan ahead for potential growth and understand where they would like to see the Corridor. Communities need to understand if they serve the Corridor from an infrastructure standpoint to take the most advantage of potential future development
- Facility is very long-term (50 years out) with a planning horizon is much shorter (20 years) how do communities link visionary planning with current planning? Most discussion is focused around tweaking existing general plans; how do we get beyond this?
  - Hard to anticipate development patterns 50 years out. Many development cycles are only 20-30 years – could see many different cycles and the life/death of full development entities before Corridor is realized
  - Multiple generations could pass before planning and implementation. How do you plan
     2-3 cycles in the future? Preserve right of way now (long-term leases on the land to allow near-term utilization of the land?)

## In the advance planning of the Corridor, what can we do to ensure that this Corridor brings positive benefits to communities?

- Would like planning to occur proactively, not reactively need to define a better alignment that
  communities can begin planning more accurately around (often, plan for a wide swath on the
  map and have to reactively reconfigure land uses once a final alignment alternative is defined)
- Communities should have more active economic development plans to account for employment and industrial growth to increase job creation, balance the jobs to housing ratio in their communities, and in turn, potentially support and take advantage of this Corridor
- Over the long term, do communities see a need for a "super highway" through their community?
  - o Buckeye (yes)
    - Provide for more economic diversification
    - Will help to increase jobs to housing balance
      - Buckeye also needs to attract large-scale employment growth so their residents can work closer to their homes. The Town's goal is to reverse the trend of having all residents go to work in Phoenix (I-10 could not accommodate traffic long-term anyway)
  - Wickenburg (yes)
    - Travel demand will increase and necessitate the interstate connection.
      - Wickenburg downtown bypass was always a temporary solution (recent improvement just completed). The ultimate bypass is envisioned further to the west (I-11)
      - Right now, there is not a need for another bypass through town.
         However, it is envisioned for build out condition once Phoenix continues to expand and the interim bypass cannot accommodate travel demand
      - No anticipation for economic diversification. Wickenburg would like to grow within current downtown area
      - The current I-11 corridor will probably go through State Trust land around Wickenburg
  - Surprise (yes)



- It would provide more economic diversification
- It would facilitate increased jobs to housing balance
  - Many people leave the city and come back at the end of the day and the city is working to keep them in Surprise.
  - Need better infrastructure connections to markets outside city too so people travel into Surprise reversing the commute pattern.
- Pinal County (yes)
  - It would provide for more economic diversification (near-shoring from Mexico, new trade pattern, maximize advantages of freight coming out of Mexico – support goods movement)
    - Potential for "freight employment center" at Pinal Airpark in combination with the UPRR classification yard. Together it could create an "Alliance, TX" opportunity
    - Several activity centers planned in Pinal County, all with different land use orientations such as freight-related with the goal of increased employment

## What transportation modes would enhance the success of nodal or activity center development?

- U.S. is moving toward high-speed passenger rail and it should be considered here. Would allow people to move places faster and more efficiently, but only provides for stops in major metropolitan areas
- Higher value in freight rail paired with Interstate facility. Valuable connection between freight rail and truck transportation (intermodal opportunities, industrial development, etc.)
- Consider the area between travel lanes that could accommodate high-speed buses in near term with potential transition to higher-capacity transit (may only be applicable in certain segments).
- Potential for freight lanes to move trucks more efficiently
- Potential for a higher speed facility (e.g., Autobahn-like facility) for efficient travel through Intermountain West
- Don't know what transportation will look like in 50 years the study and ultimate outcome needs to allow for changing technologies. As vehicles become smaller and more efficient the design of the interstate corridor might change. Smaller vehicles may not feel as comfortable driving alongside freight vehicles. The study might need to consider segregation of different users

# Is there anything else that we should consider in this corridor planning effort, and are there key groups/individuals missing from this dialogue?

- More communities need to be integrated in this discussion. Explore ways to bring them into the conversation
- Hard to prescribe a 50 year vision for land use communities want to incorporate as much flexibility as possible. Preserve right of way now and be equipped to handle whatever the facility looks like later
- This project will face conflicts, but we need to plan for alternate routes. I-10 will not
  accommodate all the state's travel. The Sun Corridor is a very linear growth corridor and there
  is a need for more north-south capacity



### **Webinar Meeting Summary Report**

Meeting conducted via Live Meeting and teleconference

#### **Meeting Feedback**

Following a brief PowerPoint presentation, Jenny Roberts and Audra Koester Thomas solicited feedback online and via teleconference regarding land use and community development opportunities related to the I-11 Corridor. The following feedback was provided by participants as part of that discussion.

#### In relation to the Corridor, where do you anticipate future growth to occur?

- Phoenix through Kingman
- Within Maricopa County there are multiple approved developments along the proposed I-11 Corridor as indicated in previous studies by MAG. This includes areas north and south of I-10, west of the White Tank Mountains
- In existing cities and towns
- Initially on the outskirts of existing communities
- Northwest Pinal County and surrounding areas
- Focused largely in existing or planned activity center locations with some opportunities to enhance development along the Corridor (freight, some rural economic development, etc.)
- Many projections have shown that anticipated growth in Arizona will occur in the Sun Corridor (southeastern Arizona to northeastern Arizona)
- Where land and resources are available as population is growing globally
- Beyond considering future growth of residential, commercial and industrial, I hope considerations are made for community elements such as parks and recreational elements

## What type and intensities of growth do you envision within communities adjacent to the Corridor?

- Each section of the Corridor may reflect the differing personalities of adjacent communities
- Industrial, employment and trade zones
- Freeway development lends well to commercial/industrial development. However, we can also look at regional recreational opportunities, higher density residential, and higher educational opportunities
- Sprawl at the edges of existing communities. And throughout the corridor light commercial and small amounts of residential around those commercial hubs
- Transit oriented development, shared use, industrial, and much residential—all based on the availability of competitive land prices near corridor and water
- More compact higher density with multimodal connections that extend beyond the corridor and focused on base economic development and higher wage jobs
- Should freight connections (rail and airport) and significant infrastructure (telecomm) be incorporated, I would expect manufacturing and distribution growth, as well as additional and/or expanded industrial/tech centers
- High density and medium density
- Growth as it relates to commerce would be most likely but not limited to tourism, hospitality, businesses needing access to this corridor's connectivity and much more. Job creation will spur growth within these communities



### What planning and/or regulatory changes might be required in communities to support the Corridor?

- General plan and zoning updates that will allow for freeway-oriented development
- Updating community general or comprehensive plans, character area plans, master transportation plans, pedestrian connectivity plans and recreation plans to allow for the Corridor itself and proposed land use types
- Transit oriented development plans to identify what public transportation and other multimodal improvements would be beneficial, and associated higher density development around transit
- Regional planning identifying developments of regional significance and revenue sharing; zoning to accommodate a mix of uses; incentives to encourage certain types of development
- Zoning that's friendly to transit oriented development, park areas, downtown living spaces, multimodal access, and encouragement for proper gentrification
- We'll need to deal with greatly divergent state and county environmental requirements and regulations
- General plan amendments, regional transportation plan updates and other specific area plans, as needed
- Reclamation bonds for land disruption and wildlife displacement; maintaining buffer zones to residential and commercial areas of development to maintain health and welfare standards of living; ways to mitigate heat island effect of new I-11 road

## In the advance planning of the Corridor, what can we do to ensure that this Corridor brings positive benefits to communities?

- Work within each community to decide what the future vision is and how it plays into this plan
- Consider potential impacts on communities, in particular when considering freight/goods movement; collaborate with communities in their land use planning efforts
- Plan for park space, downtown living areas, recreational uses, freeway oriented development, and consideration for multimodal access
- Inclusion of community visions into corridors not just public agency opinion but community
  opinions as well. Additionally, educate communities on how corridor will promote and support
  their economic development plans or strategic visions
- Identify and utilize previous transportation, land use, environmental, and drainage studies performed throughout the corridor. Trying to limit impacts to each community
- Have a high-quality job focus and quality of life focus
- Utilize public engagement tools throughout the process
- Communicate via social media
- Meet with local planning commissions and councils
- Plan for connectivity to neighboring communities throughout the corridor
- Consider regional partnerships and cooperation
- Work closely with the communities to understand their visions, use context sensitive solutions principles and work with local and regional economic development corporations
- Work closely with existing communities and their visioning plans and incorporate public input in the decision-making process
- Coordinate with each community to advance their priorities; mitigate disruptions; facilitate shareholder buy-in
- Communicate with all of the communities involved and vice-versa



## What transportation modes would enhance the success of nodal or activity center development?

- Bus transit (express, local, demand response, job-access-reverse commute), bike, pedestrianoriented amenities, regional commuter rail, light rail, and modern street car
- Automobile or buses would enhance activity center development and tourism. I would like to see rail, but I envision that people that use rail would want it for speed to get from Phoenix to Las Vegas, and not make small stops along the way, unless new destination points are developed
- Public transportation, possibly including high speed rail, commuter rail or enhanced bus service (i.e. BRT)
- High capacity transit, circulator bus and regional bus, biking and walking pathways (make it easy and convenient) and make sure transfers are efficient
- Local bus service with connection to regional service either by bus or rail
- Fuel Cell and Electric charging stations
- Multimodal transportation (passenger rail, freight, bus etc.)
- Bicycle, pedestrian-oriented amenities, park and ride/transit and commuter rail

## Is there anything else that we should consider in this corridor planning effort, and are there key groups/individuals missing from this dialogue?

- Consider opportunities for funding or technical assistance under HUD/DOT/EPA Partnership for Sustainable Communities
- Make sure to reach out to the disabled (e.g. blind, physically impaired, etc.); suggest a
  governor's council on this subject
- Be the first to do a sustainable "GREEN" highway in every aspect of the construction
- Consider the public health community and active community design interests, as well as tribal stakeholders
- Include environmental groups including the U.S. Fish and Wildlife Service, Arizona Game and
  Fish Department and Environmental Protection Agency. Also include tribes and all land owners
  within study area when it gets more narrowed down. Other interests to include: the Corps of
  Engineers, councils of governments, metropolitan planning organizations, chambers of
  commerce, tourism boards, etc.



### **Post-Meeting Feedback**

Feedback provided after the meeting via the follow-up questionnaire to Stakeholder Partners or by other means. Feedback is provided as it was submitted and neither edited nor grammatically corrected.

#### In relation to the Corridor, where do you anticipate future growth to occur?

- Kingman, Arizona
- existing centers
- Development will be dependent upon water availability and existing community infrastructure.
- I expect there will be infill due to the costs of transportation, both to the individual and to the state. Providing more and more lane miles is not going to be economically feasible. Therefore growth in the West Valley will be more intense between the SR 101 and the proposed I-11.
- Growth will occur near alread established population centers and will grow adjacent to the
  corridor from those locations. I anticipate Kingman, AZ, Boulder City, Henderson, and Las Vegas
  will also grow. As the corridor penetrates to the north, North Las Vegas and Tonopah will also
  experience growth.
- Many areas throughout Maricopa County already have visions for growth adjacent to the Planned I-11 corridor. It is our opinion that areas that are closest to already developed lands will see growth first and as service become available growth will follow.
- Phoenix and Las Vegas will continue to be the main hubs, with perhaps one area of medium growth in between.
- Hubs along the corridor should all see future growth along with Las Vegas and Phoenix.
- Any non-federal land within 60 miles of the Las Vegas metropolitan area
- Near existing nodes...cities and developing towns.
- I see future growth primarily occuring at existing urban areas along the corridor followed by at new nodes created along the corridor.
- Growth usually occurs near the Corridor or close to exit points.
- Tucson, Casa Grande, NW Phoenix Metro area, Kingman and Las Vegas.
- Las Vegas to Reno, Las Vegas to Los Angeles, California, and Las Vegas to Phoenix, AZ.
- If the history of the I-40 corridor is any indication of the future growth along I-11, then the larger cities along the routes will grow, big box stores, etc will spring up, and the smaller towns will have to reinvent themselves to ensure their own survival.
- Increased mining of industrial minerals throughout the county. Opportunities for warehousing or manufacturing near Goldfield, Silver Peak, and surrounding

## What type and intensities of growth do you envision within communities adjacent to the Corridor?

- Trucking, rail, intermodal development; manufacturing
- modest
- Some transportation logistics as well as California migration
- Mixed use high densities and corporate commerce
- The developers want to continue SF small lot housing. I don't know who will prevail in the struggle to get more new urban design over small lot SF housing.
- Initially, transportation support-related businesses will emerge, i.e. fuel stops, snack bars, restaurants, and lodging. Those businesses will bring residential development and support activities for the people who operate those businesses, i.e. grocery, home improvment, furniture, and other retail stores, medical services, etc.



- As typical planning would indicate higher commercial usage adajacent to the freeways especially
  at interchanges and industrial mixed with easy access from the freeway. Then lower usage
  commercial, fanning out to high density residential, mixed residential, single family residential.
- Each community should have their own voice in what type/intensity the desire for their own community. There are also (or will be) large outdoor recreational activity centers within corridor. Road should provide access to, without degrading area.
- Distances from the major metropolitan areas will play into the growth of the smaller communities. Commutities closest to the metropolitan areas will see the smallest growth.
- Highway-related commercial and industrial uses
- construction for residnetial and eventually commercial will probably occur once teh I11 alignment is defined and construction begins.
- Industrial and manufacturing.
- Mixed uses
- I would hope that will carefully consideration the development immediately adjacent to I-11 itself would be industrial or high level commercial so that those land uses can serve as a buffer between the noise, etc., of I-11 itself and residential land uses.
- I anticipate more growth in Lake Havasu area, and of course, Las Vegas, NV. Small towns may grow along the corridor routes.
- Big box stores walmart, etc will move in, impacting small local businesses.
- Communities will experience growth in food service, fuel, convenience, personal service, and lodging establishments. Need for additional housing will occur. Additional wireless communication will be economical. Need for more county services and infrastructure. All medium intensity

## What planning and/or regulatory changes might be required in communities to support the Corridor?

- More manufacturing; improved land use controls to attract outside investment.
- RTC, all local jursidications, SNRPC
- Rezoning and gp updates
- Just having this corridor will promote sprawl. I am not sure you can contain it. Don't let the big money developers and land owners control the process.
- Extensive planning, targeting they types of businesses wanted and needed for sustained future growth.
- Updates to General Plans, transportation plans, and potential overlay zoning if needed.
- Some may already have their planning area defined and this project has nothing to do with it. They may need to rethink public infrastructure needs and how to provide them & expand service area. To attract new business, they may need to update their ecomimic development policy and priorities and incentives to locate there in advance of this.
- Design/use standards for development, designation of areas for protection from development
- certainly planning in water resources, energy and transportation, land-use, economic development
- If communities want a share of the economic development/growth from the corridor, then they need to become pro-development with minimal regulations. The more restrictive or expensive it is for new development, the more likely that development will go elsewhere.
- Acknowledgement of the proposed corridor in the communities' general plan
- Adoption of State law mandating communities and counties take immediate action to plan for compatible land uses adjacent to I-11. Experience shows that unless such planning is mandated



- by the State some counties and communities will allow a hodgepodge of incompatible land uses to develop.
- Attend County/City Council meetings to show them the corridor ideas and so they can
  incorporate them into their community planning. Be aware of NEPA regulations, such as is it
  high tortoise area, a threatened and endangered plant species area such as cacti, or a cultural
  area?
- Help communities along I-11 and in the areas impacted by the re-routing of traffic from I-40 to I-11 to mitigate the impacts they will experience by this new road. Perhaps make I-11 a toll road to defer the cost of paying for its upkeep.
- Resource Management Plan-BLM needs to incorporate possible corridor and allow for adjacent land to be eligible for disposal.

## In the advance planning of the Corridor, what can we do to ensure that this Corridor brings positive benefits to communities?

- Provide funding.
- more diorect citizen input
- Maintain and follow detail comprehensive plan in permitting growth and development.
- Invest in inter-connectivity and local transit options. Support local efforts to provide connectivity. Adjacent communities do not want to become the warehousing and truck stop haven of AZ. These are viable residential communities that cherish their identity.
- Have planners work with local business organizations so there is a solid mix of both governmental and NGO ideas and support.
- work with the communities to lessen impact to existing residence while increasing opportunity for commercial.
- Work with communities to design off ramps where activity will be encouraged.
- Keep everyone informed throughout the entire process.
- Identify appropriate access points to the corridor so as to not impact residential development
- engage stakeholders, focus on what is achievable and not a corridor that includes rail, utility, etc. the private industries will support only if there is economic gain AND a reasonable timeframe for construction. I think it is hard for people to view plans 20+ years away.
- Community outreach and community participation.
- Always include the communities impacted by the Corridor.
- Prompt route alignment adoption followed by immediately right of way acquisition BEFORE adjacent land development occurs.
- Continue your meetings. Perhaps include the local community city council members to a special meeting to explain the cooridor.
- Make the road pay for itself charge a fee to use it.
- Continue to keep us informed. Read county land planning documents

# What transportation modes would enhance the success of nodal or activity center development?

- rail, intermodal center development.
- highway/rail
- Local circulators, BRT and even Light Rail for the communities near the new corridor. Unfortunately the corridor in and of itself will promote sprawl.
- Rail, light rail, and bus services connected to other transportation hubs, such as airports.
- Passenger rail.



- Where possible, identify points where the corridor could connect to other forms of transit/transportation (bus, rail lines)
- mass transit, possible Ivanpah airport connector.
- Streamlined and efficient freight movement by rail, air and roads. Reasonable driving distance to airport with commercial service (less than 45 minutes) for any activity center/nodal development
- buses, intercity rail, car
- Exit and entrance areas off the highways encourage development.
- How about high speed rail instead of a new highway? It's environmentally friendly and cheaper to build and run.
- Rail, highway, transportation modes. Should also include communication infrastructure and possible natural gas pipeline in ROW in unserved parts of Nevada

## Is there anything else that we should consider in this corridor planning effort, and are there key groups/individuals missing from this dialogue?

- Don't allow local communities to be bullied into becoming what they do not choose to become.
- These groups must, must, must have local business participation. I suggest Chambers of Commerce, business development organizations, and visitors bureaus be invited to participate. Community interest groups are not enough.
- Local chamber of commerce/tourism offices. Local public works. BLM.
- maybe include some elected officials to get their buy-ins?
- The I-11 corridor should NOT be limited to the area from Maricopa County to Las Vegas. If this is to be a true CANAMEX corridor it needs to extend at least as far south as Tucson as a separate roadway corridor from I-10.
- Your meetings are educational. We appreciate your inviting the BLM. Thank you.
- Please consider the communities along the I-17/I-40 route that will be impacted by this new road, that is, fewer vehicles traveling past them as they skip around it down the new I-11. Also, shouldn't you repair existing interstate roads before you build another one?
- I hope this corridor is truly about what is best for this nation and the state of Arizona and not about land owners and developers making huge profits.



### **Appendices**

List of Attendees by Agency

Presentation Transcript

PowerPoint Presentation



**List of Attendees by Agency** 

List of Attendees by Agency					
Meeting	First Name	Last Name	Agency		
Webinar	Kristen	Busby	ADOT		
Webinar	Joanie	Cady	ADOT		
Webinar	Matt	Carpenter	ADOT		
Webinar	Charla	Glendening	ADOT		
Surprise	Asad	Karim	ADOT		
Webinar	John	McNamara	AECOM		
Surprise	Jaclyn	Pfeiffer	AECOM		
Webinar	Brett	Jones	Arizona Construction Association		
Webinar	Michelle	Green	Arizona State Land Department		
Las Vegas	Frederick	Marcell	Bureau of Land Management		
Carson City	Mary	Figarelle	Bureau of Land Management Nevada State Office		
Carson City	Daniel	Doenges	Carson Area Metropolitan Planning Organization		
Las Vegas	Dan	Andersen	CH2M HILL		
Webinar	Bardia	Nezhati	CH2M HILL		
Webinar	Jennifer	Roberts	CH2M HILL		
Webinar	Tracy	Stevens	City of Avondale		
Las Vegas	Brok	Armantrout	City of Boulder City		
Webinar	Leila	DeMaree	City of Casa Grande		
Webinar	Paul	Tice	City of Casa Grande		
Webinar	Mojra	Hauenstein	City of Fernley		
Las Vegas	Jason	Rogers	City of Henderson		
Las Vegas	Randy	Fultz	City of Las Vegas		
Las Vegas	Fred	Solis	City of Las Vegas		
Las Vegas	Marco	Velotta	City of Las Vegas		
Webinar	Kazi	Haque	City of Maricopa		
Webinar	Aaron	Baker	City of Mesquite		
Las Vegas	Vicki	Adams-Merriman	City of North Las Vegas		
Surprise	Karen	Savage	City of Surprise		
Las Vegas	Sue	Baker	Clark County		
Las Vegas	Philip	Klevorick	Clark County Comprehensive Planning Department		
Carson City	Lee	Bonner	Douglas County		
Surprise	Jim	Kenny	El Dorado Holdings		
Carson City	Jerri	Conrad	Good Standing Outreach		
Las Vegas	Denise	Gordon	HDR		
Surprise	P.	Hubbard	Hubbard & Hubbard		
Webinar	David	Perkins	Kimley-Horn Associates		
Webinar	Larry	Yount	LKY Dev. Company, Inc.		
Webinar	Denise	Lacey	Maricopa County		
		•	,		



Meeting	First Name	Last Name	Agency
Las Vegas	Bruce	Nyhuis	National Park Service
Carson City	Lucy	Joyce	NDOT
Carson City	Rebecca	Kapuler	NDOT
Carson City	Ray	Luciani	NDOT
Carson City	Sondra	Rosenberg	NDOT
Carson City	Kevin	Verre	NDOT
Las Vegas	John	O'Rourke	Nevada Highway Patrol
			Nevadans for CleanAffordable Reliable Energy
Webinar	Anne	Macquarie	NCARE
Las Vegas	Cash	Jaszczak	Nye County
Surprise	Jerry	Stabley	Pinal County
Webinar	Audra	Koester Thomas	PSA
Las Vegas	Andrew	Kjellman	Regional Transportation Commission of Southern Nevada
Webinar	Lissa	Butterfield	Reno-Tahoe Airport Authority
Webinar	Paul	Keesler	Town of Oro Valley
Surprise	Steve	Boyle	Town of Wickenburg
Webinar	Carolyn	Mulvihill	U.S. Environmental Protection Agency
Webinar	Chad	Giesinger	Washoe County

#### **Presentation Transcript**

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

Operator:

Good afternoon. My name is Jessica, and I will be your conference operator today. At this time, I would like to welcome everyone to the Land Use and Community Development Focus Meeting.

After the speaker's remarks, all lines will be opened in order for you to ask question. Thank you. I would now like to turn the call over to our host, Mr. Mike Kies.

Sir, you may begin.

Mike Kies:

Great. Thank you, and I want to welcome everybody also to the focus group meeting for the Interstate 11 and Intermountain West Corridor Study on land use and community development.

My name is Mike Kies with the Arizona Department of Transportation and I'll be doing a study overview today and then I will hand it off to Sondra Rosenberg with the Nevada Department of Transportation to talk a little bit about some of the ideas about land use and transportation linkages and then Peggy will talk to us about how you'll be able to provide some input today with some discussion groups here in Surprise, Arizona; in Las Vegas and Carson City. And then, those of you on the phone will be able to stay on the line and participate in the discussion after that. So, with that, I'll start with the study overview.

Next slide. The idea of an Intermountain West Corridor is not a new idea. Many people probably know about the CANAMEX Corridor, which was designated in 1995 as a high priority corridor that would connect Mexico to Canada through the Intermountain West roughly following I-15 and then U.S. 93 down to Phoenix. This idea has been advanced over the -- over the past couple decades.

MAG here in the Maricopa area has done a couple of framework studies that has looked at some of the enhancements of our transportation system that aligned with the idea of the Intermountain West Corridor and that also has also moved forward



the Boulder City bypass idea around near Las Vegas, which fits right in to this idea of the Intermountain West Corridor. This last summer, a portion of the U.S. 93 Corridor from Phoenix to Las Vegas has been designated as the future I-11 or Interstate-11. That designation -- that area that has been designated as the future Interstate-11 is shown on the map there in blue from Las Vegas to near the Phoenix metro area.

And with that designation, the Arizona and Nevada geo-keys, we are now in a joint planning study to look at the feasibility of this I-11 and Intermountain West Corridor. Next slide. This slide shows that we're not just focusing on Las Vegas to Phoenix.

The study area for this study is the entire state of Arizona and the entire state of Nevada. And you can see that. We will be looking at potential corridors that extend possibly as far as the Mexican border all the way to the northern limit of the State of Nevada.

But in order to complete the study, we are looking at the study at two different levels. We do have what we call our priority corridors segment. That is the Las Vegas metro areas to the Phoenix metro area where we'll be looking at that segment of the corridor in greater detail than the rest of the study area.

Those areas, south to Phoenix to Mexico and north of Las Vegas to the northern limits of Nevada or even as far beyond to Canada. We'll be looking at a higher visiting level to look at the feasibility of which of those possible corridors might be feasible for the Intermountain West Corridor that could be part of our recommendation.

One other item to note is that we do want to look at this corridor as a multimodal corridor. Many people focused on Interstate-11 immediately think about an interstate highway. We do want to open up the discussions and have considerations for all of the possible modes that could be needed within this corridor.

Next. Those of you who participated in our other focus groups, we've shown the corridor opportunities that we envision that this Intermountain Corridor may



provide including more connectivity between communities, enhancing our economic competitiveness and so on. Today, we're talking about land use and sustainability.

And so, obviously, that bullet that is at the bottom of the screen really focuses on today's discussion promotes sustainable development and the next slide talks about some of those ideas that are under that idea of promoting sustainable development. Multiuse activity centers, which could cause a great land uses in certain parts of the corridor, connecting quality jobs and housing option. Again, the multimodal focus on the corridor, not just assuming this was just an interstate highway but that there could be other modes that provide more efficient regional mobility and shaping community environments through the inclusion of information technology.

One of our previous focus groups was about some of the freight movement issues and there was a lot of discussion then about what type of information technology could be incorporated in this corridor. Next slide. With that, this is how the study team is structured and the reason that we're out talking to you today.

We do have our project sponsors, which is the Nevada Department of Transportation and the Arizona Department of Transportation. We talked regularly about where the study is going and what the next steps are. But it's not just about the two-state department of transportation.

We form this group called the core agency partners, which you can see there right next to -- right next to the project sponsors. That includes the two DOTs but also some of our federal partners like Federal Highway Administration, the Federal Railroad Administration and then the Metropolitan planning organization that both the Phoenix area, which is MAG and the Las Vegas Area, which is the RTC of Southern Nevada. With that, though, we've also been reaching out quite a bit to the stakeholders that are interested in the study and we have what we call the stakeholders partners group.

And we had a general meeting of a call to all the stakeholders that are interested in the corridor last fall and then we ask people to -- that had a certain interest and a certain focus to sign up for what we're calling our focus groups and this is one of the



focus group meetings that we're having today. The checkmarks you can see there are those focus group meetings, what we've already had over the last several weeks. And, today, we're talking about land use.

Next week, we'll be talking about corridor operations and then the last focus group meeting, we'll be having talking about alternative delivery and finance. Next slide. With that, this is the work plan that we put together for the study.

The study is primarily broken into two major phases. That red -- all those steps that are highlighted in red there, we call our corridor justification phase. That's the phase of the project that we're in right now.

We are gathering information through these focus groups that we're having today and other meetings. We want to bring all this information together and talk about what we call our preliminary business tapes. We want to put together what is the business case for Interstate-11 and the Intermountain West Corridor and then now roll up into what we call our corridor justification report.

So, our first step, which is the first year of the study and we hope to conclude that this summer in mid-2013 is focusing on justifying the corridor. Then, the second phase, which is highlighted in brown, all those task items in brown is looking at the feasible corridors and segments that could be associated with this corridor leading us to a corridor concept report in the middle of 2014, which would really document all of our recommendations for I-11 and the Intermountain West Corridor. With that, I'd to pass it up to Sondra Rosenberg in Carson City, and she'll talk about some of the land use concepts that we project.

Sondra Rosenberg: Thanks, Mike. The first thing I'd like to say is that the group working on this effort are transportation experts with some background in land use and land use planning. So, what we're really looking for in this group is for you to help us identify ways to better coordinate the transportation planning with the land use.

> So, next slide. So, we've done some -- you know, we've done a little history and list some trends and patterns and the growth in the southwest has developed in a polycentric manner to really been organized around Los Angeles, Phoenix, Las

Vegas. Those -- each metropolitan area als several maps -- several activity centers and those are all connected by transportation facilities, obviously.

And in some areas, the growth has occurred along corridors and others have kind of spread out around that center. We do expect that the Arizona and Nevada population, the two states combined will reach about 12 million by 2013. So, we're -- it's about 9 million right now of line.

Next slide. So, we all know the transportation facility can shake growth. High trans -- high cost transportation facilities can attract growth because they provide regional accessibility in a sufficient manner where you can get somewhere else very quickly in a high capacity facility.

And, historically, this has occurred along low-density growth along corridors or around those centers. So, a more progressive approach goes in these more focused into compact notes that provide a balance of uses. But in the vision to creating growth, if they're built around the community or bisector community, that could be detrimental as well.

So, we want to make sure that we're very smart about where this port ends up and what type of land use it's sort of initiating or helping out. So, we want to work very closely with the local land use agencies to make sure we're enhancing their community ideals rather than going in against them. Next slide.

So, we understand that Department of Transportation and NPOs really don't have any jurisdiction over land use planning. However, those decisions we make in transportation planning and location and design really have a significant influence on how land use is developed. So, we really want to create good partnerships between the transportation agencies and local communities in order to meet our mutual goal such as regional mobility, economic development, job creation, urban forum, quality of life, environmental preservation.

And we want to encourage each one of those without detrimenting our desires for any of the other one. So, a balance of all those needs. Next slide.



So, coordinated transportation and land use planning can help identify locations and types of desire future growth. We want to be consistent with community vision, create plans and policies to accommodate and encourage desire level and types of development. We want our solutions to be contact sensitive.

We know that one solution isn't the answer for every one in every location. From what location efficiency, which reduces the transportation needs, a common variety of modes and protect sensitive environmental areas. Next slide.

So, how does this relate to the I-11 and Intermountain West Corridor? As we said, we're proposing this as a high-capacity transportation corridor that could mean Interstate. It could mean rail.

It could mean some combination of that. It could just mean enhancing the corridors we have out there today and it can serve as an organizing mechanism to locate activity centers within location efficient development pattern. So, by providing assets in certain areas, that sort of fosters growth by limiting assets in other areas, you might sort of hinder growth a little bit where appropriate.

It has the potential to attract freight-related land use as along the corridor, particularly a junction of other high capacity corridors and facility. So, where this interstate might intersect I-10 and I-40 in Arizona, as well as it goes all the way up to I-80 in Reno. You know, one of the opportunities there and, of course, I-15 in Las Vegas.

It can enhance road connectivity and access to recreational opportunities, as well as appropriate access to encourage desired level of future development. Next slide. And it might provide international trade corridor opportunities.

As most of you know this corridor that we're looking at potentially will connect all the way from the southern line connecting to Mexico all the way to the Canadian border or one of the, you know, northern west coast port. So, the idea is to look at what are the appropriate use of land there and where are the appropriate locations for freight activities and the MAG, again the MPO for the Phoenix area, developed a freight transportation framework study that links supply chain opportunities to various locations along this fund corridor and looked at what are the appropriate



freight-related activities to those for some locations. And, now, they're looking at whether it's appropriate to actually look at different types of freight-related zoning for those areas.

Next slide. So, we kind of downspout a little bit on some different land use transportation ideas and so just to summarize based on despoliation and employment projections, we're still growing and we're going to continue and that comment about two-thirds of ultimate development. We said we're expected to grow another -- about 15 percent in the next 20 years or so in population. Those are a lot of the land but a sort of time for development.

There's an opportunity for a lot of that footprint to expand. So, we want to make sure we're helping to shape that. There's an opportunity to support growth that is consistent with the aspirations of local communities and the corridor should include a mix of activity centers.

So, again, we want to be sensitive to that context of where we're developing, where we're providing access, where we're impacting. And to be successful, each center should realize the unique character of the area and promote a high quality of life. That's what sort of really about promoting quality of life, not dictating any particular use of mixture uses for the local communities but helping to enhance their community vision.

And, again, the study will not conduct land use planning. But we want to do lots of those discussions between transportation and land use professional. So, with that, I'm going to turn it back over to Audra, I believe, to talk about our discussion items and next steps.

Peggy Fiandaca:

Actually, I'm going to go ahead and step in. This is Peggy. And I'm in Surprise and talk a little bit about why you're here today and how your input is going to be used.

As everyone has said this morning or this afternoon, we're talking about how do we link transportation land use planning effectively and that's what the dialogue we're going to have and hear from you about is how do -- how do those interface and how does your community interface with this particular corridor. So, your input is very important in this phase and the process because what we're trying to create is this



holistic, flexible corridor that will link policies -- policy recommendations for the future. Next slide.

Next slide. There we go. So, we've been talking to a lot of folks in this process to date and particularly through these focus groups, as well as the stakeholder partners meeting that we had in the fall and the types of things that we've heard is that this corridor is important for promoting commerce, its tourism.

It creates jobs for communities. It has economic development opportunities that we need to take advantage of. It does more than just connect communities.

It improves transportation access that can create overall quality of life, as well as job opportunities. It is -- the regional project provides an opportunity, though, to look at a new land use pattern and maybe a more focused approach to how we grow both in Arizona, as well as Nevada or along the entire corridor. So, how do we integrate with local communities and ensure that this meets the needs of the communities, as well as the region as a whole and how do we balance the built environment with the natural environment.

Next slide. So, today, in each of the three locations, there's a facilitator that leave dialogue around these discussions and for those of you that are on the telephone, you will also have this opportunity to talk about these or to have a dialogue about these questions. We want to know from you as where do you anticipate growth to occur along this broad regional corridor and what types and intensities of growth do you anticipate over the planning horizon and what do we -- what needs to change, what kind of regulatory or planning tools or changes need to occur to help support the development of this corridor.

Is there -- in advance of this corridor, are there some things that we can be doing to create a positive benefit to communities and let's talk about transportation most to enhance the ability to do this new type of land use pattern, nodal or activity development. And, lastly, we've loved to hear, are we missing something? Is there something else that we should be considering or is there some other folks that need to be involved in this dialogue?



Next slide. So, in terms of the next steps, as what's mentioned, we've been going through these focus groups over the last month and we have two more to host next week in the following on corridor operations and alternative delivery and finance. We will be releasing the technical memorandum number one, which is really the compilation of all the research testing completed to date on existing and future condition.

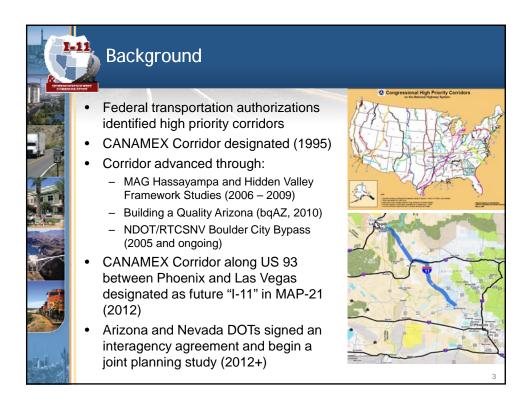
We're working towards the development and release of a business case abhor the quarter, which we've heard later in the spring. And then, hopefully, by summer, we'll be developing the corridor justification report. All along the way, we're talking to a lot of folks in encouraging your involvement in this process.

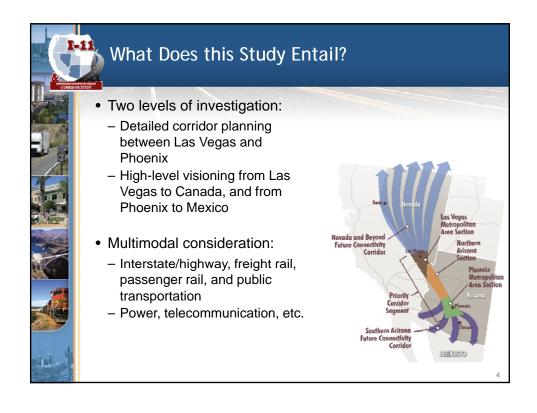
But we'll probably be going out for stakeholder partnering meeting in May. So, next slide. These are the project contacts.

I want to thank you for all being involved in this meeting. And at this point, the facilitators will take over in each of the three locations and those of you that are on the phone, if you would stay online and Audra will lead a discussion at this point. So, thank you very much for your participation.



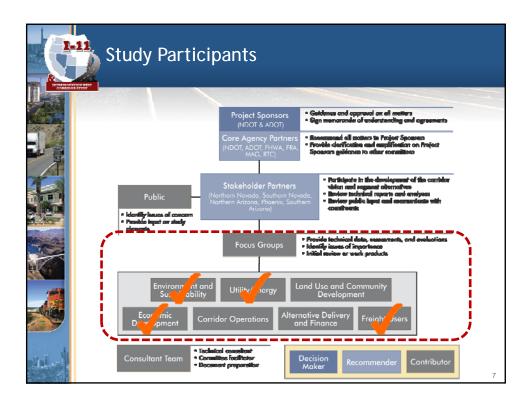


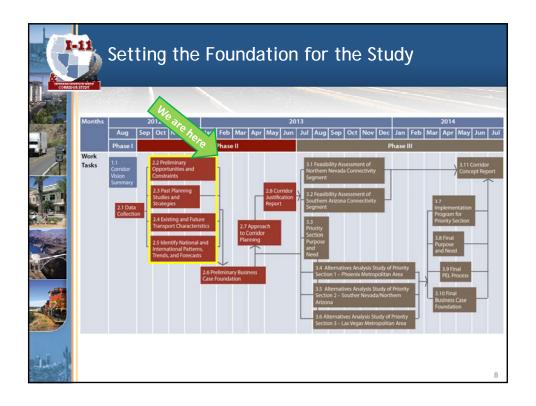
















### Transport Facilities Can Shape Growth

- High-capacity transportation facilities attract growth because they provide regional accessibility in an efficient manner
  - Historically, this has occurred through low density growth along corridors
  - Through a more progressive multimodal approach, growth can be focused in compact nodes to balance the proximity of quality jobs and housing
- Bypassing or bisecting communities can be detrimental to those small communities

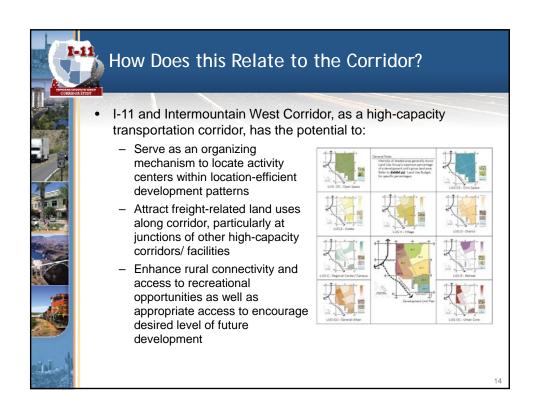




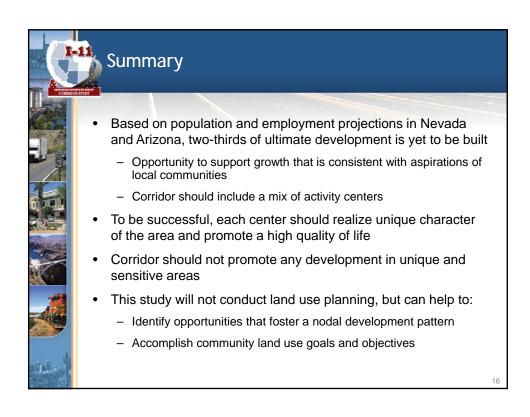
DOTs have no jurisdiction over local land use planning
 However, decisions on transport facility location and design have significant influence on land use planning and resulting urban development patterns
 Partnerships between transportation agencies and local communities are crucial to meet mutual goals in regard to:

 Regional mobility
 Economic development/job creation
 Urban form/land use
 Quality of life
 Environmental preservation



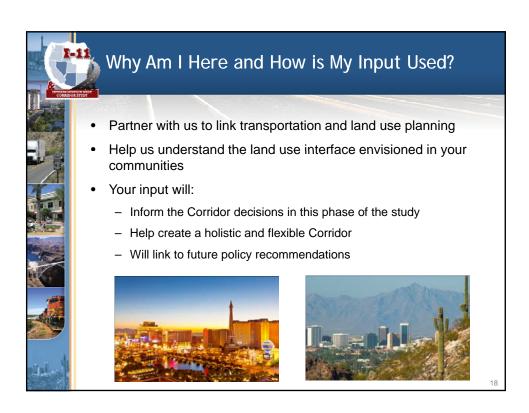






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### Stakeholder Partner's Input Received to-date: Land Use and Community Development

- Promote commerce and tourism
- Economic development opportunity for those communities at transportation junctions; opportunity for intermodal/freight hubs
- Connect communities; improved transportation access can increase job opportunities and overall quality of life
- Regional project provides an opportunity to focus on a comprehensive, focused approach to new growth and development
- Integrated with local communities; does not disturb natural or built environments



19

# In relation to the Corridor, where do you anticipate future growth to occur? What type and intensities of growth do you envision within communities adjacent to the Corridor? What planning and/or regulatory changes might be required in communities to support the Corridor? In the advance planning of the Corridor, what can we do to ensure that this Corridor brings positive benefits to communities? What transportation modes would enhance the success of nodal or activity center development? Is there anything else that we should consider in this corridor planning effort, and are there key groups/individuals missing from this dialogue?









# I-11 and Intermountain West Corridor Study

Corridor Operations Focus Group February 19, 2013 1:30 – 3:30 p.m. PST, 2:30 – 4:30 p.m. MST

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

As part of the study, interested public agencies, non-profit organizations and private interests groups are invited to participate in a Stakeholder Partners group that will

be asked to provide data and other input, and to share their opinions and ideas on decision points throughout the process. As part of this effort, Stakeholder Partners could participate in a series of topical focus groups. On February 19, 2013, the Corridor Operations Focus Group was held. Meetings were conducted simultaneously in three locations: Las Vegas, Nevada; Carson City, Nevada; and Surprise, Arizona. Additionally, individuals could call-in and log-on to participate in a live webinar. A total of 38 participants signed in. The following report summarizes the results of this focus group.



Photo 1: Carson City, Nevada participants viewing and listening to the presentation

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 these focus groups was to provide an opportunity to validate and add to the information that has already been gathered by the study team in order to complete the first half of the study and development of the Corridor Justification Report. Participants were provided access to copies of the PowerPoint presentation prior to the focus group meeting.

The meeting was initiated by a detailed PowerPoint presentation viewed at all locations and online. Project co-manager Sondra Rosenberg from the Nevada Department of Transportation provided a brief review of the project, vision concepts and work plan and schedule. Jennifer Roberts, project team member, reviewed existing transport characteristics then turned it back to Ms. Rosenberg who discussed multimodal opportunities. Audra Koester Thomas, project team member, highlighted some of the feedback already received relative to corridor operation opportunities and introduced the focus group discussion questions.



Photo 2: Las Vegas, Nevada participants follow along with the presentation

At the completion of the PowerPoint presentation, breakout session discussions were facilitated. Facilitators asked participants at each location to provide feedback on the following:

- Why is this Corridor needed and how important is it—or not?
- What particular modes are viable for this Corridor and what factors/thresholds need to be met to justify those modes?
- What other interesting developments or emerging technologies should be considered as we plan this Corridor?
- What existing/planned transportation hubs (i.e. airports, major rail stations, LPOEs) are critical for this Corridor to connect?
- Is there anything else that we should consider in this Corridor planning effort, and are there key groups/individuals missing from this dialogue?

The following identifies some of key points derived from the focus group discussion; full reports summarizing the discussion in each location are included in this report.

- We should look for additional uses for the highway to increase traffic, and thereby toll revenues, such as truck plazas. Solar generation within the corridor is another concept for revenue generation; however it does not need to be developed within the highway right of way. Federal land anywhere could be leased with the revenues earmarked for the highway corridor.
- This Corridor is needed to help diversify our city economically and culturally, to help us compete
  with other large cities, and to provide a reliable north-south route connecting the communities
  of Phoenix and Las Vegas (and beyond)
- Multimodal considerations should be emphasized within this Corridor, especially passenger and freight rail even if rail alternatives have significant geographic constraints (including between the Hoover Dam and Kingman). If near-shoring in Mexico really expands as predicted, then a rail connection to Las Vegas and other points north would be important.
- We need to secure sufficient right of way now to include rail and other components in the Corridor—despite the geographic or political challenges that exist now. Who knows what technologies or politics will evolve that will make rail or other modes feasible in the future
- Self-navigating vehicles are becoming a reality, and need to be considered in the design of I-11.



### **Carson City, Nevada Meeting Summary Report**

NDOT Room 108 1301 Old Hot Springs Rd. Carson City, NV

### Meeting Feedback

Following a brief PowerPoint presentation, Sondra Rosenberg facilitated participants in a dialogue regarding corridor operations opportunities related to the I-11 Corridor. The following feedback was provided by participants as part of that discussion.

### Why is this Corridor needed and how important is it—or not?

- It is a vital corridor within Nevada, connecting the northern and southern portions by more than just a two-lane facility. It should accommodate passenger and freight and the Corridor should be extended to connect Arizona to Idaho
- The study team should utilize freight and accident data to determine if the Corridor is viable and/or to make a case for the Corridor
- Average daily truck traffic continues to grow each year, even with the declining economy
- Congestion on existing facilities (I-5, I-15) builds a case for an I-11 Corridor
- This is an opportunity to use technology to build a better facility
- This is an opportunity to offer more facilities, such as truck parking (truck stops, rest areas, etc.) where needed
- This is an opportunity to divert truck traffic in the case of weather events or to have redundant corridors in case of other emergencies
- Test corridor for new technologies such as lighted roadways, self heating, etc.
- An I-11 Corridor will continue to be important for the economy
- Some questions to consider:
  - O Do we know what freight is currently moving east-west that might divert to a north-south corridor?
  - o Does accident data show the need for additional lanes or dedicated lanes?
  - o How does a future I-11 Corridor compete with other existing facilities?
  - o Can we do a survey of truckers to ask these questions?

# What particular modes are viable for this Corridor and what factors/thresholds need to be met to justify those modes?

- Land ferries for geothermal facilities; the can be an economic builder
- Increase in mining (i.e. fracking) will increase the demand for heavy truck, rail, etc.
- Access to outdoor activities in remote areas might be a consideration (by train?)
- Preserving state roadway system is important; utilizing any opportunity to remove heavy trucks from the Corridor and place freight on rail would save repair/lifecycle cost
- Environmental impacts could be realized by removing trucks and utilizing rail; huge GHG savings
- Airport connections are critical, including central hubs along Corridor (Phoenix, Las Vegas, Ely, Boise, etc.); Fed-Ex and UPS are getting to more remote locations without long truck hauls (Ely



- which is a remote location but could be a new western hub; Silver Springs is built for larger planes but may need runway extensions for additional use)
- Connecting Las Vegas and Phoenix via freight rail should be considered, but challenges include track ownership and topography
- Connecting Las Vegas northeast to Ely and locations north could potentially utilize an old railroad right of way, but what would it take to connect and rebuild line?
- Contemplating gas line infrastructure could be considered as future needs exist across the Colorado River
- When considering a second bridge at Laughlin/Bullhead City, what would serve as a construction-related detour?

# What other interesting developments or emerging technologies should be considered as we plan this Corridor?

- Projected volumes will drive infrastructure development (including the need for truck lanes, high occupancy vehicle lanes, a "smart corridor", etc.)
- Fiber connectivity should be considered, or at least placement of a conduit for any new construction
- Federal funds should be considered for providing connectivity to rural areas
- Interstate communications protocol should be considered
- Continue bi-state communication (e.g. Hoover bypass wind warning)
- National security and evacuation needs should be considered
- Smart roadway infrastructure, including lighting, should be considered; features may add expense, but lifecycle costs may be lower
- Consider future Federal Aviation Administration drone sites
- Consider weather conditions throughout corridor and apply appropriate technologies (e.g. antiicing, road weather information systems, visibility warnings, wind warnings, etc.)
- Consider smart parking and plug-in parking to reduce idling
- Consider public private partnerships (e.g. truck facilities; public facilities provided by private entities)
- UNEV pipeline (eastern side of Nevada) could provide off-shoot opportunities; consider providing fuel sources in Nevada, not just from California
- Consider solar, tolling and public private partnerships
- Consider application of autonomous vehicles
- Review what speed potential rail opportunities would exist

### What existing/planned transportation hubs (i.e. airports, major rail stations, LPOEs) are critical for this Corridor to connect?

- Bus connections, particularly near urban areas
- Energy corridors (but how wide would right of way need to be?)
- Military installations
- Also consider:



- Truck stops/parking, located by considering potential weather impacts and driver regulations
- o Land ownership, look at federally owned land for placement of the Corridor

# Is there anything else that we should consider in this Corridor planning effort, and are there key groups/individuals missing from this dialogue?

- Include the following groups/individuals in the dialogue:
  - Department of Defense
  - o Tourism interests
  - o GOEDA Econ. Development
  - o Casinos
  - o LVCVA
  - o Tim Crowley mining
  - o Planning commissions
- Consider TIMS for clearing incidents; pay for performance
- Consider reliability program based on volumes of traffic
- New airport (Ivanpah, or others) as well as truck and rail access to facilities
- Consider strategies for the Corridor to bypass/get around Las Vegas
- Consider a fuel pipeline out of Phoenix into this Corridor to accommodate future population demands
- Look at Caltrans efforts on US 395; does it make sense to connect to 95?
- US 93 alignment should have followed SR 318



### Las Vegas, Nevada Meeting Summary Report

RTC Southern Nevada Room 296 600 S. Grand Central Pkwy. Las Vegas, NV

### **Meeting Feedback**

Following a brief PowerPoint presentation, Dan Andersen facilitated participants in a dialogue regarding corridor operations opportunities related to the I-11 Corridor. The following feedback was provided by participants as part of that discussion.

### Why is this Corridor needed and how important is it—or not?

- This Corridor is needed to help diversify our city economically and culturally, and to help us compete with other large cities
- This Corridor will enhance multimodal development which subsequently spurs economic development

# What particular modes are viable for this Corridor and what factors/thresholds need to be met to justify those modes?

- Rail has significant geographic constraints between the Hoover Dam and Kingman, especially just south of the Dam, 17 miles through the Lake Mead National Recreation Area (LMNRA). Constructing rail within LMNRA, or any national park, is prohibited and requires legislative approval. The same is true of overhead power lines; this is an important factor as we consider sharing the Corridor with utilities. However, US 93 could be expanded through LMNRA as there is sufficient center median
- Rail could potentially (roughly) follow the US 95 alignment from Needles, north to Las Vegas, and thereby avoid the LMNRA and geographic constraints
- If nearshoring in Mexico really expands as predicted, then a rail connection to Las Vegas and other points north would be important
- There is existing rail right of way in Northern Nevada from abandoned rail lines; however they
  never abandoned the right of way. The Nevada State Rail Plan is a good reference for those
  opportunities
- We have limited influence over Union Pacific Railroad and BNSF Railway
- Maybe rail does not need to be contiguous through the entire Corridor all at once, but could begin now by adding segments and connectivity where available; we need to prepare for 50 years from now
- Freight rail does not have to tie directly into the heart of Las Vegas
- Rail doesn't have to follow the highway alignment
- We need to secure sufficient right of way now to include rail and other components in the Corridor despite the geographic or political challenges that exist now. Who knows what technologies or politics will evolve that will make rail or other modes feasible in the future



# What other interesting developments or emerging technologies should be considered as we plan this Corridor?

- The Nevada Legislature wanted to replicate the success of the Dallas-Ft. Worth area, and thus commissioned an inland ports study. The Governor's office is wrapping up the study now
- We need to consider the changing demands and fuel types for vehicles and provide for future alternative fueling stations including electric, hydrogen and natural gas
- Electrification of truck stops and other trucking amenities should be considered
- Implement intelligent transportation systems along I-11, similar to what NDOT has deployed on I-15 between Las Vegas and Primm; advanced warnings on long corridors is very helpful
- Consider higher design speeds where possible. Advances in technology may make higher speeds more feasible in the future
- Pavement materials and applications are evolving; we should use the latest materials as part of this Corridor
- Self-navigating vehicles are becoming a reality and need to be considered in the design of I-11. John O'Rouke from the Nevada Highway Patrol test drove a Google vehicle and was amazed at the accuracy, safety and responsiveness of the vehicle. The vehicle stopped safely for an unplanned, unexpected pedestrian who stepped off the curb in front of the car

# What existing/planned transportation hubs (i.e. airports, major rail stations, LPOEs) are critical for this Corridor to connect?

- If passenger rail is to be developed in the Corridor then it would need to connect with ExpressWest (or other high speed rail between Southern California and Las Vegas)
- A connection with the proposed Southern Nevada Supplemental Airport (SNSA, commonly referred to as the Ivanpah Airport) could be important, especially if I-11 bypassed Las Vegas to the south and west and continued north through Pahrump
- Business parks typically develop around reliever airports, which would benefit from additional highway network connections. For instance, the Scottsdale Airport has huge development surrounding it. However, business park connectivity would primarily be needed with Las Vegas, not Phoenix, which would be served by I-15
- While there is some support for routing I-11 around Las Vegas to avoid further congestion at the Spaghetti Bowl, for tourism or other purposes, maybe an I-11 that connects to the heart of Las Vegas is viable

# Is there anything else that we should consider in this Corridor planning effort, and are there key groups/individuals missing from this dialogue?

- Include:
  - o Bike clubs (it would be great to be able to make a bicycle trip between our cities)
  - Center for Business and Economic Research



### **Surprise, Arizona Meeting Summary Report**

Communiversity Room 1004 15950 N. Civic Center Plaza Surprise, AZ

### **Meeting Feedback**

Following a brief PowerPoint presentation, John McNamara facilitated participants in a dialogue regarding corridor operations opportunities related to the I-11 Corridor. The following feedback was provided by participants as part of that discussion.

### Why is this Corridor needed and how important is it—or not?

- The need for this Corridor has already been discussed in several previous planning studies, such
  as the MAG I-10/Hassayampa Valley Transportation Framework Study, federal corridor
  designations noting the importance of CANAMEX/I-11, and most recently in the MAG Freight
  Transportation Framework Study. The MAG Freight Transportation Framework Study
  preliminary recommendations have shown that Arizona serves as a pass-through state for
  freight
  - By constructing a north-south freight corridor and being able to take advantage of transportation junction opportunities, Arizona can add value to goods. This could be the game changer for freight-related economic development
  - o The Corridor could provide jobs and help diversify the economy
- US 93 is not a safe corridor to drive, although the improvements underway by ADOT are helping.
   If this study can establish a connection between I-10 and US 93, a true bypass around the
   Phoenix metropolitan area can be established (I-8, SR 85, I-11 connection to US 93).
   Additionally, the bypass could divert interstate truck traffic out of the core of the metropolitan
   area and decrease air quality issues
- When the Interstate system was built, its main purpose was defense and national security. As homeland security remains a national priority, could connecting (e.g., having some form of Interstate access) Arizona and Nevada defense installations serve as a need for the Corridor?

# What particular modes are viable for this Corridor and what factors/thresholds need to be met to justify those modes?

- Freight rail is important. For the prospect of an inland port to be feasible, it is important to be served by more than one railroad. Currently, the only location UPRR and BNSF connect is in downtown Phoenix, which has no room for growth of freight-related industries. This Corridor could provide a freight connector between the two railroads, allowing inland port development anywhere within the Phoenix West Valley
- Unsure what the general population's interest in long-distance passenger rail is at this time; cultural/demographic shift would be required to justify the investment. However, this could be a viable need long-term. Arizona needs to develop a backbone local and regional transit system to support any form of long-distance passenger rail

# What other interesting developments or emerging technologies should be considered as we plan this Corridor?

• Many new automotive technologies are already available and don't require alterations to the roadway corridor for implementation



- Ideas that should be considered include Wi-Fi technology at rest stops; monetize Wi-Fi along the road (e.g., children connecting to Netflix while on a car ride, but enforce that drivers do not use it)
- Consider solar energy to power lighting and other electricity needs
- Consider solar panels in right of way to supplement power for trains

### What existing/planned transportation hubs (i.e. airports, major rail stations, LPOEs) are critical for this Corridor to connect?

- Connect inland port developments with rail and aviation services
- Connect land ports of entry (LPOE) to foster trade with Mexico. Currently only one Arizona
  LPOE has a rail crossing and is served by only one railroad (UPRR). To truly facilitate
  international trade, other railroad companies should be able to access the LPOE (e.g., freight rail
  connector, as discussed above)

# Is there anything else that we should consider in this Corridor planning effort, and are there key groups/individuals missing from this dialogue?

• It would be interesting to see the support level for an I-11 Corridor amongst the Arizona State Transportation Board



### **Webinar Meeting Summary Report**

Meeting conducted via Live Meeting and teleconference

### **Meeting Feedback**

Following a brief PowerPoint presentation, Jenny Roberts and Audra Koester Thomas solicited feedback online and via teleconference regarding corridor operations opportunities related to the I-11 Corridor. The following feedback was provided by participants as part of that discussion.

### Why is this Corridor needed and how important is it—or not?

- This Corridor is critical to moving freight from Mexico north to Canada
- This Corridor may be needed for passenger/freight movement, but only mass-transit/freight
  options should be considered. ADOT and NDOT should focus on passenger rail and freight rail
  only in order to minimize impacts to the environment, public health and safety, etc.
- Any "new pavement" construction should be considered carefully. Should the corridor be built, those cities/regions not along the final Corridor will lose out on potential economic development. Efficient and economic connectivity between Nevada and Arizona could have great benefits
- This Corridor is needed because the existing regional infrastructure was developed prior to the significant population growth of Arizona and Nevada; roads and railways travel east-west (not north-south), currently designed to carry people and goods between the West Coast and population centers east of Arizona and Nevada instead of between these population centers. New road and rail connections are needed

# What particular modes are viable for this Corridor and what factors/thresholds need to be met to justify those modes?

- Fuel, time and emissions should be less for freight and passenger rail than lines currently used
- The modes that are viable for this Corridor are rail and highway uses facilitating the transport of freight and people from Mexico to Canada
- Modes for this Corridor should focus on moving people and goods without adding significantly
  more infrastructure or spurring more sprawl/development. Movement of people should focus
  on alternate modes and should seek to reduce the number of vehicles on the roads. Passenger
  rail and freight rail are well suited for this Corridor
- Currently there are very few modes of transport from Phoenix to northern Nevada and beyond (limited to vehicle and air modes). Rail connectivity may be a viable mode if freight and passenger demand can support the system
- A commuter rail feasibility study could help to identify appropriate right of way widths for future expansions
- Highway, passenger rail and freight rail modes are viable for this Corridor. As was suggested, the
  distance between Vegas and Phoenix would be conducive to attracting rail passengers.
   Significant movement of freight to/from Arizona and flows to/from the north and west. These
  are "missing links" that will perform well



# What other interesting developments or emerging technologies should be considered as we plan this Corridor?

- Utilizing weigh-in-motion technology would allow the inspection of trucks from Mexico requiring inspection while allowing pre-screened trucks to bypass inspection sites
- Ensure reliable, strong cell service is available along the entire Corridor
- Provide Wi-Fi throughout the Corridor. This will enable rail travelers to conduct business enroute and encourage ridership. Support maintenance with easements leased to utilities. Stay with traditional rail rather than exotic alternatives
- Consider use of rapid charging stations; work with the intelligent transportation system experts to ensure that the route will be compatible with the emerging autonomous vehicles
- Consider solar/rechargeable fueling stations, hot spots and Wi-Fi bus shelters

# What existing/planned transportation hubs (i.e. airports, major rail stations, LPOEs) are critical for this Corridor to connect?

- Connect existing airports and existing rail stations is imperative. Otherwise new airports and rail stations will be needed along the corridor in the future. The investment in existing transportation centers will be wasted if they are isolated from the corridor.
- Connect: LAS McCarran Airport; PHX Sky Harbor Airport; Sunset, Chief, and Zephyr AMTRAK routes; freight inland ports in Surprise and Kingman (Arizona); future freight inland ports and passenger hubs
- Connect north-south: Sonora, Mexico --> Phoenix --> Las Vegas --> Seattle
- Consider trail heads/bicycle amenities and overall bikeways along the corridor adjacent to rapid transit/bus stations and park and ride facilities

# Is there anything else that we should consider in this Corridor planning effort, and are there key groups/individuals missing from this dialogue?

- Consider these questions as part of the study:
  - o Does the corridor relieve congestion?
  - o Does the corridor create congestion elsewhere?
  - o Does the corridor create environmental issues?
  - o Can the corridor mitigate environmental issues?
- Interim highway service exists in the form of US 93 and connecting roads. Consider recommending the development of interim rail service using existing rail lines from Phoenix to Parker, Arizona, and building connecting links from west of Parker north to the Union Pacific line from California to Las Vegas
- Be sure to include:
  - o ASU
  - o NAU
  - o Sonoran Institute
  - o Bicycle interest groups



### **Post-Meeting Feedback**

Feedback provided after the meeting via the follow-up questionnaire to Stakeholder Partners or by other means. Feedback is provided as it was submitted and neither edited nor grammatically corrected.

### Why is this Corridor needed and how important is it—or not?

- The corridor is essential to make the movement from Phoenix to Las Vegas safer and quicker. This improved corridor will enhance the economies of the whole corridor area, which is an outstanding year-round region to do business and to enjoy life, and live.
- I think it is necessary to support economic development and the oil and gas exploration, mining and outdoor sports
- Freight is either going to move east from Phoenix and north to the midwest or it can move north if I-11 is developed to Las Vegas and then north east on I-15 providing two possible efficient routs to move the freight
- Building an integrated I-11 provides untold opportunity for transportation, manufacturing, and distribution as well as other industry, such as tourism and complementing small businesses, driven by an accessible high mobility and reliable transportation corridor.
- This corridor provides an important opportunity for future regional traffic as well as interstate travel. The ability to bypass heavy traffic on I-10 will be imperative as the Maricopa County/Phoenix area continues to grow!

# What particular modes are viable for this Corridor and what factors/thresholds need to be met to justify those modes?

- Vehicular transportation routes; high-speed rail; and telecommunications.
- If, and this is a big if, Mexican ports are a good alternative, we need to move goods N & S not just E & W. There is alot of manufacturing in Mexico supporting the automobile industry and this would be another plus for improving roads and rail.
- Truck traffic and the addition of rail would be excellent transportation modes. I rail is developed at the same time trains could then hook up with the main UP line out of Las Vegas
- Mohave County sees several "game changing" scale opportunities enabling I-11 to develop and function as a transportation and economic corridor throughout the Intermountain West. Viable modes include passenger cars, trucks, rail, and a key material transport mode - pipelines (e.g., water, etc.) Also consider dedicated car or truck lanes.

# What other interesting developments or emerging technologies should be considered as we plan this Corridor?

- Intermodal Transfer Station in the Kingman area.
- Not to think about what is now available, but what the future may evolve into as far as moving people and goods. These types of projects also give a shot in the arm to support economics that provide needs along the corridor
- NA
- Connected vehicle applications employing a robust technological platform throughout the
  corridor enables integration of future multi-mode vehicle and infrastructure controls for safety
  and mobility while effecting reduced passenger and freight transport unit costs. Alternative
  energy production promotes multi-mode vehicle opportunities.
- 1. Public Private Partnerships. 2. Gudided car system3. Sustainable materials/technology



### What existing/planned transportation hubs (i.e. airports, major rail stations, LPOEs) are critical for this Corridor to connect?

- Development of Kingman as the crossroads for 1-40 and I-11 with the BNSF rail lines.
- Ivanpah, Ely and what other hubs are identified by the study
- With U.S. 93 likely serving as the preferred corridor footprint for I-11, the nearest existing Mohave County transportation hub includes the Kingman Airport, currently configured to accommodate cargo aircraft, and its adjacent industrial park.

# Is there anything else that we should consider in this Corridor planning effort, and are there key groups/individuals missing from this dialogue?

- Alan Coyner of the Nevada Division of minerals can give us an update on the oil and gas exploration and what their needs are if marketable quantities are found.
- This could be an economic steam engine for both Phoenix and Las Vegas
- Source documents on the powerpoint slides are helpful (particularly clickable links, if possible) and would give the study more credibility (some stats are sourced, some aren't).
- Please provide adequate consideration of the no-action alternative. We do not need additional freeways, yet assessments typically treat the no-action alternative as non-viable.



### **Appendices**

List of Attendees by Agency

Presentation Transcript

PowerPoint Presentation



**List of Attendees by Agency** 

LIST OF A	List of Attendees by Agency				
Meeting	First Name	Last Name	Agency		
Surprise	Asad	Karim	ADOT		
Webinar	Michael	Kies	ADOT		
Webinar	John	McNamara	AECOM		
Surprise	Jaclyn	Pfeiffer	AECOM		
Surprise	Vijayant	Rajvanshi	AECOM		
Webinar	Jim	Dickey	Arizona Transit Association		
Las Vegas	Dan	Andersen	CH2M HILL		
Las Vegas	Bardia	Nezhati	CH2M HILL		
Webinar	Jennifer	Roberts	CH2M HILL		
Webinar	Tracy	Stevens	City of Avondale		
Webinar	Kevin	Louis	City of Casa Grande		
Las Vegas	Jason	Rogers	City of Henderson		
Las Vegas	David	Bowers	City of Las Vegas		
Las Vegas	Marco	Velotta	City of Las Vegas		
Las Vegas	Philip	Klevorick	Clark County Comprehensive Planning Department		
Surprise	Jim	Kenny	El Dorado Holdings		
Carson City	Greg	Novak	Federal Highway Administration, Nevada Division		
Carson City	Jin	Zhen	Federal Highway Administration, Nevada Division		
Webinar	James	Schleich	Huitt-Zollars, Inc		
Las Vegas	Bruce	Nyhuis	National Park Service		
Carson City	Denise	Inda	NDOT		
Carson City	Jeffrey	Richter	NDOT		
Webinar	Tony	Rivera	NDOT		
Carson City	Sondra	Rosenberg	NDOT		
Carson City	Kent	Steele	NDOT		
Carson City	Bill	Thompson	NDOT		
Carson City	Kevin	Verre	NDOT		
Las Vegas	John	O'Rourke	Nevada Highway Patrol		
Carson City	Pete	Konesky	Nevada State Office of Energy		
Las Vegas	Cash	Jaszczak	Nye County		
Webinar	Andy	Smith	Pinal County		
Webinar	Audra	Koester Thomas	PSA		
Webinar	Robert	Bohannan	R.H. Bohannan and Associates		
Las Vegas	Suparna	Dasgupta	Regional Transportation Commission of Southern Nevada		
			Regional Transportation Commission of Southern Nevada		
Las Vegas	Michael	Gainor	Regional Transportation Commission of Southern		
Las Vegas	Beth	Xie	Nevada		



Meeting	First Name	Last Name	Agency
Webinar	Lissa	Butterfield	Reno-Tahoe Airport Authority
Webinar	Tiffany	Sprague	Sierra Club



### **Presentation Transcript**

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

Operator:

Good afternoon. My name is Brandon, and I will be your conference operator today. At this time, I would like to welcome everyone to the Focus Group Meeting for the I-11 Study Conference Call.

All lines have been placed on mute to prevent any background noise. After the speaker's remarks, all lines will be opened in order for you to ask questions. If you should need any assistance during the call, please press star then zero and an operator will come back online to assist you.

Thank you. Ms. Rosenberg, you may begin your conference.

Sondra Rosenberg: Thank you very much and thank you all for joining us today for the I-11 and Intermountain West Corridor Study Focus Group Meeting on Corridor Operations. The way this works to those of you who haven't been to any of these yet is we'll be giving a brief presentation and then we will break out for discussion and those discussions will occur at the various different locations and then those of you who are joining us by web and phone, please stay on the line and the discussion will be facilitated via the website and the phone call. So, with that, I'm going to give a brief study overview and then I'm going to turn it over to Jenny who's going to talk about existing transportation characteristics.

> I'm going to come back and review multimodal opportunities, then I'm going to turn it over for discussion on how the input and discussion is going to occur, questions, things we've heard already, as well as next steps and then we'll break off for individual discussions. Next slide. And I do have to apologize my counterpart, Mike Kies at the Arizona Department of Transportation, was not able to join us today.

So, I'm sorry that you'll have to hear for me twice. And for those of you who don't know me in other locations, my name is Sondra Rosenberg and I'm the Nevada DOT's project manager for this. So, a little bit of background, various different



transportation authorizations can identify high priority corridors and the CANAMEX Corridor was designated back in 1995.

Some previous work was done before that and some additional work advancing that corridor has been done since then with various different studies through the Maricopa Association of Governments, RTC of Southern Nevada, Nevada DOT, Arizona DOT and most recently in the most recent transportation authorization moving ahead some progress in the 21st Century, the CANAMEX Corridor section, which is U.S. 93 between Phoenix and Las Vegas was designated as future Interstate-11. Since then, Arizona and Nevada geo-keys have signed an agreement and begun doing this study, which we'll look at it in more detail. Next slide.

So, this study includes two levels of investigation. We're looking at very detailed corridor planning between Las Vegas and Phoenix. That portion, which was designated as future Interstate-11, as well as high-level visioning for the areas north and south of that, potentially connecting all the way from Mexico to Canada with a new corridor.

We're looking at multimodal consideration, not just interstate and highway but freight rail, passenger rail, public transportation, as well as the transport of utilities and those sorts of things. Next slide. Well, there's lots of opportunities for this new corridor to enhance local, regional, national and global connectivity not just between Phoenix and Las Vegas but, you know, the southwest beyond that.

The opportunity to form unique connections with Asia and Mexico and the Southwestern United States, ultimately and potentially extending all the way to Canada; enhance economic competitiveness; provide redundancy and flexibility with the network and the opportunity to accommodate evolving modal choices and this is potentially a new corridor. We have the opportunity to accommodate what we see fit and how we see the future demand and to promote sustainable development. Next slide.

So, this is how the study is organized. At the top is the project sponsors and that is DOT and Arizona DOT where the -- you know, we're the ones heading this up. But we're working very, very closely with our core agency partners including Federal Highway Administrations, Federal Railroad Administration and the MPOs for the



Metropolitan areas of Phoenix and Las Vegas, which will be MAG and the RTC of Southern Nevada.

Just below that and really guiding and feeding a lot of this effort is our stakeholder partners, which are, you know, any entity or agency that has a stake in this and wants to have a say on this and wants to participate as a partner in this study. And then, we've developed these focus groups and these focus groups have we've brought together today is focusing on corridor operations. We've already met to discuss environment and sustainability, utility and energy, land use and community development, economic development and freight users and we have one more focus group meeting coming up next week to discuss alternative delivery and finance.

And we're supported by a consultant team and we also are consistently constantly looking for input from the public, as well as house that's corridor developed. Next slide. So, this is where we are at over the past six months or so.

We've really been collecting a lot of information and putting together the first technical memorandum. We're holding off on any deliverables until we've finished out with all focus groups because we've realized we're getting a lot of great input and additional data sources as we go through this focus group meeting. So, all that data that we're collecting and information guidance we're collecting, we'll see the preliminary business case foundation, which will then ultimately go into the corridor justification report.

And that's really our first big deliverable. After we determine if this corridor is justified, then we go through a more detailed planning of the different sections of that corridor. You know, the Northern Nevada section as we call it, which is Las Vegas North; the Las Vegas to Phoenix area, which we call our priority section and then the section south of Las Vegas.

So, that's where we'll start getting in to those different corridor alignments and that will ultimately feed in to the corridor concept report, which will be our final deliverable. So, with that, I'm going to pass it on over to (Jenny) to talk about some of the details in existing characteristics.



Jenny Roberts:

Thanks, Sondra. As Sondra just pointed out, we've been working on the first technical memorandum for this study, which we're calling on existing and future corridor conditions tech memo. And as part of that effort, we've reviewed the existing transport characteristics in both Arizona and Nevada.

So, I'm just going to briefly summarize some of that information. So, we'll start off with highways. The purple lines on the roadway network map represent the eastwest routes and the green lines highlight the north-south routes in both states.

And as you can see on this map, Interstate highway travel in Nevada and Arizona are primarily east-west movements. We've got I-8, I-10 and I-40 across Arizona and I-80 across Northern Nevada. So, north-south travel on these two spaces served by I-15 in Southern Nevada and I-17 and I-19 in Arizona.

And this map, the green lines on this represent the congressionally designated high priority corridors. And as Sondra mentioned, the CANAMEX corridor was designated in 1995 and that's shown in blue on this map and that includes I-19 from Nogales to Tucson and I-10 from Tucson to Phoenix, U.S. 93 from Wickenburg to Vegas, which is also a designated future I-11 and I-15 from Vegas to Canada. When you get to U.S. 95 in Nevada, it's also a high priority corridor.

But the majority of north-south travel between these two states uses U.S. 93. Next slide here is passenger rail. It is similar to highways.

Intercity and interstate passenger rail is restricted to east-west travel in both Arizona and Nevada. And as shown on the map on the right, there's three Amtrak rails serving Arizona; the Sunset Limited and Texas Eagle route across Southern Arizona, which was the orange line on the map and the Southwest Chief Route across Northern Arizona, which is the green line on this map. In Nevada, there's on Amtrak route, which is the California Zephyr and it runs across Northern Nevada (tail well) to IED.

But you can see looking at these, both states are lacking north-south passenger rail and Las Vegas has no passenger rail connections. The freight rail map on this slide shows the trend volumes on primary freight corridors in the U.S. and the red dot showed the freight crossings on the U.S. and Mexico border. So, there's two



primary east-west freight corridors in both states, as well as several branch and short lines.

However, none of the freight movement within the State of Nevada is transported via rail due to the lack of rail connections between Northern and Southern Nevada. And, of course, 30 percent of U.S. imports from Asia arrive at the west coast port and various transportation modes are used to transport those goods from these ports to distribution centers to the east. Arizona has nine land ports of entry where nearly 21 million people crossed into the U.S. in 2011.

The chart on this slide shows how these crossings were distributed between those nine ports of industry and by what modes. Over \$22-1/2 million and 10 million tons of goods were imported and exported through these border crossings and Nogales has the only rail track along the Arizona and Mexico border. And the last topic was aviation.

Arizona and Nevada has two of the top ten busiest airports in North America. Las Vegas' McCarran International Airport is rank number eight and Phoenix Sky Harbor is rank number nine. And approximately 2-1/2 million passengers travel between these two states in 2011 and this table shows the total number of passengers that traveled between the airports in the four major metropolitan areas in both Nevada and Arizona.

You can see in this table 1-1/2 million people travel between Phoenix and Vegas alone. But McCarran and Sky Harbor among the top ten destinations from each of these four airports. So, with that, I'm going to hand it back to Sondra to discuss the multimodal opportunities.

Sondra Rosenberg: Thank you Jenny. So, there's lots of opportunities as I said with these corridors, potentially new corridor. We're looking at sort of long, long term.

So, we really have the opportunity here to shape this future corridor based on what we think is going to happen in the future based on lessons learned from previous corridors. So, next slide please. So, there's the opportunity to include flexibility and respond to societal changes such as demographic, which show an increasing demand for other forms of transportation besides the single occupancy vehicle,



potential to accommodate the transmission of new technology including intelligent transportation system, telecommunications, renewable energy transport and the list goes on.

There's certainly opportunities for the development of alternative energy, maybe not in our right of way but along the same corridor, other things to consider. Use of intelligent transportation systems to minimize the footprint by enhancing mobility and operations through technology. And the corridor between Phoenix and Las Vegas has been shown to be within the group's sweet spot for a potential passenger rail corridor.

That area, that's a little bit longer than people who would prefer to drive by themselves but maybe not long enough that people want to go through the house as going to an airport. Next slide. There are certainly constraints through this corridor as I grew all aware of.

You know, there is that big hole in the ground. There's topography of the Colorado River. Certainly, funding is an issue.

Changing demographics as we mentioned. Border crossings, what -- you know, what do we build to the -- to either border and what's going to this on the other side of that border is certainly important to consider international facilities and, of course, sensitive lands and wild life migration path. So, there's several reasons why these areas haven't been built out to date and these are just some of them.

But we also -- next slide please. We also have the opportunity to look for technology enhancements to help us sort of grow into the 21st century. Alternative fuel and electric vehicle recharging station, that's certainly something that has come to our attention in the past years.

Waste station or pre-clearance systems including electronic credentialing and screening, way in motion, smart parking for heavy trucks. We all recognize the truck parking continues to be an issue on many of our corridors. Smart signs, corridorwide information sharing, which includes real-time travel information and some of the traditional things we were -- we've all gotten use to such as 511 traveler



information, dynamic message sign, close circuit T.V. and those that are sort of in development as well such those smart times.

Regional and interstate incident management, safety pullouts, weak areas. We need to consider safety truck parking, all those of sort of things. With these days, technology can help us to accommodate a lot of that.

Next slide. And, now, I'm going to pass it back over to Audra to talk about -- to lead us into the discussion we're going to have.

Audra Koester Thomas: Thanks so much, Sondra. Again, my name is Audra Koester Thomas), and I will just lead you through how we're going to use your input. Again, if you are somebody who has participated in a previous focus group, these slides will look familiar. How are going to be using your feedback?

We really need to understand whether or not this corridor is important. As Sondra had identified some of our major deliverables as part of this projects include the corridor justification report and preliminary business case foundation, which we'll outline the need if any for this corridor. We'll also be looking for your input on modal development and what should be included as part of this corridor.

In fact, we have a specific question related to that today. And what should the corridor look like including technology, not just the physical environment -- physical built environment? We will be using your feedback to inform not only this phase but future phases of this project to create a holistic and flexible corridor and in particular relation to any potential future NEPA-related study.

We want to make sure that the decisions that are made are inclusive of feedbacks not just from our important key stakeholders such as yourselves but the public as well. So, as we move along, we have already received some feedback. So, of you participated with us last fall in the first stakeholder partners meeting that we held in a similar fashion in several locations in Arizona and Nevada through a joint presentation.

We've already heard a lot of feedback related to the desire for multimodal -- a multimodal corridor including a north-south passenger and freight rail alternative



and the importance of that. And if you will recall some of the slides that were covered by Jenny earlier today identified that gap in access. We want -- we heard that.

We want to incorporate connected vehicle infrastructure to minimize future costs for travel and to utilize potential comment right away for telecommunications, energy, not just a transportation corridor ad some of you may have been involved in earlier focus groups or we really focused on that as part of the utility discussion. We've heard ideas including providing information technology assets including things like Wi-Fi to the traveling publics and to provide efficient connections to airports and other key hubs will be a question we ask as well for you today. And then, the desire to be a smart corridor incorporating various future technologies and the potential to expand to a known technology at this point in time.

So, with that, we have several questions for you today. The first question we're going to open up with is, why is this corridor and how important is it or isn't it? It's important to realize relevant to the course NEPA -- future NEPA documentation that we are considering a no-build option as well.

And so, some of our preliminary study really needs to investigate what is the need for this corridor. So, we'll be opening our conversation with that question. Then, we'll move in to the multimodal aspect and ask for, what particular modes are viable for this corridor?

And to those modes, what are the factors or thresholds that need to be met to actually justify the implementation of those model aspects. We'll also be asking you what interesting developments or emerging technologies are interesting and should be considered as we plan for this corridor and also what existing our plan transportation hubs such as airports, rail stations, ports of entry are critical for this corridor to connect and then we'll finish up with our standard question. Is there anything else that we need to consider in this planning effort or are there any key groups or individuals missing from the dialogue?

It's an opportunity. If we didn't cover something that you are hoping that we would cover today, it's an opportunity for you to provide that feedback then. After we get



through our discussion, it's important to recognize that this is just one element in the larger phase.

As Sondra indicated earlier, we've held these focus groups over the course of January and February and we're closing in on our last two today for corridor operations and then next week with our final focus group on alternative delivery in finance. As Sondra mentioned, we have a couple key documents pending. The research and study team has been busy incorporating aspects to the technical memorandum.

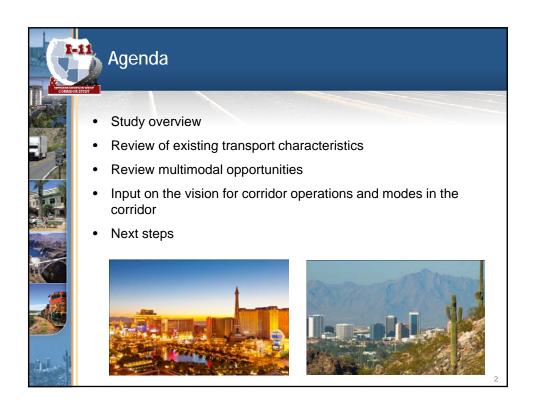
But as Sondra mentioned, we've been really informed by these focus groups and that deliverable won't be provided and shared until we conclude these focus group meetings because of some of the important information we've gathered from this event. And then, the point of our business case and corridor justification reports will be coming later this spring and summer with anticipated stakeholder partners' meeting. Our second sometime in May.

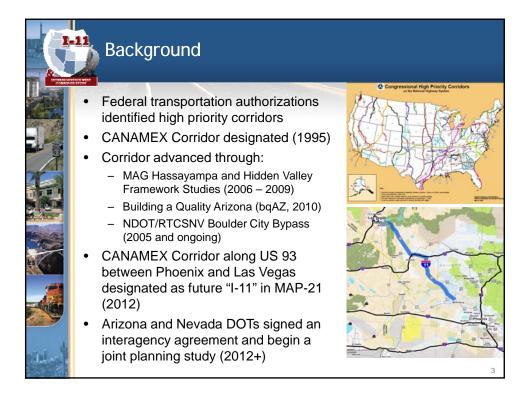
So, with that, thank you for participating again. Sondra, I'll ask if you have any final closing statements or comments that you would like to make before we split up into our individual meetings.

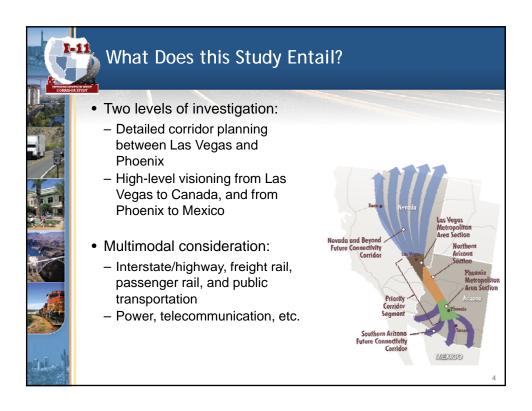
Sondra Rosenberg: No. I just want to thank everyone for their time today.

Audra Koester Thomas: All right. Great. Thanks so much, everybody and if you're part of the webinar or conference call, if you will just hold on for a minutes while the other locations disconnect and Jenny and I will pick up the conversation with you here in just a moment.

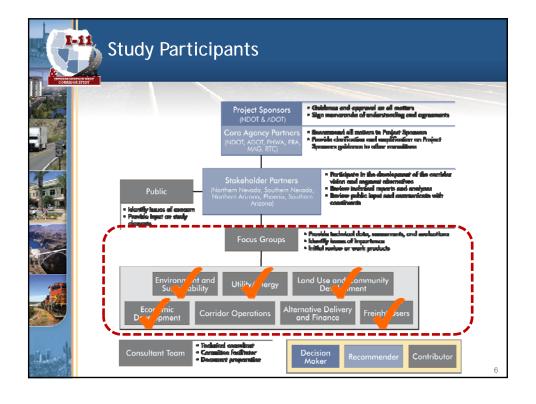


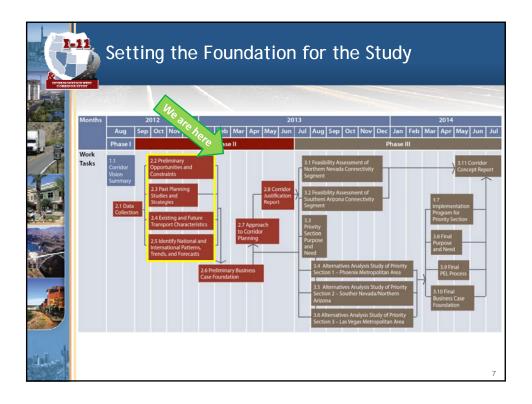


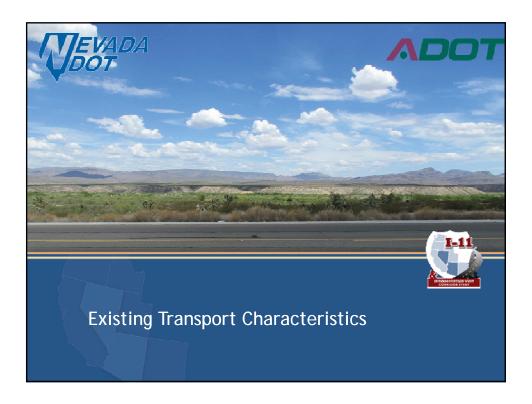


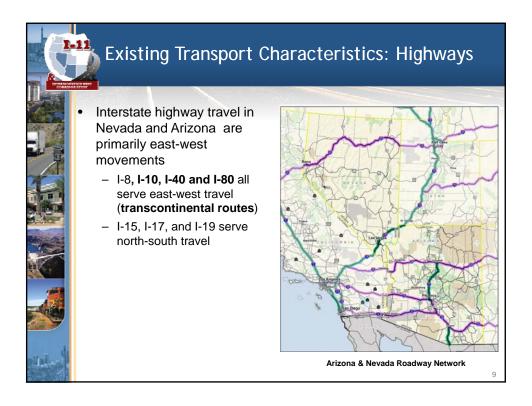


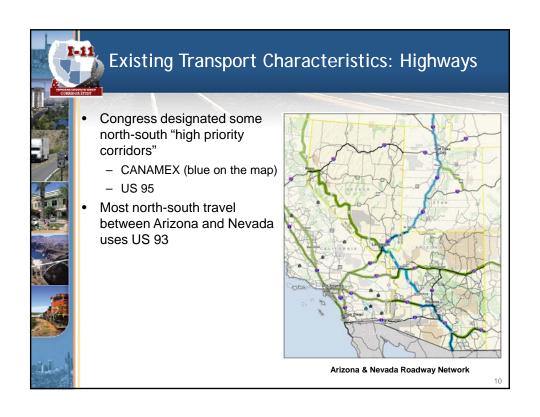


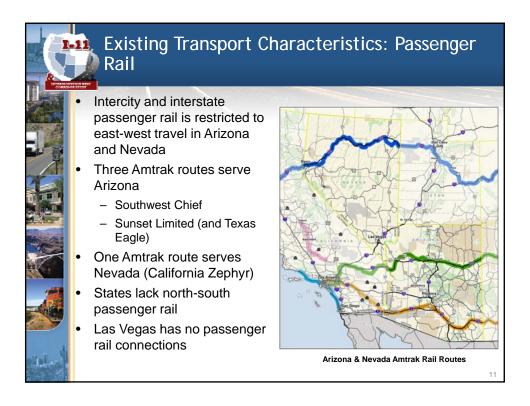


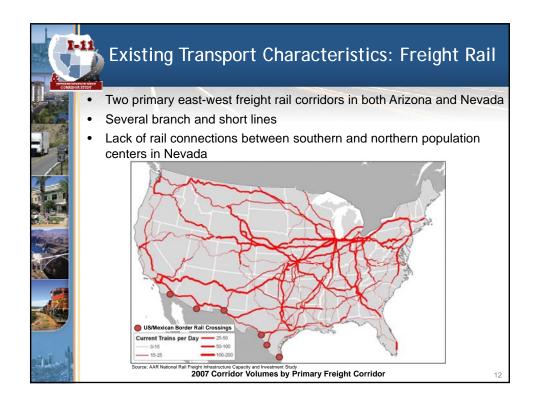


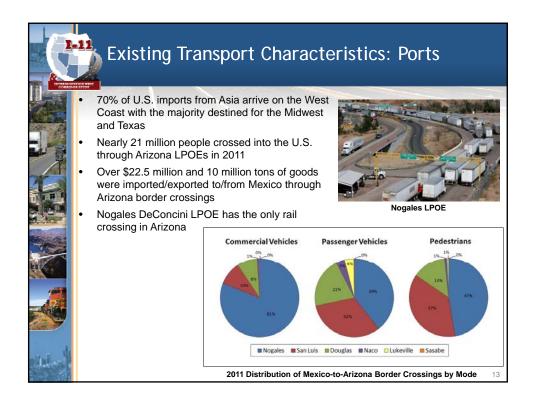








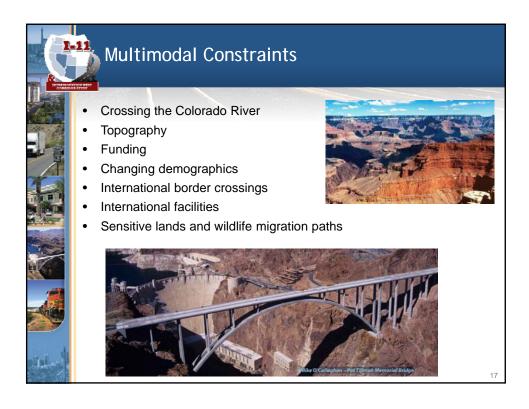


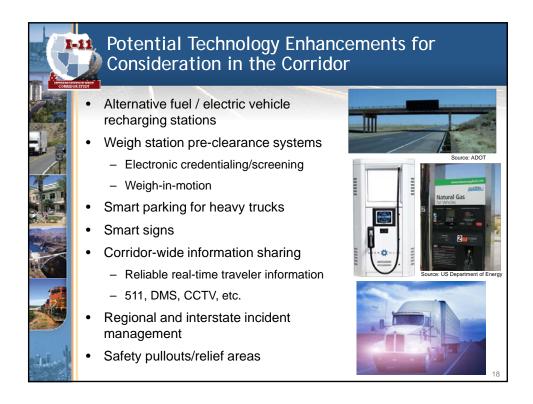


#### **Existing Transport Characteristics: Aviation** Two of the top 10busiest airports in North America: McCarran (#8) and Sky Harbor (#9) 2.5 million air passengers traveled between Arizona and Nevada in 2011 McCarran and Sky Harbor are among the top 10 destinations from the primary airports in each state: TUS, PHX, LAS and RNO 2011 Total Domestic Air Passenger Enplanements by Origin and Destination Origin/Destination Tucson Reno/Tahoe Harbor McCarran Tucson 0 204,492 155,174 1,094 Phoenix Sky Harbor 197,950 767,923 0 214,540 Las Vegas McCarran 156,608 759,415 0 324.359 Reno/Tahoe 972 221,891 318,538 Source: BTS Data T-100 Domestic Market (U.S. Carriers) Note: The number of enplanements is the total number of passengers boarding an airplane at the origin airport and deplaned at the destination airport. It does not include arriving or through passengers

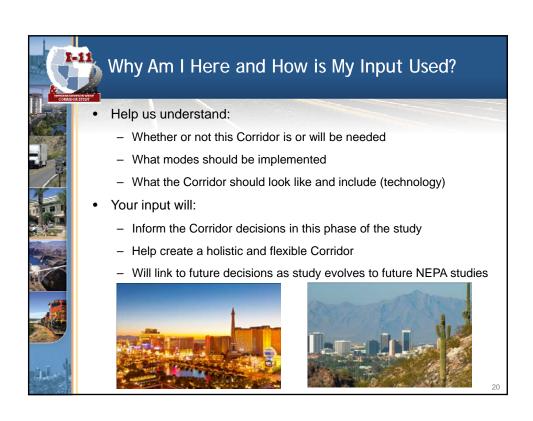












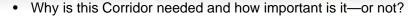
## Stakeholder Partner's Input Received to-date: Corridor Operations Opportunities

- Provide a multimodal corridor including north-south passenger and freight rail
- Incorporate future connected vehicle infrastructure to entire Corridor (minimize user costs for travel)
- Utilize common right of way corridor for multiple uses (telecommunications, transportation, energy, etc.) which could be a source of revenue for construction and maintenance.
- Provide travelers with access to information technology (e.g., wi-fi)
- Provide efficient connections to airports
- Become a "smart" corridor, incorporating various technologies and infrastructure



21

#### **Discussion Questions**



- What particular modes are viable for this Corridor and what factors/thresholds need to be met to justify those modes?
- What other interesting developments or emerging technologies should be considered as we plan this Corridor?
- What existing/planned transportation hubs (i.e. airports, major rail stations, LPOEs) are critical for this Corridor to connect?
- Is there anything else that we should consider in this Corridor planning effort, and are there key groups/individuals missing from this dialogue?

22





12





# I-11 and Intermountain West Corridor Study

Funding, Financing and Alternative Delivery
Focus Group
February 26, 2013
1:30 – 3:30 p.m. PST, 2:30 – 4:30 p.m. MST

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

As part of the study, interested public agencies, non-profit organizations and private interests groups are invited to participate in a Stakeholder Partners group that will be asked to provide data and other input, and to share their opinions and ideas on decision points throughout the process. As part of this effort, Stakeholder Partners could participate in a series of topical focus groups. On February 26, 2013, the Funding, Financing and Alternative Delivery Focus Group was held. Meetings were

conducted simultaneously in three locations: Las Vegas, Nevada; Carson City, Nevada; and Surprise, Arizona. Additionally, individuals could call-in and logon to participate in a live webinar. A total of 34 participants signed in. The following report summarizes the results of this focus group.

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: A view of webinar participants' experience participating in the focus group

The purpose of these focus groups was to provide an opportunity to validate and add to the information that has already been gathered by the study team in order to complete the first half of the study and development of the Corridor Justification Report. Participants were provided access to copies of the PowerPoint presentation prior to the focus group meeting.

The meeting was initiated by a detailed PowerPoint presentation viewed at all locations and online. Project team member Bardia Nezhati provided a brief review of the project, vision concepts and work plan and schedule. Fellow project team member Derek Morse continued, providing a thorough background on transportation funding, financing and alternative delivery opportunities and challenges for the Corridor. Case study briefs of US 93 and the Boulder City By-Pass were provided by John McNamara and Roger Patton, respectfully. Mr. Morse closed the technical portion of the presentation with a review of the study's Business Case, funding and financing timeline and process. Audra Koester Thomas, project team member, concluded the presentation, highlighting some of the feedback already received relative to funding, financing and alternative delivery and introduced the focus group discussion questions.

At the completion of the PowerPoint presentation, breakout session discussions were facilitated. Facilitators asked participants at each location to provide feedback on the following:

- What are your preliminary ideas about how various sections of this Corridor might be funded, financed or delivered? Which particular strategies would your organization or constituents be most inclined to support?
- What do you see as the relative role that federal, state and local funding will play/should play in implementing the Corridor?
- What role would you like to see the private sector take in the development of the Corridor?
- Do you think accelerating the Corridor using non-traditional methods of funding, financing and delivery would be beneficial?
- What are other potential non-traditional opportunities for revenue generation within the Corridor?
- Is there anything else that we should consider in this Corridor planning effort, and are there key groups/individuals missing from this dialogue?

The following identifies some of key points derived from the focus group discussion; full reports summarizing the discussion in each location are included in this report.

- Economic recovery and a champion is needed to fund this Corridor's development
- Find additional uses for the highway to increase traffic and revenues (such as a truck plaza, amenities, etc.)
- A cost-benefit analysis of individual 10-mile segments will never prove viable and thus never gain the local support needed. The benefits of the entire Corridor must be compared to the costs, and specific benefits need to be identified for each community along the Corridor
- Use multiple funding/financing options; indexing fuel taxes is the first place to start
- Need to increase the "pie", not just to slice it differently new options are required
- Any opportunities to accelerate project delivery should occur; it save money in the long-run and allow revenue generation more quickly



#### **Carson City, Nevada Meeting Summary Report**

NDOT Director's Conference Room 1263 S. Stewart St. Carson City, NV

#### **Meeting Feedback**

Following a brief PowerPoint presentation, Derek Morse facilitated participants in a dialogue regarding funding, financing and alternative delivery opportunities related to the I-11 Corridor. The following feedback was provided by participants as part of that discussion.

## What are your preliminary ideas about how various sections of this Corridor might be funded, financed or delivered? Which particular strategies would your organization or constituents be most inclined to support?

- Exactions from development adjacent to corridor
- Road impact fees and other "fair share" funding mechanisms should be used and studied
- Contributions from local government (cities/counties/regional entities)
- Truck toll lanes
- National infrastructure bank
- Consider reduction in right of way costs by repealing PISTOL in Nevada
- Use existing tools for right of way preservation
- Expand tools for right of way preservation
- Be mindful that I-11 is competing with other state/federal projects; resources are limited
- Look at design standards to lower costs; consider having rural portions of I-11 as an alternative "super 2" instead of as "Interstate"
- Tariffs on extraction industry
- Index gas tax
- Most local governments should want this project, thus state and federal entities should assist local governments in exploring funding mechanisms
- Look at localized, large-scale developments to shoulder some of the cost. The Corridor could
  potentially open up a wide spectrum of development opportunities, including restarting
  developments slowed during the economic downturn
- City and local entities should be consulted with early in the study to help with alignment
  considerations; ensure local governments understand how to protect potential right of way and
  how to dedicate right of way for future Corridor use
- Create better methods of obtaining right of way; correct right of way acquisition methods that are currently flawed

### What do you see as the relative role that federal, state and local funding will play/should play in implementing the Corridor?

- Significant local funding; federal and state sources are oversubscribed and the future outlook is not encouraging. These constraints will require "buy in" from agencies and stakeholders regarding the potential positive outcomes created by a new Corridor
- Who wants to contribute may be driven by who wants control



- Potential for federal contributions from non-departments of transportation sources (such as
  Department of Defense, Bureau of Land Management, Department of Agriculture and its Forest
  Service and other agencies, and Department of Homeland Security)
- Explore how other state and federal agencies could benefit from the Corridor and try and parley this into funding, right of way acquisition, outreach, etc.
- Urban sections of the Corridor should be funded by local governments due to large volumes of commuter/local traffic; rural sections of the Corridor should be funded by state/federal governments due to the potential for interstate commerce (i.e. high percentage of trucks)
- There are significant long-term operation and maintenance costs that traditionally fall to the agency that owns the infrastructure. Is this how it should be for I-11?
- Review the Corridor's asset and the potential burden created when it's built; look at how each agency can contribute to the maintenance of such an asset. Who will be burdened with oversight if a number of funding mechanisms are employed?

#### What role would you like to see the private sector take in the development of the Corridor?

- The private sector has a significant role; there are probably things that the private sector would be interested in doing if given the chance that we can't currently imagine. We need to cultivate these opportunities
- Private entities can take a larger role than just with the roadway corridor; opportunities exist for
  private sector involvement in utilities, power transmission and generation, freight/passenger
  rail, etc.
- Electric personal transit within corridor
- Have the private sector build the rail (freight and/or passenger) for concession rights to operate by have the public entity retain ownership of infrastructure (similar to an airport model)
- Consider having the private sector manage operations and maintenance for all or portions of the Corridor
- Consider concession(s) by private sector and Design, Build, Finance, Operate and Maintain (DBFOM) for a percentage of gross receipts of businesses served by Corridor
- Better understand how the private sector can benefit from such a corridor. Determine how
  private entities will generate revenue. This will allow for the private sector to push the
  regulatory agencies to help alleviate "roadblocks" created by dated or obstructing regulations
  and/or laws
- Innovation from the private sector will help determine the success of the Corridor. The private sector will help determine the uses within the Corridor and it will rely on the regulatory agencies to make adjustments in the regulations ensuring the Corridor is successful

### Do you think accelerating the Corridor using non-traditional methods of funding, financing and delivery would be beneficial?

- Yes: we need to capture the trade streams from Mexico/Canada/Asia before others do
- Yes: right of way costs would probably be significantly lower
- No: what if we build it and they do not come?
- No: water constraints may not allow development to occur that would justify investment
- Yes: the Corridor is essential for disaster response and homeland security
- Yes: California is already in gridlock and additional capacity is needed now or trade streams will be captured by others
- Maybe: it would depend on the potential "use" as dictated by the movement of goods. The
  measurement of goods moved and the potential benefits of a "new" movement created by the
  Corridor will determine if an accelerated pace is beneficial



 Maybe: accelerating the Corridor will also be dictated by competition of other potential routes or corridors. If this Corridor is important to all the states involved because of the created "benefits", then acceleration becomes important

### What are other potential non-traditional opportunities for revenue generation within the Corridor?

- Utilize bill boards/advertising
- I-11 would increase the amount of recreational opportunities available to visitors (particularly from California) within a reasonable travel time. Levy fees on tourists accessing the areas now made available with I-11
- Build a highway with high design speeds; charge folks for driving on a roadway with no speed limits
- Consider tariffs on the goods actually being moved within the newly recreated Corridor. If demand for a new Corridor is high enough then the producer/user of the goods will be willing to pay an added cost
- Consider tolling of lanes both for truck and passenger users
- Consider trucking taxes for the benefits of moving goods more quickly

### Is there anything else that we should consider in this Corridor planning effort, and are there key groups/individuals missing from this dialogue?

- If one of the primary justifications of the Corridor is trade, you need to involve federal/state/local agencies with mission to encourage/support economic development; the Department of Commerce, Small Business Administration, development authorities, etc. are good examples of entities to engage
- We should compare the cost/time of building I-11 to the cost/time of building an equivalent system in California; it may become self evident that I-11 offers a significant comparative advantage
- Retirees are strongly drawn to Nevada and Arizona and I-11 could improve their quality of life, mobility, safety, etc. Get AARP involved



#### Las Vegas, Nevada Meeting Summary Report

RTC Southern Nevada Room 127 600 S. Grand Central Pkwy. Las Vegas, NV

#### **Meeting Feedback**

Following a brief PowerPoint presentation, Dan Andersen facilitated participants in a dialogue regarding funding, financing and alternative delivery opportunities related to the I-11 Corridor. The following feedback was provided by participants as part of that discussion.

The following provides a summary of discussion regarding the Boulder City By-Pass (BCB) that followed the presentation:

- It is unlikely that any federal funding will be available for the BCB. 25% of the funding could come from tolling, so the remaining 75% will need to come from local or state funding. Fuel tax indexing would provide needed funds, if the legislature will authorize it.
- The tolling revenues were based on currently adopted traffic projections, and did not account for any increase in traffic as a result of a completed I-11 corridor. Should I-11 be developed, induced growth would likely increase the traffic volumes and tolling revenues.
- Private industry is not willing to take a risk, and has not come forward with any innovative concepts for the BCB.
- Forcing trucks to use the BCB would generate very little additional revenue and would not be worth the political backlash.
- The RTC conducted a complete streets study on Nevada Way through the old downtown that
  was embraced by the city. Extending that concept on all of US 93 through Boulder City will help
  the city to achieve the hometown feel they desire, and have the added benefit of slowing traffic,
  and increasing the time differential between US 93 and the BCB.

What are your preliminary ideas about how various sections of this Corridor might be funded, financed or delivered? Which particular strategies would your organization or constituents be most inclined to support?

Most of the local residents and elected officials are supportive of BCB, but coming up with the funding in this economy is difficult. Funding for I-11 would likely face the same challenges

What do you see as the relative role that federal, state and local funding will play/should play in implementing the Corridor?

- We need an elected official to champion cost indexing or raising taxes to fund infrastructure
- The Clark County Beltway was constructed entirely with local money from two separate tax initiatives, but that was during the "boom" years. The fiscal environment is different today. We need economic recovery and a champion to fund Corridor development
- Public private partnerships are more politically acceptable for greenfield projects, not expansions of existing corridors

What role would you like to see the private sector take in the development of the Corridor?

• A Korean concessionaire proposed an innovative project in conjunction with the BCB. He wanted to build a Korean Garden using reuse water from Boulder City, and create an attraction that



- would draw people and generate addition traffic, and thus toll revenue, for BCB. He has yet to follow-up, but the general concept makes sense: find additional uses for the highway to increase traffic and revenues (such as a truck plaza, amenities, etc.)
- Solar generation within the corridor is another concept, but it does not need to be developed
  within the highway right of way. Federal land anywhere could be leased with the revenues
  earmarked for the highway corridor
- The Howard Hughes Corporation donated eight miles of corridor land and excavated it for the Clark County Beltway in exchange for access to the Summerlin development. It proved to be a win-win for both the County and developer

### Is there anything else that we should consider in this Corridor planning effort, and are there key groups/individuals missing from this dialogue?

- Getting I-11 around population centers, such as Kingman and Boulder City, will be challenging
- We need to demonstrate the economic development benefits that will come from developing this Corridor
- A cost-benefit analysis of individual 10-mile segments will never prove viable and thus never gain the local support needed. The benefits of the entire Corridor must be compared to the costs, and specific benefits need to be identified for each community along the Corridor



#### **Surprise, Arizona Meeting Summary Report**

Communiversity Room 1004 15950 N. Civic Center Plaza Surprise, AZ

#### **Meeting Feedback**

Following a brief PowerPoint presentation, John McNamara facilitated participants in a dialogue regarding funding, financing and alternative delivery opportunities related to the I-11 Corridor. The following feedback was provided by participants as part of that discussion.

## What are your preliminary ideas about how various sections of this Corridor might be funded, financed or delivered? Which particular strategies would your organization or constituents be most inclined to support?

- There's potential for an additional funding proposition/sales tax on top of existing mechanisms (e.g., Prop 400A) to pay for specific projects (e.g., I-11).
- Is there potential to broaden sales tax opportunities for services (e.g., landscaping, hair salons, etc.)? The comfort level is high for an increase in sales tax when people know what they are paying for; it also polls well
- Index fuel taxes (current fuel tax has not kept up with increased efficiency of vehicles) to—at minimum—keep up with maintenance costs
- How does I-11 fit within the broader transportation funding scenario in Arizona and Nevada?
   It's not on the front burner because it is so early in the planning phase, but we need to begin developing consensus early
- Private sector involvement will require some form of "payback"
- Must look at tolling as part of the mix (users become accustomed to paying toll; toll proceeds generally maintain facilities
- Funding I-11 will be part of solving statewide transportation funding
- We fundamentally need to increase the transport funding "pie"

### What do you see as the relative role that federal, state and local funding will play/should play in implementing the Corridor?

- Need to use multiple funding/financing options. Based on current suggested methods, bonding capacity at county level is missing. Consider regional dollars in Maricopa County (e.g., Prop "500") in Arizona, Washoe and Clark Counties in Nevada, etc.
- Tolling should be part of the mix. Rates should differ throughout Corridor based on demand and other factors. Private sector participation is important and a revenue stream (e.g., tolling) is required to pay off financing
  - Challenge to tolling is that a true conversation cannot occur with financiers until EIS/environmental clearance is complete
  - If the business case is there, financiers will come to the table eventually. Develop a mix of funding/financing options. If tolling becomes a possibility, allows ability to not rely on as many alternative financing options later



#### What role would you like to see the private sector take in the development of the Corridor?

- Donation of right of way. Between I-10 and Wickenburg, there are two private land owners who own nearly half the approximately 35-mile corridor and are willing to donate the right of way, free of cost to the state. Right of way counts toward a local funding match for federal funds. This opens up an opportunity for the state
- Help make the business case. Although there is pushback from the trucking industry on tolls, for example, can we show the benefits of using this Corridor (even with tolls), as opposed to using I-5 or other parallel corridors? This is an international trade corridor
- Have the business community come out in support of this project's funding strategies. This project needs champions!

### Do you think accelerating the Corridor using non-traditional methods of funding, financing and delivery would be beneficial?

- Yes, accelerating construction results in lower ultimate costs and allows revenue generation to occur more quickly
- Use Derek Morse's list of alternative delivery methods; it was comprehensive

### What are other potential non-traditional opportunities for revenue generation within the Corridor?

- See Derek Morse's menu; it was comprehensive
- Consider county bonds
- Consider reallocation of MAG Prop 400 (or a new Prop 500)
- As mentioned previously:
  - o Right-of-way dedication
  - Shared usage (e.g., utilities, etc.)
  - o Tolling
  - o Funding from:
    - Cities and Towns
    - Counties
    - Regional agencies
    - State resources
    - Value capture

### Is there anything else that we should consider in this Corridor planning effort, and are there key groups/individuals missing from this dialogue?

- What happens to funds within Prop 400 that are allocated and won't be spent?
- Need to get more people involved to begin gaining consensus for the vision. We understand
  this project is still at a conceptual planning stage, but many major players are not at the table
  (e.g., large cities and towns along the Corridor)
- Need to understand the Corridor in terms its role in the transportation system and its highcapacity transportation connections to neighboring communities. The city of Surprise is here to understand the connection of the proposed White Tanks Freeway to I-11; Surprise wants the connection to the Corridor, but are not currently located in the "swathe" of I-11
- Eventually, there needs to be involvement from transportation finance experts in preliminary discussions to garner an understanding of project
- Need to involve representatives of connecting cities (e.g., Buckeye)



#### **Webinar Meeting Summary Report**

Meeting conducted via Live Meeting and teleconference

#### **Meeting Feedback**

Following a brief PowerPoint presentation, Audra Koester Thomas solicited feedback online and via teleconference regarding funding, financing and alternative delivery opportunities related to the I-11 Corridor. The following feedback was provided by participants as part of that discussion.

## What are your preliminary ideas about how various sections of this Corridor might be funded, financed or delivered? Which particular strategies would your organization or constituents be most inclined to support?

- The use of alternative financing with public private partnerships would be the most favored strategies and would help in the development of public support for the project(s)
- The ADOT Research Center is beginning a study co-championed by its P3 Initiatives office and MAG that will identify public attitudes toward managed lanes and toll roads, and pinpoint the conditions that would influence individuals to support public private partnerships funding. It will also help ADOT and MAG to develop messaging to aid future public private partnerships efforts
- Public private partnerships, design-build, construction management at risk (CMAR) seem like
  viable options, particularly since most of the previously mentioned alternate funding sources are
  either already being used or currently being explored in Nevada

### What do you see as the relative role that federal, state and local funding will play/should play in implementing the Corridor?

- The role of public entities is vital, particularly in delivering the project in a more timely manner and, perhaps, in piquing private sector interest
- Analysis on who would benefit from the Corridor would be helpful in determining who should pay for it

#### What role would you like to see the private sector take in the development of the Corridor?

- At least a 50% share of the portion between Las Vegas and Phoenix should be a public private partnership; in rural areas the Corridor may depend on a public presence
- Private sector will play a significant role in the Corridor's development

### Do you think accelerating the Corridor using non-traditional methods of funding, financing and delivery would be beneficial?

- Yes, very beneficial
- Yes, particularly if it can relieve pressure on local, state and federal budgets and deliver the project in a more timely manner than is possible through traditional financing
- The private sector should be allowed to have as large a role as it is willing to handle, but should
  also be required to assume risk. If there is little interest on the part of the private sector, it may
  suggest this Corridor is perceived to be of low priority/benefit



### What are other potential non-traditional opportunities for revenue generation within the Corridor?

- To clarify on the casino comment: I didn't mean casinos up and down the highway. Rather, they may benefit from the traffic carried by I-11, and thus, could they be part of the financing mix
- Consider a defined area Corridor gas tax or sales tax
- Were truck-only toll lanes in the list of opportunities in the earlier presentation? Corporate sponsorships? Anything Las Vegas casinos can add to this mix (since casinos may benefit from the traffic carried by I-11, could they be part of the financing mix?)

### Is there anything else that we should consider in this Corridor planning effort, and are there key groups/individuals missing from this dialogue?

I encourage the study team to consider the findings of the public private partnership research study conducted by ADOT's Research Center regarding public attitudes. We will be conducting public polling, focus groups, and interviews to identify what people really think. We may be surprised by what we learn



#### **Post-Meeting Feedback**

Feedback provided after the meeting via the follow-up questionnaire to Stakeholder Partners or by other means. Feedback is provided as it was submitted and neither edited nor grammatically corrected.

## What are your preliminary ideas about how various sections of this Corridor might be funded, financed or delivered? Which particular strategies would your organization or constituents be most inclined to support?

- It seems to me that PPP/Tolling is the only viable opportunity for funding this corridor in the near-term. neither the states, nor the federal governemnt, are in a position currently to fund a new interstate segment.
- Public/Private Partnering. Major research needs to be completed on future AADT to justify a return on a private partners investment.
- I'm not yet certain that true need has been established. Agencies should tread very carefully before giving high priority to this corridor, with consideration of the high level of competition for scarce resources and the desire to promote compact development.
- Break the project into smaller more affordable parts.
- Toll roads and public private partnerships involving adjacent land owners

### What do you see as the relative role that federal, state and local funding will play/should play in implementing the Corridor?

- See above: ["It seems to me that PPP/Tolling is the only viable opportunity for funding this
  corridor in the near-term. neither the states, nor the federal governemnt, are in a position
  currently to fund a new interstate segment."]
- It would have to play a major role in order for this project to move forward. Currently the AADT does not justify tolling as a private company could not recoop it's investment.
- All levels of government should be fully informed on the benefits vs. costs of building this facility before they prioritize it against other projects and commit funds. I would advise all agencies to be cautious in the face of cheerleading in support of this project.
- I do not see much in the way of State funding going to this project
- If I11 is to be built it will take all of the government entities working together, perhaps right of
  way aquisition could be a local responsibility. Since it covers multiple states the federal
  government needs to lead the effort.

#### What role would you like to see the private sector take in the development of the Corridor?

- See above: ["It seems to me that PPP/Tolling is the only viable opportunity for funding this
  corridor in the near-term. neither the states, nor the federal government, are in a position
  currently to fund a new interstate segment."]
- The level of interest from private investors should be an indicator of the potential value of this road. Encourage as much private investment as possible. If it's not there, listen carefully to that message.
- they should help finance
- Financing via toll roads and/or development of adjacent properties.

### Do you think accelerating the Corridor using non-traditional methods of funding, financing and delivery would be beneficial?

• Yes, definately.



- I don't see any other way. With the economy as it is there is not enough money available to build this project.
- Of course, if you can get it and agencies are protected. I wouldn't necessarily focus on acceleration, though. Just securing the non-traditional methods could be an advantage.
- not at this time
- yes, the sooner the corridor is identified the less likely it is to become developed therefor costing more money to build.

### What are other potential non-traditional opportunities for revenue generation within the Corridor?

Open up possibilities for private rest stops, advertising, etc.

### Is there anything else that we should consider in this Corridor planning effort, and are there key groups/individuals missing from this dialogue?

Enbiased economic analysis is needed. Also, transportation agencies should stay focused on their role in promoting certain types of land use. What effect would this road have in the fringes of the metro areas? Are we still encouraging growth further and further away from city cores?



#### **Appendices**

List of Attendees by Agency

Presentation Transcript

PowerPoint Presentation



List of Attendees by Agency

Meeting	First Name	Last Name	Agency
Webinar	Dianne	Kresich	ADOT
Surprise	John	McNamara	AECOM
Surprise	Jaclyn	Pfeiffer	AECOM
Webinar	Brett	Jones	Arizona Construction Association
Las Vegas	Dan	Andersen	CH2M HILL
Webinar	Candice	Hein	CH2M HILL
Carson City	Derek	Morse	CH2M HILL
Las Vegas	Bardia	Nezhati	CH2M HILL
Webinar	Duane	Eitel	City of Casa Grande
Webinar	Kevin	Louis	City of Casa Grande
Las Vegas	Randy	Fultz	City of Las Vegas
Surprise	Karen	Savage	City of Surprise
Webinar	Tom	Peterson	Clark County Department of Aviation
Surprise	Jim	Kenny	El Dorado Holdings
Carson City	Susan	Klekar	Federal Highway Administration, Nevada Division
Carson City	Greg	Novak	Federal Highway Administration, Nevada Division
Webinar	Greg	Walker	Huitt-Zollars, Inc.
Las Vegas	Roger	Patton	Louis Berger Group
Webinar	Denise	Lacey	Maricopa County
Carson City	Tom	Greco	NDOT
Webinar	Damon	Hodge	NDOT
Carson City	Andrea	Napoli	NDOT
Carson City	David	Olsen	NDOT
Carson City	Coy	Peacock	NDOT
Carson City	Teresa	Schlaffer	NDOT
Carson City	Christi	Thompson	NDOT
Carson City	Jason	Van Havel	NDOT
Carson City	Kevin	Verre	NDOT
Webinar	Audra	Koester Thomas	PSA
Los Vogos	Cunarna	Dasgunta	Regional Transportation Commission of Southern
Las Vegas	Suparna	Dasgupta	Nevada  Regional Transportation Commission of Southern
Las Vegas	Mike	Hand	Nevada
200 1 0 0 000		- 10110	Regional Transportation Commission of Southern
Las Vegas	Andrew	Kjellman	Nevada
Webinar	Michael	Britt	State of Arizona
Webinar	Shane	Hastings	USDA



#### **Presentation Transcript**

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

Operator:

Good afternoon, my name is Kendra and I will be your conference operator today. At this time I would like to welcome everyone to the Focused Group Meeting for the I-11 Study. All lines have been placed on mute to prevent any background noise.

After the speakers remarks all lines will be open in order for you to ask questions. If you should need assistance during the call please press star then zero and an operator will come back online to assist you.

Thank you. I would now like to turn the call over to your host, Mr. Bardia Nezhati. Sir you may begin.

Bardia Nezhati:

Thank you. Good afternoon everybody and thanks for being here today for our Focused Group Meeting on the I-11 Intermountain West Corridor study. This Focused Group discussion is regarding funding, financing and alternative delivery.

Normally our project manager from Nevada DOT would be presenting this first portion of the presentation but Sondra Rosenberg had a family emergency so I am filling in for her.

Next slide please.

As for the agenda for today, I'll cover a brief overview of the project and then turn it over the Derek Morse who'll cover the funding financing alternative delivery and then we'll have a couple of case studies, one on U.S. 93 that John McNamara will cover. Then a presentation on the Boulder City bypass P3 Project which Mike Hand from RTC Southern Nevada and his consultant will cover and then we'll follow up with the discussion and next steps.

Next slide please.



A quick background on this project, this I-11 Corridor has had a long lengthy history dating back to the CANAMEX Corridor designation in 1995 and follow up to that were several studies that Maricopa Association of Governments has done including Hassayampa and Hidden Valley framework studies, again parts of those projects looked at the I-11, those studies were done in 2000 through 2009.

Later the Building a Quality Arizona of BQAZ as it's known locally in 2010, follow up with a study done by Nevada DOT and RTC or Southern Nevada on the Boulder City Bypass in 2005 and ongoing right now which you're going to hear a little bit more later on.

Just recently in 2012 MAP 21 designated a portion of the CANAMEX Corridor along U.S. 93 between Phoenix and Las Vegas.. Then both states Departments of Transportation of Arizona and Nevada, the signed an interagency agreement to begin this two year study, the I-11 and Intermountain West Corridor study.

Next slide please.

So in terms of what the study actually entails, it's being done at two levels. First level is more of a detailed Corridor Study of the portion between Las Vegas and Phoenix and the next level is more a high level visioning for the portion between Las Vegas and Canada and the south portion from Phoenix to Mexico.

The Corridor is going to consider multitude of modes, in addition to interstate highway, freight rail, passenger rail and public transit will be considered. We'll also incorporate or look at feasibility of power a telecommunication of data, so truly a multimodal Corridor.

Next slide --

This slide actually starts forming the vision for this Corridor, in terms of enhanced local regional and national and global connectivity, enhancing economic competitiveness, providing network redundancy and flexibility in addition to looking at modal choices and the flexibility of future modal choices and ultimately providing sustainable development.



In terms of study participants, this chart basically shows how the study is organized. The very top of course are the sponsoring agencies of Arizona and Nevada,

Departments of Transportation who are funding this study. Below that is the core agencies partners in addition to NDOT and ADOT, we have Federal Highway

Administration, Federal Railroad Administration, Maricopa Association of Governments and also RTC of Southern Nevada.

Below that are the stakeholder partners, these are basically all the partner agencies from both states of Arizona and Nevada. The middle portion are basically the focused groups that we have established for this project and you see the checkmarks coming up any minute now for those meetings we've already held. Basically there's seven of them, six of these focused groups have already met and the one we're talking about today is the alternative delivery and finance. And of course all of this is being supported by a team of consultants from both Arizona and Nevada.

Next is our study work plan. We have divided the project into three separate phases and shows how we're going to deliver this study. The three separate phases are the Corridor Vision phase which was the first month or so of the project. Followed by the phase that we're in right now which is the Corridor Justification phase and then later on in the year, we'll get into the Corridor Concept phase which we'll be looking at more detailed corridor alignment alternatives and options.

We're roughly six months into this 24 month process. So with that, I'm going to turn the presentation over to Derek Morse who's going to cover funding, financing and alternative delivery. Derek.

Derek Morse: Thank you, Bardia.

Why don't we go ahead and get the next slide up there. You know in looking at this Corridor or from a funding and financing alternative delivery perspective, there are some striking challenges that I think are (inaudible) to those folks but we might as well run into these. It's a long Corridor, its 1,800 miles when we look border to border, pretty ambitious undertaking.



There are a few urban areas and a lot of wide-opens spaces which creates some issues in terms of trying to get together funding and financing for it. There is large differential in the volume and type of traffic. We have the urban areas with a lot of commuter traffic and high levels of congestion around Phoenix and Las Vegas and the Reno sparks area.

And then we have the great spaces in between was relatively light passenger car traffic, but a lot of trucks in terms of the percentage of vehicles using the roadway in these areas. This is a Corridor, that likes many you know we kind of looked at it and planned for the entire thing, but it's going to build -- be built in pieces over several decades and most likely that's the pattern that we've seen in the past for these types of things.

And alternate cost and someone may raise their hand and say where did you get this number, but I think it's safe to say that if we look at the entire 1,800 miles, so this is going to be the tens of billions of dollars to do this. And with inflation perhaps more by the time we're done.

And of course we cross multiple jurisdictions, we have the two states, we've got cities, we've got counties, we've got regional authorities, we've got all sorts of other things and that also starts to complicate and present challenges and opportunities for funding and financing and the way we're going to deliver these things.

Next slide please.

In order to have any kind of a meaningful discussion about funding and financing, it's first important to clarify or make one basic distinction and that's the difference between funding and financing. It always amazes me when I hear even very sophistic political leaders use these terms interchangeably and they're really not interchangeable.

You know, you see the two pictures, funding is real money, financing is just borrowing money. Borrowed money always have to be paid back and the other one which I think and particularly important is the private sector finances, they never fund projects, they always need to return on investment when they do these things.



And the real issue at core of all of these is funding, it's always been funding, it always will be funding. If we don't have that solved or addressed then discussions of financing and delivery and everything really don't have a lot of meaning because you don't have any money anyway to move forward with these projects.

Next slide please.

So let me just a little bit about the state, from the pictures, this is at the state level this table shows you the types of funding sources that are available to the Arizona DOT and the Nevada DOT. I'll just focus on these two states because this is really where the core of the project is at least for the time being.

No surprises here for both states, the current primary source of transportation funding are federal and state fuel taxes. But I will point out that the federal and state fuel taxes in both these states, now the federal level haven't been increased for about 20 years and my opinion is looking at what's happening politically, it's pretty unlikely we're going to see major increases anytime in the near future in this funding sources and I think that's important to remember.

The states are struggling to do everything they can with what they've got but the pie is kind of shrinking every year, as inflation eats us up and we get great fuel efficiency and all those other things that we're seeing.

Next slide please.

This table was kind of the recap of the local and regional funding sources that are available. I would just make a couple comments here, it's quite diversified, you see a lot of mechanisms being used, the other thing to keep in mind is that the majority of all the new transportation, funding both in Arizona and in Nevada, in the last 20 years, have come with a local and state -- local and regional level and as the states had their hands tied because the inability to raise fuel taxes and at the federal level as well.

The local government just stepped up in Arizona quite noticeably the sales taxes that had been imposed for transportation down there in the Phoenix area, they're



pretty significant. There had been a number of measures of course in Nevada in the Las Vegas area the Reno sparks area as well.

Next slide please.

So in terms of funding as we look to the future, we've got a laundry list here of some emerging funding sources, you know some of these are existing funding sources at both states are using either at the state or the local or regional level. They could positively be expanded as we move to the future.

There are some that are in one state, not the other that maybe could be transplanted and there some that are new to both states, you know that could be of interest. And there are some but maybe unique to this particular Corridor as well, when we start to look at occupancy fees from non-road users within the Corridor or things like transit and rail and pipelines and power transmission and generation, some of these things.

And then there could be possibly income from services in the Corridor as well, there is a whole array of potential things that could be done in here. And of course there is you know mileage, base user fees and all these other things that had been talked about as eventual replacements possibly for fuel taxes.

We don't know what those will look like but this is an ongoing dialogue, right now the Nevada legislature is in session and we expect to see bills introduce or some already has been. One would allow Clark County to index their fuel taxes. In Clark County, very significant revenue generation there, in fact come through. There is a bill that is been talked about that maybe introduced, we'll how well it fairs eventually to raise a state fuel taxes. I've heard numbers as high as \$.20 a gallon. We'll see how that goes.

And then there is also a bill currently that was introduced to redirect some existing revenue streams to the state highway fund and to a bond fund for local public works. So this is ongoing, Arizona is kind have -- be having all the same discussion, so this is influx and is larger than this particular Corridor certainly but we'll present opportunities for eventually talking about the funding for the Corridor.



Next slide please.

So let's talk a little bit about financing tools, this slide and the following slide, you'll see a list of some of the typical financing tools that are out there today. And keep in mind financing is just borrowing money, these are ways to borrow money, it has to be paid back, we've got the grant anticipation vehicles, we've got all sorts of build America bonds and private activity bonds and these other things that are out there.

And we'll point out on this first slide, that the principal way that people are borrowing money today and shortly this is going to take your state municipal bonds. That's where the vast majority of all these, the borrowing is coming from and that will be with us into the future too, now the question will be, where do you get the money to service that debt -- that goes back to the funding issue.

Next slide please.

And there are some other opportunities here, Arizona does have a state infrastructure bank, Nevada does not. We've got some more exotic things, the 63-20 corporation which allows private investors to issue actually tax exempt bonds, to build the infrastructure that has a primarily public use but will be privately held -- that's an interesting concept. But it is being used, that's one of the mechanisms that they use extensively in transportation in Virginia. They have some mega projects there that can be -- have been financed and will be financed using 63-20 corporations.

And then we've got designed build finance but it kind of looking at the shorter term, cash flows, we've got bridge loans and that type of thing and eventually the last one on the list are P3 concessions and I'll talk little more about those. But keep in mind for everything that P3s do, one of the principal things is that they are a financing tool as well.

Next slide please.

So the question I think that maybe in some folk's minds is why, when we talk about funding and financing which are related, are we also talking about you know alternative delivery. And this graph really addresses that, it kind of shows the



spectrum of delivery, methodologies that we have at the bottom, we have the traditional design-builds, it works very well and is perfectly appropriate in a lot of cases, we're seeing more design build, we see these -- see more at risk things.

And that we start to get into typically people are calling PPP and delivery options, public-private partnerships. The design build finance -- design build finance operate, maintain that comes in two flavors, typically availability payments or what they call revenue concessions where they're going strictly on the revenue produced from tolls or some other user fees.

But these last three boxes at the top, they come and saying there is that letter F, they call include financing by the private sector. In some cases it could be for the entire project, in other cases it's going to be a mix of private sector financing and some public sectors that you're financing as well for the project. But this is why we start to talk about delivery, when we talk about funding and financing because this offer some pretty powerful new tools for us to be using in the future.

Next slide please.

OK, so PPP delivery, I will say this with the grain of salt because every time you see something like this, make these statement, people can show you examples where that's not the case, but I will say that some of the implications of PPP delivery are that in the right project and the right time with the right partner.

It may safe cost in construction and an operation maintenance because in these design build finance offer it maintained a risk for operation and maintenance -- operations and maintenance and construction is being moved to the private sector partner. And so you can save cost here, they are looking at this truly in the total lifecycle perspective.

It can expedite construction and provide schedule certainty over traditional methods, they can get pricing certainty and develop fewer change orders, these are often again driven so much by the bottom line of that concessionaire and so they are really you know kind of shorten their pencils and give you pricing certainty and typically all that risk is on them as it goes over that, they are going to have to pick those additional cost up.



It does place financing and revenue at risk where the party best able to manage them, it doesn't mean they're necessarily that it's entirely with the private sectors, sometimes it is a combination in many projects. And people don't what to say this publically but quite honestly if it's structured properly, P3 can avoid the limited public sector debt capacity.

Those are running into that, that in the State of Nevada with particular bill that they want to create the bond fund for public sector improvements, but there is a limit to the safe debt capacity. And so the amount of money that maybe available through that program is going to be limited by what is available in terms of that bonding capacity. And these projects can sometimes avoid that move -- this kind of off the books it you will.

Another thing that people don't often want to say publically but it is a very real factor, it that by bringing your private sector partner into projects particularly toll type projects whether are these user fees, that gives political cover to the political decision makers, the publically elected officials they can sometimes not have the anchor vented at them directly for raising tolls on these facilities.

It's done as part of the partnership agreement and all these is really reflected and very publically done with the private sector partner in that regard and finally P3 again because of all these things that were listed above, allow some projects that wouldn't normally happen using traditional methods to come about.

Next slide please.

There's a lot of discussion about selecting the right delivery method and I think that what we have to keep in mind here is that in order to select the right delivery method for a project, you really have to know a lot of things. And right now, most of the projects in this Corridor are not far enough long and their development as individual projects to tell us a lot of these things.

What we don't have, you know estimates of cost, good estimates of cost, we don't really understand in a lot of cases the value for money whether or not private sector



participation could actually offer a better deal than traditional delivery. We don't know a lot about the risks, there is a changing regulatory environment.

And so you know you can talk about alternative delivery in kind of theoretical terms but you really have to -- have a lot of project information to start making real decisions about if that's the right way to go, there's a lot of factors that you need to consider.

That shouldn't frighten anyone of course but you know we do need to keep that in mind and not get too locked in to saying a particular should or must be delivered in this way, until we know enough about it to say that's really the right way of doing it.

So that was I believe my last slide in this section, I've got a few other that we'll come back to. We wanted now to do just a couple of what I call mini-case studies that kind of tell you and to give you examples of what's happening in the real world in this Corridor, even right now in terms of funding and financing, how we're delivering some of the early pieces or precursor pieces to the Corridor improvements. With that Bardia, I believe I'm turning it back to you for U.S. 93.

Bardia Nezhati: It's actually turn over to John McNamara.

Derek Morse: Oh I'm sorry, John I apologize. John McNamara.

John McNamara: Good afternoon.

A very quick update on the U.S. 93 project, ADOT as many of you know has been involved in conducting a variety of improvement programs along U.S. 93 between Wickenburg and Kingman over the last 25 years. In fact between Wickenburg and the Hoover Dam bypass over the last 25 years.

And as you look at the slide that's now up, you can see all of those projects illustrated with yellow triangles, all of those projects have used the traditional design bid build approach that was just referred to as we saw the menu of delivery options available.

And in fact as you heard, most of those delivery options are very -- are fairly new to us over the last 10, 12 years. But ADOT has used pretty much the traditional



approach to design bid and build those projects and none of the alternatives have been used.

In the current program, ADOT has -- there are really four projects left to complete the improvement of U.S. 93 to four lane standards. Not necessarily to interstate standards but to four lane standards between Kingman and Wickenburg and they're identified in the red triangles.

The first project is the one at the very top, the red triangle up at the very top, closes to Kingman is the Antelope Wash project and its forecasted -- they're not forecast, it's programmed to be completed within the current fiscal year.

The next project is the second red triangle down from Kingman and that is about a 3.5 -- I'm sorry, it's about a 3 mile stretch of U.S. 93 in the Cane Springs area and that's forecasted to be built or programmed to be built in fiscal year 2019. And then the third red triangle down from Kingman is about a 3.5 mile stretch and that's the stretch from Carrow to Stephens and that's forecasted or program to be build in the 2016 fiscal year.

The last piece, the one closes to Wickenburg is the Santa Maria to Wickenburg stretch and it's longer than any of these other three and at this point on time, there have been no funds identified for completion of that component and as a result it is not programmed in any upcoming fiscal year.

So that's a quick overview of how ADOT has gone about making improvements on a phase basis to a major Corridor and of course one of the Corridors that we will examine as an alternative for I-11, between Wickenburg and Kingman. And as I said all of these projects including those three that are in the program now have been constructed through the design bid build approach.

Mike Hand:

Hi this is Mike Hand, Derek asked me so say a few quick words about the Boulder City bypass phase two, next slide. I'm with the regional transportation commission in Southern Nevada. At the conclusion of the 2011 legislature, the Nevada legislature passed a Senate Bill 506 which charge the RTC with creation of a public-private partnership, toll road demonstration project for the Boulder City bypass.



We immediately went out and hired a consultant to perform that activity, brought them on board in April of 2012, that consultant was the Louis Berger Group and so with me today is Roger Patton from Louis Berger who's going to hit the next six or seven slides and give you quick thumbnail sketch of where we are with the 12 mile long Boulder City bypass phase two project.

Roger Patton:

OK, thanks Mike. Next slide please.

The Boulder City bypass is proposes a 15 mile long freeway that would bypass Boulder City and connect to I-15 in Las Vegas to the Hoover Dam bypass. The first phase, the first three miles is under design by the Nevada Department of transportation and this section has been authorized for study of a P3 toll road is the blue section on your screen which were calling phase two, it's 12 miles long and it wraps around the eastern side of Boulder City.

Next slide please.

The design on this thing is thoroughly far along, we've already gotten to the 30 percent level, we've got a fairly decent cost estimate, we're estimating a \$330 million and that includes the cost of tolling facilities and the cost is fairly high because it is -- has a major amount of cut going through the El Dorado Mountains.

Next slide please.

The traffic revenue study and the P3 feasibility analysis is already been completed for the Boulder City bypass. It's just been completed this last month. The traffic revenue study predicts 6,000 vehicles per day in 2018, growing to 9,000 vehicles per day in 2035, recommended initial toll of \$2.25 with an estimated eight percent of vehicles to be trucks.

Now compared to driving to Boulder City, this is really only expected to save about four minutes of travel but it gives a full freeway experience as you're going from Arizona into Las Vegas. I should mention that during holiday weekends, it does take about 20 minutes extra in terms of delays to go through Boulder City compared to the bypass.



As a tolling facility we're estimating that opening year of gross revenues would be \$3.8 million with inflation growing to \$26.1 million after 30 years, about half of that would be net revenue and the other half would be the cost operating toll system.

We in the P3 feasibility analysis, we compared traditional public financing with the (d-bomb) type of alternative delivery mechanism, with two types of public-private partnerships both being designed build, finance, operate and maintain, one using availability payments and the other using a toll concession and full revenue risk transfer to the private sector.

Next slide please.

As part of the traffic revenue study however we found that the tools would only pay for about one quarter over the project. As a result the revenue risk was not very desirable by industry or desirable to transfer to private partners. We had industry meetings where private partners basically confirmed that that risk transfer was not something they're interested in.

And the best options appear to either be going with the design build finance operate and maintain with availability payments for which public funding would have to be -- come up with about three-quarters of the cost. Or a traditional design build with public financing, with either option we are strictly looking at the design build method of procurement. And that's for that -- we transfer it back to somebody else.

Derek Morse: Thank you, Roger.

This is Derek Morse again and I'm just going to close out a zip portion of the presentation with just a couple of final thoughts. You know right now we're doing the business case and I want to just make sure that people can see the connection between the business case to the discussion of funding, financing and alternative delivery and we try to capture this with the side -- a slide.

The business case is going to articulate a vision, it's going to identify benefits of the project or the investments in the Corridor and it's going to define the economic value that's being created with these investments. So that's really the job of the



business case but from that when you start to see the value that's being created then the funding portion is going to be eventually be a discussion of what mechanisms will we use that can capture a portion of this economic value that's been created so that that can be used to make these investments.

And that's not a new concept, that's really what we do today. Some of it is very direct in terms of tolls when you have a toll project. Some of it is much more indirect when you simply use traditional funding mechanisms and capture the value through fuel taxes that are generated by increased economic activity for instance and that type of thing.

But that's really how this connects and then eventually once we have looked at the funding mechanisms, we can start talking about the appropriate tools for financing specific projects and selecting the right delivery method for each project.

Next slide, please. So I think also we need to really understand where we are in the process of -- you know, the development process right now, we are way down in the lower left-hand corner of this chart, we are developing the vision, OK?

And it is really premature to have detailed discussions of funding, financing, delivery methods and indeed, if we do that, they may be counterproductive. We've seen time and time again across the country where projects have been derailed by controversy over discussions of funding -- shall we raise this tax or do this or that, the other, without having the balanced perspective where people can really understand the benefits that they would get out of that.

And so we really need to get the business case developed, create this vision to get folks to reach consensus on that vision and then we can have these discussions because then it makes sense. You know, if you like the vision, if you like the benefits, you want to see this happen then it's a lot easier to talk about where are going to get the means to do this.

So people shouldn't be alarmed that we're not going into a lot of detailed discussion on funding and financing yet, we really need as I've said to develop the vision and if we keep that mind, I think we can be successful with this and not get derailed and



go down that path of so many good projects that got killed because of the controversies that was unnecessary early on in the discussion.

So with that, I will stop and turn this over to Audra.

Audra Thomas:

Great, thanks so much, Derek. For those of you who've joined this in the past, you know what is ahead of you and that's kind of the mission of the day which is to discuss at your individual locations or with me online about your potential thoughts related in this case to our topic of the day, funding, financing and alternative delivery.

As Bardia had mentioned, we've been at this now for several months and your feedback today as feedbacks have been received throughout this project, will really be used to help inform the corridor decisions for this particular phase of the study with the intent really to create a holistic and flexible corridor.

And as Bardia mentioned, we really want this feedback ultimately to evolve and to future NEPA studies if the corridor is identified as valid in moving forward.

So we have already received feedbacks. Some of you may have participated last fall in our stakeholder partners meetings and we have heard several themes related to funding, financing and alternative delivery.

Most notably being the fact that it's the most challenging implementation aspect is in fact funding and financing. But we've heard that the private sector will probably be a very important element to realizing the I-11 corridor and that public-private partnership may be a tool for its implementation.

We've heard that advanced planning may lend itself to new opportunities and I'll turn it to finding streams and that furthermore, potential funding sources could include a variety of tools and strategies including anything from managed lanes and tolling.

Derek reviewed several of those alternative early in today's presentation. And that ultimately significant support from agencies, our partners in the public may increase federal funding opportunities in the future.



I really want to reiterate one of Derek's recent comments which is that funding is simply means to reach a vision and as he articulated, we're really early in this process. We really want to identify consensus corridor vision first before concentrating on the specifics of particular implementation tools.

So with that in mind, we really considered today an opportunity simply to begin the discussion on potential funding, financing and delivery ideas. Think of today as an opportunity perhaps to identify the universe of potential ideas related to delivering this potential corridor.

So with the goal to remain visionary today, we have several questions that we would like to use as discussion starters. Our first, what are your preliminary ideas about how various sections of the corridor might be funded, financed or delivered, and what particular strategies would your organization or your constituents mostly inclined to support, what is the relative role that federal, state and local funding will play or should play in implementing the corridor, what role would you like to see the private sector take in the development of the corridor?

Number four, do you think that accelerating the corridor using non-traditional methods of funding, financing and delivery would be beneficial? And number five, what are the other potential non-traditional opportunities for revenue generation within the corridor?

And then finally, those of you who have participated with us in the past know that we end each of these discussions with this final question which is, is there anything else that we should consider in this corridor planning effort and are there any key groups or individuals missing from this dialog?

So what are our next steps? Today is a bit of a milestone for the project. This is our seventh and final focus group for this phase of the project. And for those of you who have joined us in the past, thanks for your contributions. If this is your first focus group, we appreciate you being part of this phase of the dialog.

Our team has been busy working on the technical memorandum number 1 which is the existing and future conditions report which is due here early this spring as well



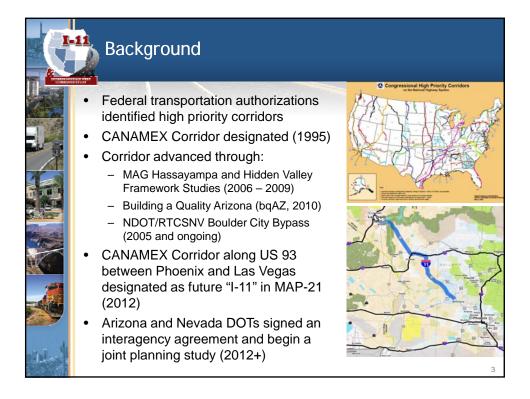
as what Derek mentioned the preliminary business case foundation and then subsequent to that, the delivery of the corridor justification report.

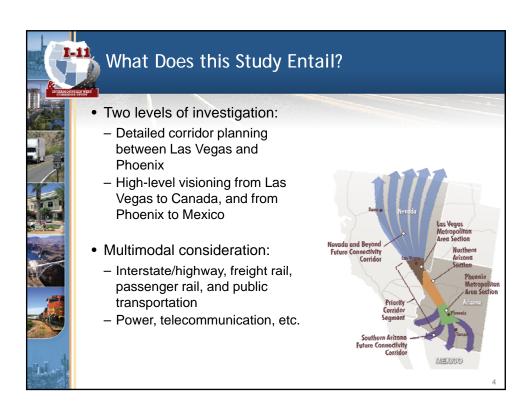
We anticipate a general meeting of the stakeholder partners which all of you are a part of sometime later this spring perhaps in the month of May.

So with that, I would like to thank everyone for your participation. At this point, our individual locations of Carson City, Las Vegas and Surprise will disconnect, and while we do that I would ask for those of you who have joined us online and via the webinar just to hold momentarily while we transition into our discussion. Thanks again for participating and we'll start our online dialog shortly.

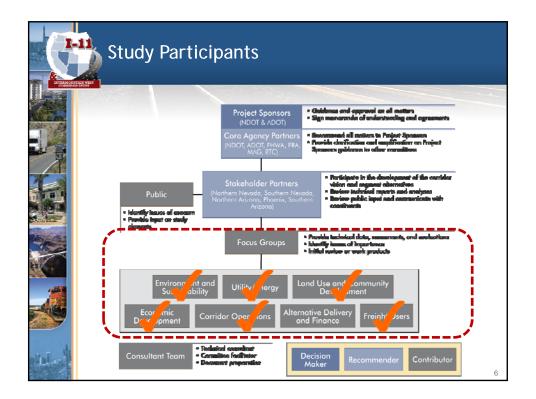


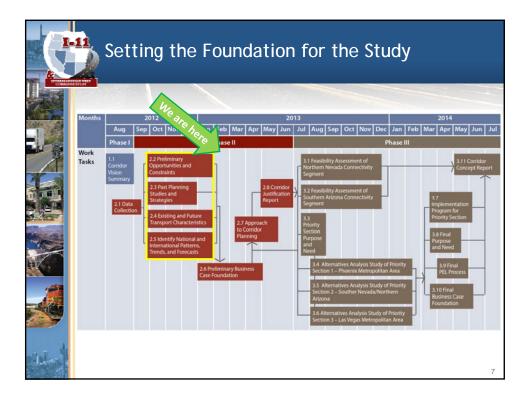




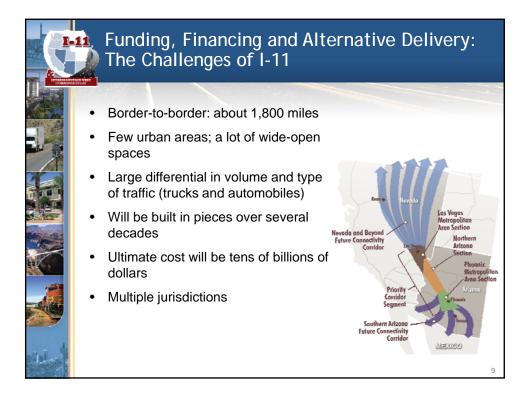


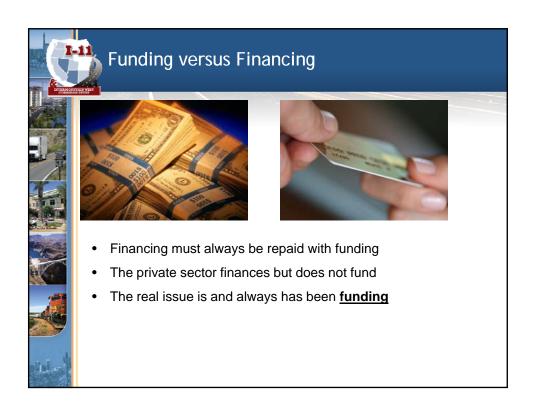


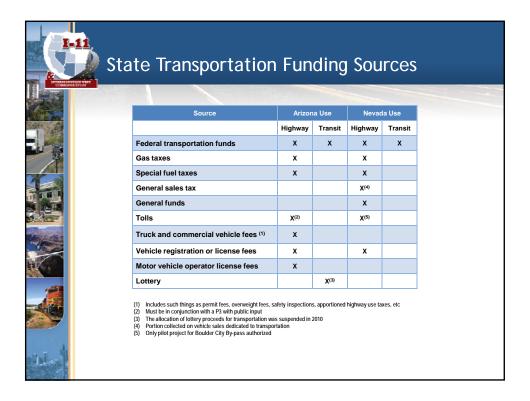


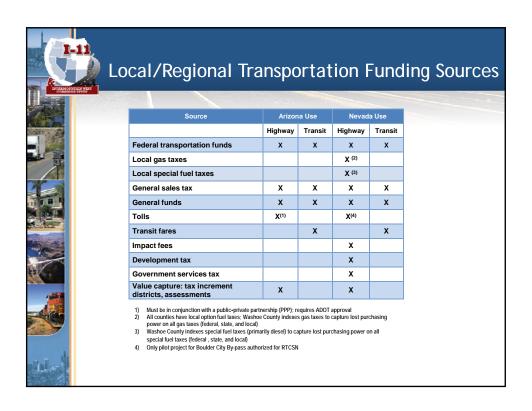














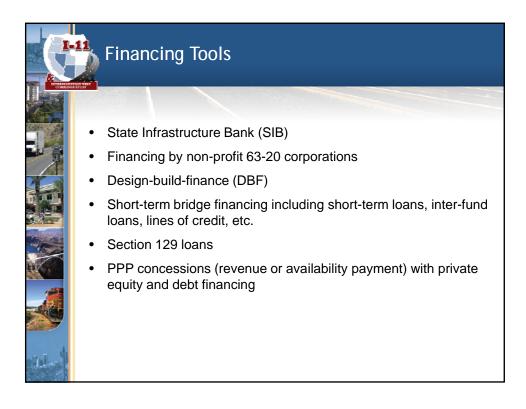
### **Emerging Funding Sources**

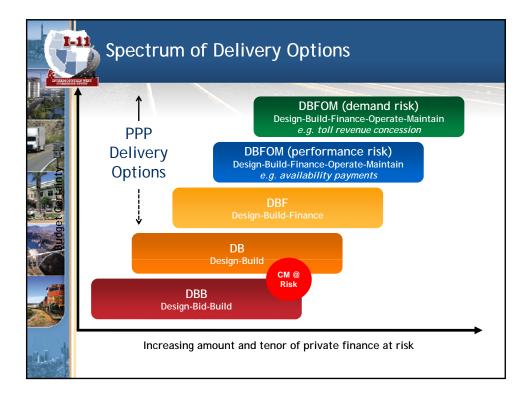
- Dynamic tolling
- Truck only toll lanes
- Managed lanes
- Fuel tax indexing
- Impact fees
- Mileage based user fees
- Occupancy fees from non-road users of the corridor: transit, rail, telecom, pipelines, power transmission and generation
- Income from services within the corridor: auto/truck plazas, rest areas, traveler services, etc.
- Sales taxes on motor fuels
- Area congestion charging

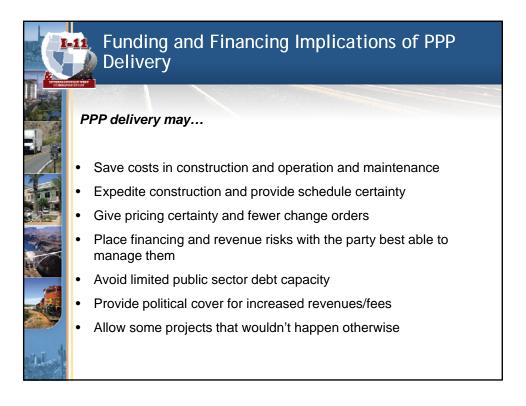


## Financing Tools

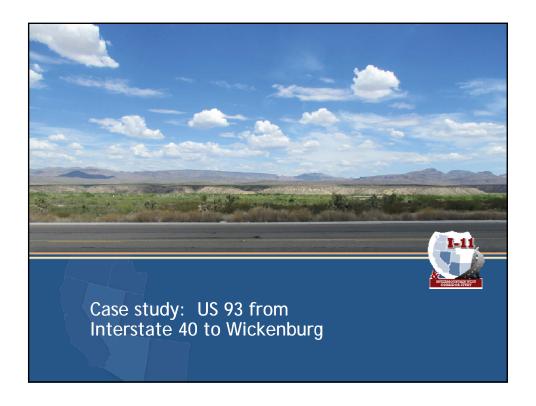
- Grant Anticipation Revenue Vehicles (GARVEE)
- Build America Bonds (BAB)
- Private Activity Bonds (PAB)
- Transportation Infrastructure Finance and Innovation Act (TIFIA)
- State and municipal bonds (including general obligation bonds, revenue bonds, tax credit bonds, tax increment bonds, certificates of participation, etc.)

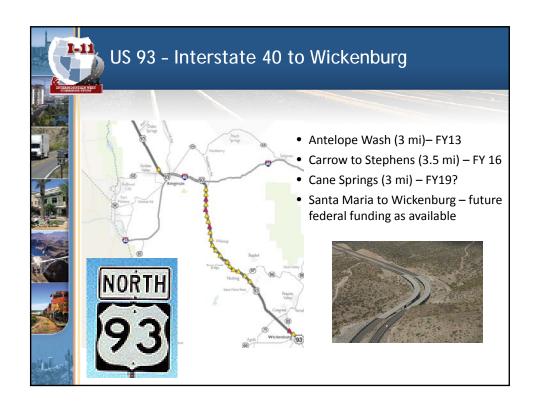


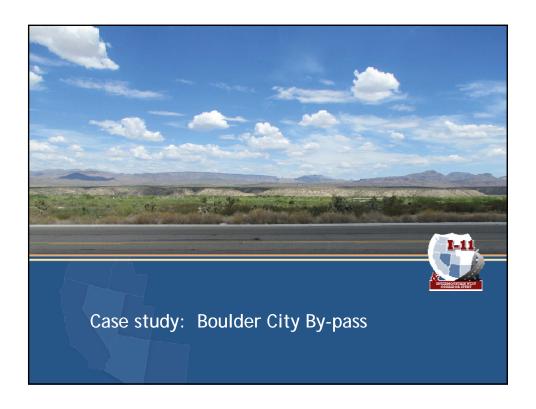


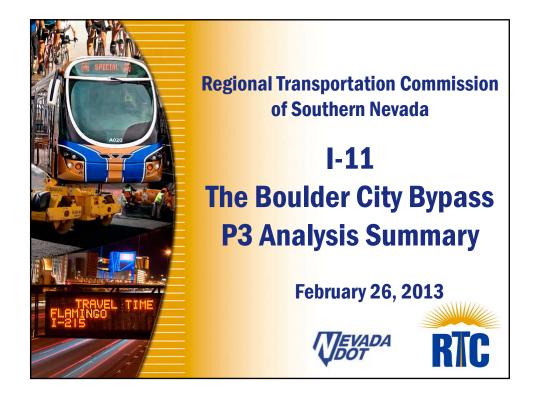


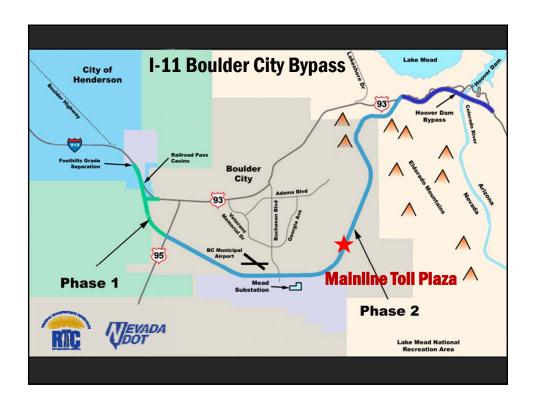




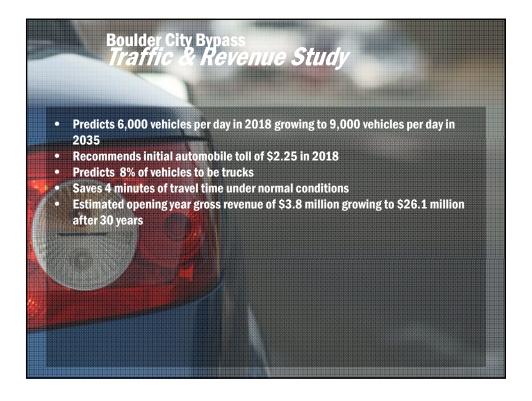


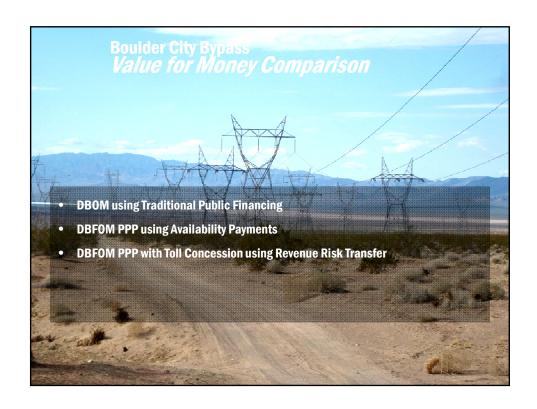


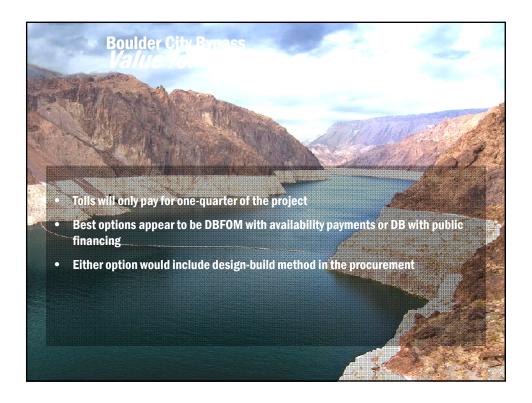




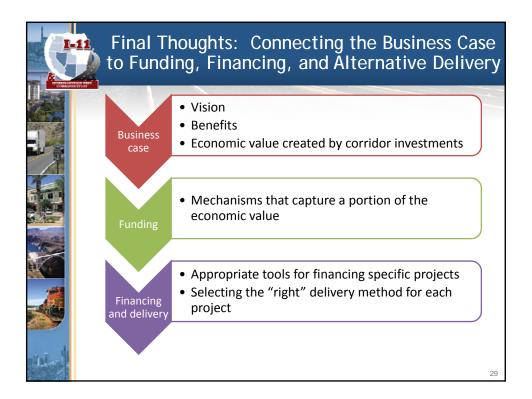
City Bypass Construction Cost Estimat	e: November 8
Item	Estimated Cost
Earthwork	\$65,700,000
Pavement	\$45,000,000
Bridges and Structures	\$42,800,000
Drainage	\$36,500,000
Environmental Mitigation	\$15,200,000
Interchanges	\$6,500,000
Electronic Toll System	\$10,300,000
Toll Plaza	\$3,500,000
Miscellaneous Roadway Items	\$23,400,000
Signing	\$3,600,000
Utility Relocations (WPA and CRC)	\$10,500,000
Mobilization	\$ <u>18,000,000</u>
Subtotal	\$281,000,000
Design	\$22,000,000
Construction Engineering	\$27,000,000
Total	\$330,000,000

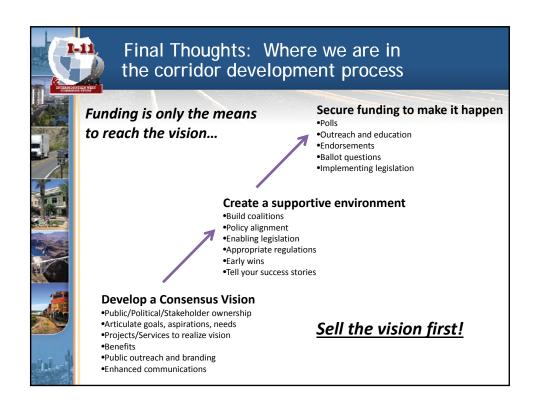




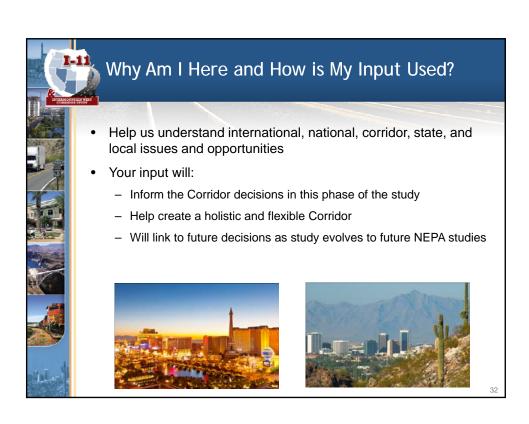














# Stakeholder Partner's Input Received to-date - Funding, Financing and Alternative Delivery

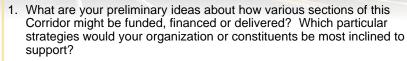
- The largest challenge to implementation will be funding and financing
- Private sector involvement will be important
- Developing a PPP maybe necessary for implementation
- Advanced planning may provide opportunity for new/alternate funding streams
- Potential funding sources could include managed lanes, tolling, etc.
- Significant support from agencies and partners may increase federal funding opportunities



33

# 1-11

### **Discussion Questions**



- 2. What do you see as the relative role that federal, state and local funding will play/should play in implementing the Corridor?
- 3. What role would you like to see the private sector take in the development of the Corridor?
- 4. Do you think accelerating the Corridor using non-traditional methods of funding, financing and delivery would be beneficial?
- 5. What are other potential non-traditional opportunities for revenue generation within the Corridor?
- 6. Is there anything else that we should consider in this Corridor planning effort, and are there key groups/individuals missing from this dialogue?









# **Submitted Comments**

The following compiles feedback received by public and stakeholders via the project website, e-mail or by other means, through May 14, 2013. Correspondence has been presented as it was submitted and neither edited nor grammatically corrected.

Ref	Contact	Date	Correspondence
<b>1</b>	Coral J. Evans	9/13/2012	A US93 alignment for I-11 would have a negative impact on economic development in Flagstaff and other communities along the I-17 corridor.
7	Darrell Lacy	9/26/2012	9/26/12: Nye County feels a connector from Pahrump to the Jean /Ivanpah area would provide significant relief for the I-11 corridor through Las Vegas by allowing a shortcut for traffic from California to Pahrump and points north. 10/19/12: Nye County is the location of much of the route for I-11 / Hwy 95 north from Vegas to Reno. County staff has provided extensive information to NDOT on Nevada's "Connecting Nevada" and from our perspective this includes much of what will be included in your "I-11" study. That information was driven by the County's economic development efforts primarily incident to the new airport at Ivanpah, solar energy development within Nye County, activities on the Nevada National Security Site and economic development in general. Each of these projects/efforts have the potential to affect and be affected by the I-11 Study work that you (NDOT & ADOT) are charged to accomplish. We, Nye County, request the opportunity to meet with you and appropriate members of you study group to discuss our views on each of the aforementioned topics as they apply to your study before the comment period closes November 2.
က	Steven P. Latoski	10/1/2012	the County sees several "game changing" scale opportunities enabling I-11 to develop and function as a transportation and economic corridor throughout the Intermountain West
4	Brad Zerbe	10/2/2012	I understand there are four different suggested routes being considered for the portion of Interstate 11 that goes from roughly Wickenburg down to Casa Grande. Is this accurate and if so where might I find the suggested route maps and/or descriptions? we have not yet considered any alignments for this corridor. Below are links to a few preliminary studies that have looked at the I-11 corridor. While we anticipate building upon the analysis done in these studies, we will not limit the alternatives
ம	Catherine Ceranski	10/8/2012	I'd love to see this completed between Phoenix and Las Vegas. The 35 mile stretch between Wickenburg and the divided highway is the most dangerous part of the road to Vegas now, I believe there have been two fatal accidents this year. We go to Vegas four times a year and will only travel during the daytime because of the danger. However, we have heard some talk about this being a toll road and want to go on record as being vehemently opposed to this. The New York State Thruway is a case in point, still charging tolls some fifty years after it opened. There is too much leeway for abuse of these funds, and the tolls never go away. Otherwise, the sooner this is built, the better for our Western region.
9	Neil Cummings	10/4/2012	Strong interest in the public-private partnership comprised of the California-Nevada Super Speed Train Commission and American Magline Group in participating in the ongoing I-11 & Intermountain West Study and potential for maglev technology application.



Ref	Contact	Date	Correspondence
7	Lon Berg	10/16/2012	Please keep me in the loop regarding the development of the I-11.
∞	Mary A. Hammer	10/17/2012	I am assuming there will be a tax attached to this project to pay for the new interstate. I think the idea is a good one and I would vote in favor of it if Tucson is added to the plans. I think it would be a very direct path with a road that is already there to go directly from Tucson to Las Vegas. It will bypass all the trafic in Phoenix. If it goes through Phoenix they will surely want to redo the Interstates in town. I will be following the plans with interest.
6	Chuch Johnson	10/16/2012	Get it done. Let's do it. Great Idea. Be sure to have a good bypass west of Phoenix for those going to/coming from Tucson. Don't spend a 100 years doing studies. Just do it!
10	Mary Brady	10/16/2012	I cannot attend either of your scheduled meetings and I would like to see the plans for the location of the proposed I-11.
11	Robert Steely	10/16/2012	BY NO MEANS RUN THIS HIWAY THRU ANY PHEONIX SUBURBAN AREA. WE ARE CROWDED ENOUGH. COMPLETE THE 202 ROAD AROUND SOUTH MOUNTAIN! RUN THIS NEW HYWAY 11 THRU NTHE RURAL AREA OF AZ. THE NEW ROAD # 11 S OF NO USE IF ANY PORTION COMES CLOSE TO THE SURBURBAN PHOENIX AZ. WE ARE CROWDED ENOUGH. PLEASE. SHOW THR PROPOSED HYWAY PLANS YOU ALREADY HAVE ON THE BOARD. THATS WHAT WE LAY PEOPLE WANT TO LOOK AT!
12	Sheri Robb	10/17/2012	As someone who travels several times a year to Las Vegas from North Phoenix, this highway can't come soon enough. The drive to NV is so dangerous as it stands. Coming head on with 18 wheelers 2 feet from you on hilly, windy roads makes for quite a scary experience. I have witnessed dozens of near-misses by inexperienced drivers attempting to pass in the opposite lanes to go around slower moving vehicles. I've never seen a stretch of roadway covered with so many makeshift crosses in remembrance of their loved ones who died just trying to get from point a to point b. In addition, all the stop and go driving through Wickenburg and the area just north of the Hoover dam is time consuming and wasteful. Let's get this highway built, save commuters time and make the highway a safe, scenic experience for everyone involved.
13	Bill Cole	10/17/2012	I fully support the Interstate 11 project. I regularly travel between Las Vegas and Phoenix and see the need for the completion of this project. I can only see positive things coming from the completion of this project.
14	Tom Tieman	10/17/2012	I favor this completely and think it is years behind, thanks for your time/effort.
15	Greg Spence	10/17/2012	Please consider the amount of electricity needed for recharging electric vehicles along the proposed $1-11$ interstate.
16	Larry Robidoux	10/17/2012	I just read about a public meeting being held in Phoenix this month. I would like to know if there is any other information available besides the links on this page that we can read before the meeting. We have been here in Arizona for a number of years and have made numerous trips to Las Vegas and have always thought there should be a better way to go north and south. Even a couple of trips to Canada would have been easier if this road was there. I know it's something that is just in the preliminary process but I think in the long term this would be a great addition to all the states it would be going thru.



Ref	Contact	Date	Correspondence
17	Richard Spotts	10/17/2012	Ithink that this study should include the potential for high-speed rail (with vehicle carriers) which would likely be much cheaper to build, more energy efficient, and pose fewer adverse environmental effects and land use conflicts. The potential for high-speed rail is already being studied between Las Vegas and Los Angeles, and between other major cities in California. High-speed rail has already been proven to be safe and efficient in Europe and Japan. Indeed, I know people who have had very positive experiences using high speed rail in both Japan and Europe. It is time that we recognize the compelling need to change our transportation planning and options. We must not remain stuck in the past, but rather embrace the future. Please be "smart from the start" with this corridor planning to ensure future transportation that is economically and environmentally sound, and which has the smallest possible footprint on the landscape. Too much of our beautiful landscape is already paved over.
18	David McGhee	10/18/2012	We are looking forward to having more information. We drive from Phoenix to Las Vegas regularly and would like to improve the route for time and safety, but does this acheive our objectives?
19	Stuart Martin	10/19/2012	We're totally behind I-11, and how this infrastructure project will improve Nevada. Attached excerpt from a SNALS presentation I'll be delivering at next Wed. evening which profiles the I-11 project an example of a Bold Nevada Initiative - Holman's Nev Initiative-Holman's NevBIM
50	Ross L. Tennison	10/8/2012	I remember when US 93 was a windy two lane death trap of a highway. Since at least the year 2000, Arizona has upgraded it nicely. Better than some interstates. This is a sorely needed route to be built. I do not agree however with the city of Boulder City, NV and how they attack the truck drivers. They forget that US 93 was there long before any of these people were. Truck drivers need this route free of tolls and other bothers. All too often it is the truck driver that gets harangued. For example, when the Pat Tillman bridge first opened, these people wanted trucks to continue to go through Lauglin. Another hour to the already long trip in their day. They have been wholly unreasonable, and are using class warfare aginst the working class, truck drivers etc, to make sure their "lifestyle" isn't interrupted. I believe this corridor should completely bypass Boulder City, Nevada and should leave this town in the dust bin of history where it belongs. Also, the ideas to toll the highway is abhorrent. We live in the west, wide open ranges etc. We are not California, or the midwest. Leave the freeways, free. Trying to mimick other states will only harm Nevada and Arizona's tourism and the purpose of this corridor. Once a highway is tolled, the tolls are never taken down. Also, if this new highway is tolled, then trucks will use highway 93 still as this is a primary physical route. Banning trucks if this highway is tolled is ridiculous and a bad idea. This highway will link the two principal cities, Phoenix and Las Vegas. Making more expense to engage in commerce is also a bad idea. This highway will bring so much to the region, we should be grateful for the idea.
21	Gary Powell	10/17/2012	I can see the potential of I-11 coming through California some day via Reno-Susuanville/US395. This communication, including any attachments, may contain confidential information and is intended only for the individual or entity to whom it is addressed. Any review, dissemination or copying of this communication by anyone other than the intended recipient is strictly prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and delete all copies of the original message.
22	Jim Rispante	10/17/2012	Do you have actual mapping of these routes?



Ref	Contact	Date	Correspondence
23	Joan Lima	10/17/2012	Our family lives in Las Vegas and our oldest son is a student at Arizona State University in Tempe. An interstate highway between Las Vegas and Phoenix would be a positive change for the better. It would be more cost effective to drive between the two cities, save time and be safer. You can't finish this fast enough! Thank you Joan Lima, Las Vegas NV.
24	Dean Elliott	10/17/2012	I feel this is must do project. I have lived in Las Vegas for over 25 years and the drive to Phoenix is dangerous. This would increase business for both metro areas.
25	Murray J. McClelland	10/17/2012	I just turned 60 years old and as a young kid watched I 15 being built from LA to SLC as my family traveled to Jackson, WY every summer. The Virgin River Canyon was a big deal for me when it FINALLY opened I have always thought that the missing link between I 10 and I 40 on up to I 15 was just bad planning. I am the President of the Pearce/Sunsites Chamber of Commerce (AZ)and have already forwarded ADOT's email notification of the October 23rd meeting in Phoenix to all of our members and other business interests in NV, AZ,CA and UT. I am a former RE Broker from Las Vegas now semi retired here in SE AZ. I would love to be a part of this endeavor, please let me know how I could participate.
26	Robert E. Lee	10/18/2012	One of our United States Senators, Harry Reid, is the Majority Leader. He needs to take advantage of that powerful position, in a positive way, to push hard for Congressional action on getting Interstate 11 moving – pun intended. Senator Reid could begin by having I-515 from Las Vegas down to Henderson designated as I-11, as the first step. But that's the easiest part. He then needs to see this effort through, working with all relevant parties in both houses of Congress, The White House, the Nevada and Arizona state departments of transportation, other state and local officials, and more, to get Interstate 11 going!
72	Jack Lorbeer	10/18/2012	I was formally the Planning Manager for the Regional Transportation Commission in Reno/Sparks Nevada and I know I met Sondra on several occasions and I think I met you too Michael. I am now the Transportation Planning Division Manager for Maricopa County here in Phoenix, and was sent this website by my staff. I just want to wish you success on your study. While an ADOT study, if there is anything my staff can ever be a help with feel free to contact me.
28	Ruben Henderson	10/18/2012	Stop building freeways all you create more traffic and make me a train/and trains.
53	Paula Egan	10/18/2012	I would like to be kept informed of any progress with this Interstate Highway.
30	Brad Campbell	10/18/2012	I just learned about this project idea on the news. Persoanlly, I think it would be a huge waste of money. There is already a route between the two cities - I travel it a number of times a year. There is never enough traffic, in my opinion, to warrant a project of this magnitude. Thankyou for your time.
31	Gail Golden	10/21/2012	I would like to know if you are accounting for the fact that I-11 would become a perfect corridor for drug traffic between Phoenix and LV; then later from Mexico to Canada ?? Will there be law enforcement protections on the route?



32 32	. Contact Al Lammers	Date 10/21/2012	
	-		get the party started early (Bar, food, sports screens everywhere and entertainment). Phoenix to Vegas in 2-3 hours????? Same idea as the high speed train from Phoenix to Tucson except more exciting! And what about High Speed train to Disneyland??? Something to consider! Especially as an alternative to another highway that will still have safety, pollution and high cost issues. Lets get moving and stop polluting! Thanks!
33	Graham Kettle	10/21/2012	MY major concern is that you have your priorities wrong. Before 1-11 is considered there is an urgent need to upgarde 1-17 from Anthem to Flagstaff. This road is iin a poor state of epair and there is an urgent need to widen to 3 lanes in direction as a minimum. It could be that an improved 1-17 to Flagstaff with an extension from there to Las Vegas would be he most cost effective and practical solution.
34	Kyle Robinson	10/21/2012	I support the I-11 corridor proposal. I recommend the corridor include provisions for rail transport as that is the most efficient and environmental friendly method of moving freight and material. I also recommend passenger rail capability for the corridor.
35	Unknown	10/23/2012	If there is no federal money for this project and the citizens of Arizona have not formed any groups in support of a new Interstate, where is the demand? If the proposed I-11 becomes a Toll Road, is the preference of this committee to create a public-private toll road which would require the state to sell or lease land to a private company?
36	Michael Stone	10/19/2012	I don't drive to Phoenix that often, but I have recently driven from Las Vegas to Seattle a couple of times, and there are no good routes that don't detour through Utah. I'd like to see I-11 traverse the route between Las Vegas and Twin Falls, Idaho. There are few services along that route, and once we were delayed when the road was washed out by flash flooding. For that matter how about an Interstate from Las Vegas to Reno.
37	Irene Kovala	10/15/2012	lam writing to express support of the 1-11 Corridor project. The vision of the 1-11  Corridor to establish a transportation network through western Arizona and  Nevada will directly address the efforts (and challenges!) Glendale Community  College has in embracing towns such as Wickenburg and Wittman by bringing  access to affordable higher education to more remote communities. This  intermountain connection aligns directly with Glendale Community College's mission and vision to provide  innovative, quality, learning experiences for all members of the community. I am pleased to support this incredibly beneficial and vital effort on behalf of Glendale Community College as well as Maricopa County Community  College District.
38	David Jarnagin	10/24/2012	I'm most interested in the alignment and impact with the West Valley component of this proposal!



Ref	Contact	Date	Correspondence
39	Sayeed Hani	10/24/2012	On future I-II project I hope that we include rail road as means of transportation also, if we can use electricity for fuel on the rail system we will reduce carbon emissions in a large scale it well be very environmental friendly and cost effective way of transportations. It will help people and tourist to have a third option and be able to travel by trains instated of cars or Airplanes, I like to call the new railroad system Usstare or Weststare just like the European country have their Eurostar we like to have our Usstare.
40	Rick Gutierrez	10/24/2012	The most recent pictures from Mars make me wonder what might have happened how water may have been lost in areas where it appeared to be rivers at some time. Time will only tellIt seems reasonable for us to look for the future on how we can sustain our water needs due to climate change and growing population in the West. For most of us who have decided to build a home, there comes a time that we are faced to have some home additions. And this is exactly what we need now. We need more resources to sustain the growing needs due to population growth as well as maintain the needs for vegetation, wildlife, agriculture and energy. (see attachment)
41	Michael Mosley	10/16/2012	I am interested in following the progress of I-11 and getting involved as needed. I am an AZ native and living and working in Las Vegas now. My family and I make the trip between Phoenix and Las Vegas quite often. What an exciting project I I would love to be involved.
42	John Jones	10/29/2012	OPPORTUNITES: A modern information and transportation corridor will tie together two of the fastest growing regions in the southwest. The economies of Nevada and Arizona will undergo a significant transformation in the coming decades. Providing faster surface transportation between the regions will allow for increases in international and long range airline travel for businesses and tourists to Phoenix and Las Vegas. Constructing fiber optic connections between the regions will ensure additional capacity for future financial and business transactions. Planning for rail connections between the cities would also facilitate additional logistic centers and connect both cites to global markets. Upgrading the existing BNSF subdivision from Williams to Wickenburg would be an enormous undertaking. The construction of a new rail line from the BNSF Transcon line east of Kingman adjacent to a new highway may be more cost effective and result in higher freight rail speeds than the"Peavine" currently affords. TRANSPORTATION COMPONENTS: Freight and passenger rail / Divided highway with truck lanes on grade. Fiber optics / High Voltage Electric transmission lines for green energy - solar, wind, solar thermal etc.Oil and gas transmission lines. SUCCESS: Increase in GDP for both regions. Increase in employment. Increase in assessed valuation. Increase in tourism. Competition and stabilization of energy and data costs. Increase in assessed valuation between Phoenix and Las Vegas. Stabilization of air fares between the cities. Competitive truck freight rail rates to and from West Coast ports. Diversity in the economies of the SW - more manufacturing. CHALLENGES: Political will. Financing. Vision or the lack of by voters in both states. Finding champions for the Corridor.



Ref	Contact	Date	Correspondence
43	Marvin Small	10/24/2012	1. In my opinion as a citizen, The corridor should be several hundred feet wide to allow for other modes and utilities any of which may deviate from the corridor ad various points. 2. The NB and SB directional roadways should be a minimum of 300 feet apart to allow for tolling, terrain, and crossover or U-turning traffic (Michigan Lefts). 3. The corridor should pass about 10 miles from any city or major highway so as not needing to deal with existing access, but close enough to services as needed. 4. Utilities needing security need double fencing for thier protection and component storage. 5. Naturally, the highway design speed (>85 mph) needs to somewhat mimic that for any high-speed rail envisioned with flat curves horizonatily and superelevation of up to 10%. 6. 12 foot uncurbed shoulders on both edges of each roadway and protection from any potential rockfalls. 7. Planning for occasional scenic pullouts to relieve driver boredom through the Joshuas, rivers and mountains on each side (right angle reentries or crossovers from a stop cannot be alllowed.  8. Make the wildlife stay out and go around. Plan for it and they will adapt. 9. Treat the utilities as minor players, telling them to provide their requirements and then get out of the way, or else they will relinquish their chance and it will be provided to another. 10. Provide very few entry or exit opportunities, >25 miles between them. 11. Solicit donations of R/W. I think you might find quite a few. 12. Take your work seriously. Very few people get the chance to start with a clean slate to plan an endeavor having so much future impact on so many people. Invent your own design menu of Standard Treatments early; then solicit comment.
44	Richard Somes	10/25/2012	I am a resident of Southern Arizona. My wife and I travel at least once a year to Las Vegas and also to Laughlin. The US 93 corridor is our preferred route, being the shortest and the least congested. The problem with the current right of way is that is difficult to access, and almost devoid of services between Wickenburg and the I-40 junction. The conversion of this corridor to an Interstate Highway would presumably mitigate these problems yielding a safer and more comfortable trip. From my viewpoint access to I-11 should be made easily available from I-8 via AZ85. The current I-8/AZ85 bypass around Phoenix is extremely attractive when bound from Southern Arizona for points west along I-10. It would be a benefit to capitalize on this route when bound for Nevada as well. In considering extension of the I-11 corridor south of Phoenix to the Mexican border, I think that the AZ85 corridor should be considered.
45	W.T. Gilmore	10/25/2012	No Toll Roads In Arizona.



46 946 47 0	Stuart Boggs Cash Jaszczak	Date 10/29/2012 10/22/2012	Correspondence OPPORTUNITES: Corridor would link the Phoenix and Las Vegas metropolitan areas, two of the largest metro areas in the southwestern U.S. that are not linked by a direct interstate highway connection. Would contribute to the development of the Canamex corridor that would enhance the movement of goods between three countries, development of the Canamex corridor that can accompodate both road and rail modal transportation options along this corridor by developing a corridor that can accompodate both road and rail modal transportation options along this corridor by developing a corridor that can accompodate both road and rail modal transportation options along this corridor by developing a corridor that can accompodate both road and rail modal transportation options along this corridor by developing a corridor that can accompodate both road and rail modes. TRANSPORTATION COMPONENTS: Should be included in the Corridor to fulfill the preliminary identified needs (e.g., freeway, passenger/freight rail, utility accommodation, others) Freeway, passenger/freight rail, utility accommodation, others) Freeway, passenger/freight rail, all into the developing solar power generating capacity in southern Arizona and the developing wind farm capcity in northern Arizona. Corridor should also include room for telecommunications conduit and possibly oil/gas transmission lines. SUCCESS: If it gets developed that would be a definition of success since funding with Native American communities. Legislative obstacles that may make it difficult to utilize State Trust land for this corridor. Ms Quigley, attached is some of the correspondence I mentioned to you at the I-11 Corridor Study meeting. The most significant point to be made is Nye's view that southern Nye County is part of Southern Nevada not be limited by the Clark/Nye border. Discuss at your convenience if you so desire / ATTACHED: RTC Letter Re: RT Plan 2009-2030 - dated; 10/6/08
	Tamara Bennett	10/29/2012	would like to see a close up of the proposed interstate 11 around wickenburg - we have received different information - one that it would be west of wickenburg and the other that it would go up highway 60 which would encroach on a lot of businesses/actually would eliminate them and what about the river preserve. We are concerned citizens and would like to see a map that showed where it it beyond the ones I could find which you couldn't tell exactly where it was as you could not enlarge the wickenburg area.



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Ref	Contact	Date	Correspondence
84	Lauren Harvey	10/30/2012	Helio and thank you for the opportunity to provide comments at this early stage of the project. As you move forward thank you for the opportunity to provide comments at this early stage of the project. As you move forward with high leavel visioning between Phoenix and the border with Maxico. The sense fileky that the Avra Valley Clocated was of Tucson Will be considered a potential corridor since this area was the subject of ADOT's 1-10 Bypass. Study. There are a number of issues associated with this particular area that twant to bring to your attention. First is the existence of the central Arizona Project Tucson Mitigation Corridor that physicially and biologically connects be man corridor who Mountain back with the Tohono O'dolham Nation as partial mitigation for construction of the Central Arizona Project. It is managed by Plana County and Arizona Game and Fish is a third party to the cooperative agreement that states this area is rough to be used to preserve plants and widiffice and to provide an undeveloped corridor for wildlife movement. The ADOT 1-10 Bypass study proposed beliesching the Tucson Mitigation Corridor and omitted any information regarding this critical existing corridor. The Bureau of Reclamation Project in this area. Is strongly urge you to connect Carol Reclamation, Plana County Board of Supervisors, and the Arizona Game and Fish Department regarding the Tucson Mitigation Corridor. In addition to the agencia noted beloace proper of the Lib Pypass and the Sunfal a Transinsion Project in this County Board of Supervisors, and the Arizona Soar and Project in this County and Arizona Plana Service proposed the Lib Pypass and the Sunfal a Transinsion Project and supplies the Plana County Administration, degradation of cultural anounces of the spread of invasive species and habitat fragmentation, degradation of cultural anatural resources and used with the stabilishment of Saguaro National Park inciduring the spread of invasive species and habitat fragmentation, degradation of cultural and manura
			Valley and appreciate being included in your mailing list.



<ul> <li>Solution Mahr</li> <li>John Mahr</li> <li>10/16/2012 10/16/12: Save the Joshua trees west of Wickenburg; 10/18/12: We make the drive at least once a year. We would consider it more with an interstate.</li> <li>Chuck Onwubu</li> <li>10/16/2012 If an interstate designation can speed up widening US 93 in Arizona, I'm all for it.</li> <li>Andrew Stocker</li> <li>10/26/2012 If an interstate designation can speed up widening US 93 in Arizona, I'm all for it.</li> <li>Andrew Stocker</li> <li>10/26/2012 If an interstate designation can speed up widening US 93 in Arizona, I'm all for it.</li> <li>Andrew Stocker</li> <li>10/17/2012 If an interstate designation can speed up widening US 93 in Arizona, I'm all for it.</li> <li>In Robinette</li> <li>10/17/2012 This joud be considered. CHALLENGES, More sprawl.</li> <li>Itrade with Mexico and beyond trade sproider in provide much needed infrastructure for future growth in the Southwest US and future with Mexico and beyond</li> <li>Gary Hancock</li> <li>11/28/2012 This looks like an outstanding opportunity to direct growth, create business hubs and transportation corridors throughout the region. At this point I'm interested in the routing options and the draft ElSs. Also in receiving information on upcoming public events and press releases.</li> <li>Rick Gutierrez</li> <li>12/4/2012 Attached is the I-11 Project Information from the materials I got from the public meeting in Phoenix. I showed the Prescott corridor alternative for I-11,which will benefit greater areas that will be served by roadway, rail, water, gand other rutilities. The most important of all is water getting to the high country and then serve larger radial communities.</li> </ul>				
John Mahr       10/16/2012         Chuck Onwubu       10/16/2012         Andrew Stocker       10/26/2012         Jim Robinette       10/17/2012         Gianna Walker       11/28/2012         Gary Hancock       12/3/2012         Rick Gutierrez       12/4/2012	Ref		Date	Correspondence
Chuck Onwubu         10/16/2012           Andrew Stocker         10/26/2012           Jim Robinette         10/17/2012           Gianna Walker         11/28/2012           Gary Hancock         12/3/2012           Rick Gutierrez         12/4/2012	20	John Mahr	10/16/2012	10/16/12: Save the Joshua trees west of Wickenburg; $10/18/12$ : We make the drive at least once a year. We would consider it more with an interstate.
Andrew Stocker 10/26/2012  Jim Robinette 10/17/2012  Gianna Walker 11/28/2012  Gary Hancock 12/3/2012  Rick Gutierrez 12/4/2012	51	Chuck Onwubu	10/16/2012	If an interstate designation can speed up widening US 93 in Arizona, I'm all for it.
Jim Robinette       10/17/2012         Gianna Walker       11/28/2012         Gary Hancock       12/3/2012         Rick Gutierrez       12/4/2012	52	Andrew Stocker	10/26/2012	OPPORTUNITIES; This is an opportunity to increase rail travel. TRANSPORTATION COMPONENTS: Passenger and freight rail should be considered. CHALLENGES; More sprawl.
Gianna Walker 11/28/2012  Gary Hancock 12/3/2012  Rick Gutierrez 12/4/2012	25	Jim Robinette	10/17/2012	This project is just in time to provide much needed infrastructure for future growth in the Southwest US and future trade with Mexico and beyond
Gary Hancock 12/3/2012 Rick Gutierrez 12/4/2012	23	Gianna Walker	11/28/2012	Is there a google earth .kmz file for the I-11 corridor route (possible route) available? Or is it just a broad general plan and that's why it's shown at a small scale map. What software does ADOT use to create their maps?
Rick Gutierrez 12/4/2012	24		12/3/2012	This looks like an outstanding opportunity to direct growth, create business hubs and transportation corridors throughout the region. At this point I'm interested in the routing options and the draft EISs. Also in receiving information on upcoming public events and press releases.
	55	Rick Gutierrez	12/4/2012	Attached is the I-11 Project Information from the materials I got from the public meeting in Phoenix. I showed the Prescott corridor alternative for I-11,,,,which will use part of I-17, Highway 69, highway 89, part of I-40to Kingman,,,then to Las Vegas. This corridor will benefit greater areas that will be served by roadway, rail, water, gas and other utilities. The most important of all is water getting to the high country and then serve larger radial communities.



Ref	Contact	Date	Correspondence
26	Larry W. Doescher	12/15/2012	Coordination with ADOT's CANAMEX Team might help cut some corners, saving time and money spent evaluating AZ segments.
			really like this concept/usea of evaluating/useveloping a new port facility in Mexico. It would be possible to bring commodities/product up through the Yuma, AZ area northward into Nevada.
			At the Phoenix, AZ meeting, it was mentioned this facility should evaluate all types of goods/services/commodities which might benefit from a multi-modal corridor. While I see the benefits of a broad approach, I would caution against getting hung-up on forcing/requiring all types of transportation in the same corridor. Just like our
			highways sometimes benefit from a bifurcated alignment so too may the different modes of transportation. Examples of these, which most or all were mentioned, would be recreational use/access, trucking, freight rail, highspeed commuter rail, and energy transmission (electric, gas, oil, fuel). Please consider population centers
			which might benefit or provide logical nodes along the route. Existing facilities and features might prove to be attractive starting points as initial investment can be substantially lower. Consider the needs of those who might use the corridor. Where are existing nonliation centers truck stons fueling nonnetunities, lodging refineries, rail
			systems, airports, transmission lines and rest areas? What areas are more attractive to expanding such
			racinties/reatures? Where might the access control be easier to obtain or more absolute? Consider the development of inland ports as potential nodes. In AZ, Kingman look like a decent choice. Kingman has rail, highway and an underutilized airport.
57	Ken Bateman	12/17/2012	Why cant the existing route 60/93 be used with updates? Just make it the divided highway where it needs to be
			and any other improvments to consider it as part of the Interstate Highway System. Stop wasting time on this as the longer this is delayed, the higher the cost: Look what I-10 cost thru Central Phoenix after all the years of
			debating where/how it should be built. When finally done it was done as to the original route, just not elevated as
23	Lew Sowards	12/21/2012	originally proposed. The Hoover dam bypass bridge has been a great start to make I-11 happen. Letter to Wickenburg City Council, ADOT, and Wickenburg Sun
29	Thomas Roller	12/28/2012	Where is the map of the proposed route?
09	Dave Booth	12/29/2012	After recently retiring from a 40 year government career, I fully support this project and recognize the need for an interstate roadway between Phoenix and Las Vegas. My career included;
			Washington State Patrol (25 yrs.) Washington State Department of Labor & Industries (6 yrs.)
			Washington State Department of Transportation (4 yrs.) City of Phoenix (5 yrs.)
			Let me know if I can help, and thanks for your work on this project.
<b>61</b>	Reed Kempton	1/2/2013	I would urge you to include ways for people to walk and bicycle in and across the corridor.

# Interstate 11 and Intermountain West Corridor Study



Contact Contact  2/9/2013 Please add my name to the mailing list. I note that there are already several interstate highways leading into population creaters in Canada, so funding should not be spent for this portion. After completetion of 1-11 be populated with the control of 1-11 where it will cross existing old Highway 80 in SW Narioop County.  2/13/2013 Please add my name to the mailing list. I note that there are already several interstate in Pleasy 80 in SW Narioop County.  2/13/2013 Please and Phoenia, a new segment to much more populous Mexico and later a wide frighway 80 in SW Narioop County.  1 Pour land that the control of the factors that eventually led to 1-11 being princifized over an 1-17 norther extended for consideraby less money than 1-11. I'm originally from Kanab. Usb, which was near that proport confider, and noticed that one of the factors that eventually led to 1-11 being princifized over an 1-17 norther extension and what the cost would be in 2013 lollars.  64 Linda S. Darr 2/14/2013 Back in about 139 you have set be highway between Ran and Land and What Let east of the lake. The curry 2 have were very dangerous and many accidents happen there. I make many trips to Phoenix and that Lake area is the worst my possibly rerouting at a zound hamy accidents happen there. I make many trips to Phoenix and that Lake area is the worst my possibly rerouting at a zound hamy accidents happen there. I make many trips to Phoenix and that Lake area is the worst we excited about this project but never head move it to the assi never property on Las Vegas to Canada? Currently we have trucking dropping down from tlaho headed to the L. A area. We a have trucking from Rens sindstrial park. Would the I line tear or thrust many propesed rout in the Turson rarea. Being in our 70's we realize we most likely will be gone before this comes about BUT was a regement on Coordonneiry More and in proposed from the possibility of growth in the Falion area. How would this route in the Turson rarea. Being in our 70's we rea				COMMISSING THE CORP. THE CONTRIBUTION TH
Steve Norwood 2/9/2013  Landry 2/13/2013  Terry Bown 2/14/2013  Terry Bown 2/19/2013	Ref		Date	Correspondence
Linda S. Darr 2/14/2013  Terry Bown 2/19/2013  Terry Bown 2/19/2013	62	Steve Norwood	2/9/2013	Please add my name to the mailing list. I note that there are already several interstate highways leading into population centers in Canada, so funding should not be spent for this portion. After completetion of I-11 between Las Vegas and Phoenix, a new segment to much more populous Mexico and later a wider highway to Reno makes sense. I would like to know the exact route of I-11 where it will cross existing old Highway 80 in SW Maricopa County.
Linda S. Darr 2/14/2013  Terry Bown 2/19/2013	63	Landry	2/13/2013	I've read through some of the comments in the stakeholders meeting* said that Interstate 17 exists and could be extended for considerably less money than I-11. I'm originally from Kanab, Utah, which was near that proposed corridor, and noticed that one of the factors that eventually led to I-11 being prioritized over an I-17 northern extension was cost. What will the cost for I-11 be as opposed to an I-17 extension? I haven't seen anything concerning the price of I-11 or an I-17 northern extension and what the cost would be in 2013 dollars.
Terry Bown 2/14/2013	64	Linda S. Darr	2/14/2013	I would love to see the highway between Reno and Las vegas improved, especially in the Walker Lake area, possibly rerouting it around Hawthorne and move it to the east of the lake. The curvy 2 lane road is very dangerous and many accidents happen there. I make many trips to Phoenix and that Lake area is the worst part of my journey.
Terry Bown 2/19/2013	65	Terry Bown	2/14/2013	Back in about 1997, while living in Las Vegas, we came across the idea of the CanaMax project. We were very excited about this project but never heard much about it after our visit to the Mall. We have moved to northern Nevada, Fallon, and recently heard about the project on the morning news. Do you have any proposed route from Las Vegas to Canada? Currently we have trucking dropping down from Idaho headed to the L.A. area. We also have trucking from Reno's industrial park. Would the I-II be near or thru our area. We also have property off I-10 in the Tucson area. Being in our 70's we realize we most likely will be gone before this comes about BUT we are excited to the possibility of growth in the Fallon area. How would this route impact the proposed hub in KC?
	99	Terry Bown	2/19/2013	Several years ago there was a segement on Goodmorning America on the Transportation hub being built in KC. It was stated that the highway from Mexico, going thru Austin Texas would end up in KC. From this article, it appears that rather than having distribution points at various sea ports everything would be trucked to KC than sent out to warehouses in the US. I did deduce that the infrastructure was already underway.  We have a family member who is a cross country driver and I was surprised that companies dispatch there drivers from Reno thru Fallon, Hawthorne and over the Sierras into the Southern California area. Trucks from Idaho take this same route. Not many trucks come out of Las Vegas and use this route. Thus the I-15 corriador is busy. The routes I mentioned are mostly two lane with a speed limit of 70 mph. Also of interest is the Commercial Center East of Reno, which has the potential of drawing more warehouses from the Bay Area. Trucks from this center either go back thru Reno and south on the 395 or take I-80 to Fernley, Fallon and the previously mentioned route.  A Freeway grade road would open up so many oppertunties for many areas of our economey. Shipping from the northwest ports could miss the heavy traffice on northern California roads, Lake Tahoe would be easier to get to, and many other reasons to consider this route.



Ref	Contact	Date	Correspondence
29	Ed Mears	2/19/2013	We are very interested in the development of this corridor to provide a safer freeway system.
89	Jeffrey Allen	2/20/2013	Private investors have offered to fund to 99% of the \$330 Million budget of the I-11 Boulder City Bypass toll road.
69	Robert Lee	3/2/2013	Also submitted same comment to NDOT website:
			As a trucking company owner and a citizen and taxpayer, I am very interested in seeing the building of the proposed Interstate 11.
			<ol> <li>While I understand and support the 'core' segment of an Interstate 11 being established between the Las Vegas and Phoenix metropolitan areas, I would strongly encourage a northward extension of an Interstate 11 into Reno- Sparks, Nevada. Reno-Sparks is a major transportation and logistics hub in, for and beyond the Intermountain West. The Reno area is currently served quite well in an east-west direction by Interstate 80. However, in the</li> </ol>
			north-south direction, surface transportation companies (like mine) and individual motorists must settle for the much slower and circuitous and inefficient use of U.S. Highway 95 to travel to and from Reno and Las Vegas. And using U.S. 95 to and from Reno requires a long, 30-plus miles diversion down Interstate 80 to and from Fernley,
			and then another approximately 25-mile, lengthy travel segment on U.S. Highway 50 to and from U.S. 95. A more direct route between the Reno-Sparks and Las Vegas markets via an Interstate 11 would only positively add to the economic growth and prosperity of Nevada, in particular, and to the Intermountain West, in general.
			2. As a business owner who must save every dollar possible in the successful operation of my company, I would strongly encourage that an Interstate 11 NOT be entirely a tolled highway. Depending on the cost, both as a
			businessman and private citizen, I would likely NOT use an Interstate 11 that is totally tolled. I believe that only the most congested and highly used portions of an Interstate 11 in the urban areas of Reno, Las Vegas, Phoenix (and Tucson, if an Interstate 11 extended that far south) should have some tolled lanes. And I emphasize the
			incorporation and use of only "some" tolled lanes in those urban areas, and not "all" lanes of an Interstate 11.
			3. Finally, I would encourage the government agencies and other entities that are conducting the "I-11 and Intermountain West Corridor Study" to use social media sites like Facebook and Twitter to help inform the public
			about the proposed Interstate 11. The American public, including companies and individuals, will benefit enormously from the economic and travel contributions of an Interstate 11, and have a great stake in knowing about its potential development.
70	Benjamin Challinor	3/5/2013	As a citizen of Nevada who travels between Reno and the Las Vegas area, it would be a great idea for the proposed I-11 to pass through Las Vegas. As the Las Vegas to Phoenix corridor is already close to being reality, pending the State Legislators and Federal Funding, it should be extended northwards towards Reno, or close to it. Nevada is already missing a major North/South corridor. And with Reno becoming a major distribution hub, a proposed I-11 extension through or near Reno from Las Vegas would help commerce and much much more.



Ref	Contact	Date	Correspondence
71	Larry Tinney	3/15/2013	Interested in potential extensions through Nye County, especially possibility of future I-11 route serving dual purpose of a "Pahrump Bypass".
72	Ryan Denke	3/18/2013	I drive this route frequently and I think the existing roadway is adequate. It just needs to be developed to 2-lane separated highway the whole distance and it will serve us well for decades. Raising the speed limit would also help
73	Jeffrey Allen	4/5/2013	Globalcrossroadscapital.com is a US Vet-owned IR firms catering to corporations and governments specializing in 3P finance. We have announced in the press our objective to administrate private capital markets to finance to 99% of the budget for I-11 by pass tollroads near Boulder City, NV and around Phoenix between Wickeburg and Casa Grande as well as Project Neon on I-15.
74	Gary Glenn	4/26/2013	I grew up in Kingman Az. and I still have family there. I have been driving on Grand Ave / US 93 for 35 years and will continue to for many years to come, UNLESS there was a better route to take! If the route is improved, widened, safer, you bet I would take that route. I remember all of the white crosses along ther and I almost died on 93 several times, including totalling my truck, near Wickeburg, in may 1978. Please let me know how to help make it happen. Thank you for the opportunity to speak up.
75	Cary B. Todd	4/28/2013	Very pleased this project is in the works; it is long overdue.
92	Darla Sidles	5/14/2013	Saguaro National Park is requesting to be added to your mailing list. Furthermore, as a federal agency with potential impacts that may arise from the "Canada to Mexico extension component" of this project proposal, we are requesting to be contacted directly to become involved in the scoping for that element as soon as possible.
77	Terry Rambler	5/8/2013	How far does the Southern AZ connecting corridor extend? This will determine our involvement.