I-11 and Intermountain West Corridor Study

Planning and Environmental Linkages Questionnaire and Checklist: Nevada Corridor Segments

Prepared for

Nevada DOT and ADOT

December 2014

Planning and Environmental Linkages Questionnaire and Checklist

Interstate 11 and Intermountain West Corridor Study – Nevada Corridor Segments

BACKGROUND

The Nevada Department of Transportation (NDOT) and the Arizona Department of Transportation (ADOT) seek to follow the Planning and Environmental Linkage (PEL) process in conducting the Interstate 11 (I-11) and Intermountain West Corridor Study (the Study) that have been scoped to more directly inform the National Environmental Policy Act (NEPA) process for the project(s) that ultimately become part of the State Transportation Improvement Programs (STIPs). Effective, conceptual-level transportation planning studies that follow the PEL process provide opportunities both to identify important issues of concern early and to build agency, stakeholder, and public understanding of the project. Such early, integrated planning is not driven solely by regulatory requirements and the quest for more efficient and effective processes, although those are desirable results. Transportation and environmental professionals—as well as those in metropolitan planning organizations, state and federal resource agencies, and nongovernmental organizations—are finding that early collaboration helps achieve broader transportation and environmental stewardship goals through better decisions regarding programs, planning, and projects.

This document has been specifically prepared for the Study (Nevada PEL Package). The three-part series of checklists have been prepared for each study area segment, and combined to deliver a PEL package for Nevada and Arizona:

- Arizona PEL Package
  - Southern Arizona Future Connectivity Corridor (Mexico border to I-10/I-8 interchange near Casa Grande)
  - Phoenix Metropolitan Area Section (Casa Grande to Wickenburg)
  - Northern Arizona Section (Wickenburg to Nevada state line)
- Nevada PEL Package
  - Las Vegas Metropolitan Area Section (Arizona state line to western edge of Las Vegas Metropolitan Area)
  - Northern Nevada Future Connectivity Corridor (Las Vegas Metropolitan Area to northern Nevada border)

Separate documents are prepared for each study area segment to reflect the differences in environmental conditions and anticipated timing for implementation. By completing separate PEL Questionnaires and Checklists, more detailed and geographic-specific information can be documented, lending toward a more informed NEPA process. This document, and all others referenced in this document, can be obtained by contacting the agency project managers (Sondra Rosenberg – NDOT, Michael Kies – ADOT; contact information on page 5) or referencing the NDOT and ADOT agency websites. Appended to this document are the following reference items:

- Appendix A: Purpose and Need Statement, August 2014
- Appendix B: Letters/comments received from the Nevada Department of Wildlife, December 2013
- Appendix C: Letters/comments received from jurisdictions, environmental agencies and non-governmental organizations
- Appendix D: Project Engagement Summary Report

Other relevant study documents not attached, but available on-line or upon request:

- Phase I Corridor Vision
  - Corridor Vision Summary
- Phase II Corridor Justification
  - Existing Natural and Built Environment Technical Memorandum
  - Corridor Justification Report
- Phase III Corridor Concept
  - Level 1 Evaluation Results Summary
  - Southern Arizona Future Connectivity Corridor Feasibility Assessment Report
  - Northern Nevada Future Connectivity Corridor Feasibility Assessment Report
  - Level 2 Evaluation Results Summary
  - Business Case
  - Implementation Program
  - Corridor Concept Report
- Outreach
  - Public Involvement Plan

This document has been developed based on the adopted PEL Questionnaire and Checklist by NDOT dated July 2012 to provide guidance, particularly to transportation planners and NEPA specialists, regarding how to most effectively link the transportation planning and NEPA processes. By considering the questions and issues raised in this questionnaire, transportation planners will become more aware of potential gaps in their subarea or corridor studies, better understand the needs of future users of the studies, and be reminded of the benefits of wider and/or deeper collaboration with agencies, the public, and other stakeholders. NEPA specialists who fill out the checklist will assume a new role in the transportation planning process: becoming advocates for early awareness of environmental issues before the NEPA process begins.

The following PEL questionnaire and checklist have been used as tools to guide proper documentation and selection of information gathered during the planning process that can later be made available for input, review, and possible incorporation by reference during the NEPA project development process.

This questionnaire and checklist will be used to effectively influence the scope, content, and process employed for NDOT transportation planning studies that focus on specific transportation corridors or on transportation network subareas (versus statewide transportation studies). Completion of this questionnaire and checklist will support the PEL process and serve dual objectives:[1]

- provide guidance to transportation planners on the level of detail needed to ensure that information collected and decisions made during the transportation planning study can be used during the NEPA process for a proposed transportation project

[1] Objectives are based on the Federal Highway Administration's online document: *Case Studies: Colorado: Colorado Department of Transportation: Tools and Techniques to Implement PEL*, <www.environment.fhwa.dot.gov/integ/case_colorado2.asp> (accessed October 24, 2011).

- provide the future NEPA study team with documentation on the outcomes of the transportation planning process, including the history of decisions made and the level of detailed analysis undertaken

Major issues to consider when conducting a transportation planning study that links to the future NEPA process include:[2]

- identifying the appropriate level of environmental analysis for the study
- identifying the appropriate level of agency, stakeholder, and public involvement
- defining unique study concurrence points for seeking agreement from relevant resource agencies, stakeholders, and members of the public
- developing a process to ensure that the study will be recognized as valid within the NEPA process
- identifying when to involve resource agencies in the study, and to what extent they influence decision making
- identifying how to persuade U.S. Department of Transportation reviewers to accept the use of these studies in the NEPA process

These issues will be considered throughout the Study process. Users of this *Planning and Environmental Linkages Questionnaire and Checklist* should review the entire document at the beginning of the study to familiarize themselves with whatever local and general issues may be operative. The questionnaire is provided in two parts: one to be completed by transportation planners at the beginning of the study and one to be completed at the end. The checklist (Part 3) should be used by NEPA specialists throughout the study and should be finalized at the end of the study.

This document is a companion to the study's final report and documents how the study meets the requirements of 23 C.F.R. § 450.212 or § 450.318 (Subpart B: Statewide Transportation Planning and Programming or Subpart C: Metropolitan Transportation Planning and Programming, respectively).

The flowchart below outlines the major inputs, decision points, and outcomes that occur during implementation of a transportation planning study using the PEL process that will be adhered to on this study.

[2] Further guidance is available in the Federal Highway Administration's *Guidance on Using Corridor and Subarea Planning to Inform NEPA*, dated April 5, 2011, available online at <www.environment.fhwa.dot.gov/integ/corridor_nepa_guidance.pdf>.

	Transportation Planners	Both	NEPA Specialists
PEL Launch	Review Part 1 and Part 2 of questionnaire Complete Part 1 of questionnaire	Become familiar with local and general issues Modify study scope to include or deepen analysis of specific resources or environmental issues	Review checklist Advocate inclusion of resources and issues Seek resource agency assistance in changing study scope
Analysis and Comment	Define, clarify, analyze,and screen modes,corridors, and alternatives (including no-action alternative) Involve relevant stakeholders, agencies, and public in comments and reviews to ensure later acceptability and defensibility in NEPA	Become familiar with local and general issues Modify study scope to include or deepen analysis of specific resources or environmental issues	Continue to advocate addressing collection and analysis of data pertinent to effective application in NEPA process
PEL Completion	Complete Part 2 of questionnaire	Include questionnaire and checklist in appendix to study Document relevant findings for use in later NEPA documents	Complete checklist (Part 3)

Beginning of NEPA Process

NEPA specialists review completed PEL questionnaire and checklist and confirm that study recommendations and analyses can support the anticipated NEPA process(es) and document type(s), including, if applicable, incorporation into the content of a Notice of Intent

Questionnaires for Transportation Planners:

Las Vegas Metropolitan Area Section

Questionnaire for Transportation Planners – Part 1: Las Vegas Metropolitan Area Section

This part of the questionnaire should be completed by transportation planners at the beginning of the transportation planning study. Please note that planners should also review Part 2 of the questionnaire to understand what additional issues will need to be considered and documented as the study progresses.

Project identification
What is the name of the study? What cities and counties does it cover? What major streets or highways are covered? For corridor studies, what are the intended termini?
Name of the study: I-11 and Intermountain West Corridor Study Intended termini: The current surface transportation bill, Moving Ahead for Progress in the 21st Century Act (MAP-21), defines US 93 between Phoenix, Arizona and Las Vegas, Nevada as a high priority corridor and designates it as future I-11. This study includes detailed corridor planning on this Congressionally Designated segment, spanning from the Las Vegas metropolitan area to the Phoenix metropolitan area. Higher level corridor visioning to determine intended corridor connection points will be studied in northern Nevada and southern Arizona. The corridor is divided to five sections as described below: • Southern Arizona Future Connectivity Corridor (Mexico to Casa Grande) • Phoenix Metropolitan Area (Casa Grande to Wickenburg) • Northern Arizona/Southern Nevada (Wickenburg to Las Vegas) • Las Vegas Metropolitan Area • Northern Nevada Future Connectivity Corridor (Beyond the Las Vegas Metropolitan Area)
Who is the study sponsor?
Arizona Department of Transportation (ADOT) and Nevada Department of Transportation (NDOT)
Briefly describe the study and its purpose.
In the federal legislation referred to as Moving Ahead for Progress in the 21st Century (MAP-21), Congress identified the US 93 Corridor from Wickenburg, Arizona to Las Vegas, Nevada as a National Highway System (NHS) High Priority Corridor and designated it as Interstate-11 (I-11). High Priority Corridor designation in NHS recognizes the importance of the corridor to the nation's economy, defense, and mobility. This is the latest action in a decades-long effort by the federal government and states in the Intermountain West to develop a transportation corridor between the Rocky Mountains and the Cascade Range/Sierra Nevada Mountains linking Mexico to Canada. This effort includes the identification of the CANAMEX Trade Corridor as High Priority Corridor 26 in the NHS and efforts by Arizona and Nevada to pursue a direct, contiguous, interstate transportation corridor that connects major metropolitan areas in the intermountain west. The purpose of this long-range planning study is to evaluate the need for an interstate corridor in this region and, if warranted, establish a corridor vision and a reasonable range of alternatives to carry forward to future studies. This corridor has the potential to become a new north-south, high-capacity transportation route through the Intermountain West. This would greatly improve commerce, tourism and international trade opportunities across the western United States. The study area for this project includes the entire states of Nevada and Arizona, although more detailed planning will occur in concentrated study segments. The principal goal of this project is to identify and establish the most feasible route and transportation connections for the portion of the study corridor between the Las Vegas and Phoenix metropolitan areas, with options for extensions to the north and south. Because of the length and varying characteristics of the Congressionally Designated Corridor, this segment is divided into three sections. Breaking into sections allows separate (but closely coordinated) teams to work on these different sections concurrently, providing more efficiency and earlier delivery. Two additional corridor segments will allow higher-level visioning for the potential extensions beyond the Las Vegas and Phoenix metropolitan areas. The study will include two levels of analysis: 1. Detailed corridor planning for the Congressionally Designated I-11 segment between (and including) the Las Vegas and Phoenix metropolitan areas, and 2. A higher-level visioning approach to determine corridor connections from the Phoenix metropolitan area to Mexico, and from the Las Vegas metropolitan area to the northern boundary of Nevada.

Who are the primary study team members (include name, title, organization name, and contact information)?

Sondra Rosenberg, PTP	NDOT	Federal Programs Manager	(775) 888-7241	SRosenberg@dot.state.nv.us
Michael Kies, PE	ADOT	Director of Planning and Programming	(602) 712-8140	mkies@azdot.gov
Bardia Nezhati, PE	CH2M HILL	Project Manager	(702) 953-1274	Bardia.Nezhati@ch2m.com
Dan Andersen	CH2M HILL	Project Communication & Outreach	(702) 953-1246	Dan.Andersen@ch2m.com
Jennifer Roberts, PE	CH2M HILL	Project Planner/Engineer	(720) 286-0912	Jennifer.Roberts@ch2m.com
Jaclyn Kuechenmeister, AICP	CH2M HILL	Project Planner	(480) 377-6210	Jaclyn.Kuechenmeister@ch2m.com
John McNamara, AIA, FAICP	AECOM	Deputy Project Manager	(602) 549-5566	John.McNamara@aecom.com
Peggy Fiandaca, AICP	PSA	Meeting Facilitation	(480) 816-1811	Peggy@PSAPlanning.com
Audra Koester Thomas	PSA	Tribal/Public/Stakeholder Involvement	(480) 816-1811	Audra@PSAPlanning.com

Does the team include advisory groups such as a technical advisory committee, steering committee, or other? If so, include roster(s) as attachment(s).

Yes, all interested public agency and private organizations are invited to participate in a Stakeholder Partners group that is asked to provide data and other input, and to share their opinions and ideas on decision points throughout the process.

The Core Agency Partners (CAP)—representatives from NDOT, ADOT, Federal Highway Administration, Federal Railroad Administration, Maricopa Association of Governments, and Regional Transportation Commission of Southern Nevada—carefully consider all recommendations from the Stakeholder Partners, and make final recommendations to the Project Sponsors, NDOT and ADOT.

Focus Groups are formed with subject matter experts from the Core Agency Partners and Stakeholder Partners. These groups are asked to provide data and input into specific topics, and make recommendations for the Stakeholder Partners to consider.

The Public has opportunities to learn about the study and share their opinions via public meetings, a project website, a project hot-line, and other means.

Core Agency Partner representatives include:

Thor Anderson	ADOT	Abdelmoez Abdalla	FHWA NV	Tom Greco	NDOT
Brent Cain	ADOT	Susan Klekar	FHWA NV	Tracy Larkin-Thomason	NDOT
Todd Emery	ADOT	Christina Leach	FHWA NV	Melvin McCallum	NDOT
Asad Karim	ADOT	Greg Novak	FHWA NV	Sondra Rosenberg	NDOT
Michael Kies	ADOT	Kyle Gradinger	FRA	Kevin Verre	NDOT
Misty Klann	ADOT	Andy Nothstine	FRA	Mike Hand	RTC
Carlos Lopez	ADOT	David Valenstein	FRA	Raymond Hess	RTC
Scott Omer	ADOT	Bob Hazlett	MAG	Martyn James	RTC
Steve Call	FHWA	Tim Strow	MAG	Andrew Kjellman	RTC
Ed Stillings	FHWA AZ	Steve Cooke	NDOT	Fred Ohene	RTC
Rebecca Yedlin	FHWA AZ	Cleveland Dudley	NDOT	Tina Quigley	RTC

Have previous transportation planning studies been conducted for this region? If so, provide a brief chronology, including the years the studies were completed. Provide contact names and locations of the studies and study websites.

The concept of an access controlled, high capacity transportation facility connecting Phoenix and Las Vegas (with connections further north) has been around for decades, initiated with the CANAMEX corridor discussions in 1991 and cited in such articles as the 1997 "Interstate 2000: Improvements for the Next Millennium" written in the contractor-trade publication *Roads and Bridges*. A timeline of key influential decisions regarding different elements of corridor development are listed below, followed by lists of relevant transportation planning studies.

Timeline of Key Corridor Decisions

- Approximately 1991: Arizona forms a coalition with Nevada, Utah, Idaho, and Montana to explore a CANAMEX Corridor.
- 1995: TEA 21 designated the CANAMEX Corridor as a High Priority Corridor (number 26), making it eligible for funding. The Corridor consisted of I-19, I-10, US 93 (Phoenix to Las Vegas), and I-15 (Las Vegas though Utah, Idaho, and Montana).
- 1998: Nevada, Arizona, and FHWA begin a routing study for a bridge bypassing Hoover Dam, the need for which was realized in the 1960s.
- 1999: Arizona leads the development of the CANAMEX Coalition, with five governors signing the Memorandum of Understanding.
- 2001: Route selected for the bridge bypassing Hoover Dam, by FHWA. The Bypass became urgent after the route across the dam was closed to trucks after 9/11.
- 2001: CANAMEX Corridor Plan completed.
- 2001: Study begins for a new route bypassing Boulder City, connecting the bridge bypassing Hoover Dam to I-515 in Henderson.
- 2005: Record of Decision (ROD) received for the Environmental Impact Statement (EIS) for the Boulder City Bypass, which will relocate US 93 to the new route when constructed.

Have previous transportation planning studies been conducted for this region? If so, provide a brief chronology, including the years the studies were completed. Provide contact names and locations of the studies and study websites. (continued)

- 2005: Construction of Hoover Dam Bypass bridge begins, named Mike O'Callaghan–Pat Tillman Memorial Bridge.
- 2006: I-10/Hassayampa Valley Regional Transportation Planning Framework Study started, completed in 2007.
- 2007: I-8 and I-10/Hidden Valley Regional Transportation Planning Framework Study stated, completed in 2009.
- Approximately 2007: Various businesses and local governments, from Nevada and Arizona, formed to push for a freeway between Phoenix and Las Vegas, made possible by the new Mike O'Callaghan–Pat Tillman Memorial Bridge. This led to the formation of the CAN-DO Coalition (Connecting Arizona and Nevada - Delivering Opportunities).
- 2007-2009: Hassayampa Freeway, to serve as a bypass route for Phoenix, recommended in the regional framework studies.
- 2008: A Brookings Institution report (Mountain Megas: America's Newest Metropolitan Places and a Federal Partnership to Help Them Prosper) identified the freeway between Phoenix and Las Vegas as a "pressing need".
- 2010: Mike O'Callaghan–Pat Tillman Memorial Bridge opens.
- 2012: MAP-21transportation funding bill includes I-11, amending the TEA-21 text by adding Interstate Route I-11 to it.
- 2012: Nevada and Arizona DOTs begin a corridor study for the proposed I-11 and Intermountain West Corridor.

Arizona led initiatives:

CANAMEX Corridor Planning	ACA	Various
US 93 Corridor Planning	ADOT	Various
Arizona Wildlife Linkages Assessment	ADOT	2006
bqAZ Statewide Mobility Reconnaissance Study	ADOT	2008
Arizona Multimodal Freight Analysis Study	ADOT	2009
bqAZ Statewide Transportation Planning Framework Program	ADOT	2010
bqAZ Statewide Rail Framework Study	ADOT	2010
Wickenburg Bypass	ADOT	2010
Arizona State Rail Plan	ADOT	2011
What Moves you Arizona, LRTP	ADOT	2011
Arizona-Sonora Border Master Plan	ADOT	2013
Logistics Capacity Study of the Guaymas-Tucson Corridor	CANAMEX Task Force	2006
I-10/Hassayampa Valley Transportation Framework Study	MAG	2008
I-8 and I-10/ Hidden Valley Transportation Framework Study	MAG	2009
Commuter Rail System Study	MAG	2010
Hassayampa Framework Study for the Wickenburg Area	MAG	2011
Freight Transportation Framework Study	MAG	2012
Regional Transportation Plan Update	MAG	2013
Parkway Corridor Feasibility Studies	MCDOT	Various
2040 Regional Transportation Plan Update	PAG	2012
Regionally Significant Routes for Safety and Mobility	Pinal County	2008

Nevada led initiatives:

An Economic Development Agenda for Nevada	GOED	2011
Moving Nevada Forward: Economic Development	GOED	2012
US 395 Washoe County Study	NDOT	2002
I-515 Corridor Study	NDOT	2004
Boulder City Bypass Phase I and Phase II EIS	NDOT	2005
US 395 Southern Sierra Corridor Study	NDOT	2007
US 50 East Corridor Study	NDOT	2007
Statewide Transportation Plan – Moving Nevada Through 2028	NDOT	2008
I-80 Corridor Study	NDOT	2009
Statewide Integrated Transportation Reliability Program	NDOT	2010
Apex to Mesquite and Moapa Valley Corridor Study	NDOT/RTCSNV	2011
I-15 Corridor System Master Plan	NDOT	2012
Draft Southern Nevada Outerbelt Feasibility Study Part I	NDOT	2012
Nevada Statewide Rail Plan	NDOT	2012
Connecting Nevada: Planning Our Transportation Future	NDOT	2013
West Valley North-South Critical Facilities Study – Phase 1	RTCSNV	2009
Southern Nevada Regional Transportation Plan	RTCSNV	2012
Washoe County Regional Transportation Plan	RTCWC	2008

Federal initiatives:

Hoover Dam Bypass Environmental Impact Statement	FHWA	2001
West-Wide Energy Corridor Programmatic EIS	US DOE	2008
Solar Energy Development Programmatic EIS	US DOE	2012
America's Freight Transportation Gateways	US DOT	2009

What current or near-future planning (or other) studies in the vicinity are underway or will be undertaken? What is the relationship of this study to those studies? Provide contact names and locations of the studies and study websites.

North-South Corridor Study	ADOT	Corridor study on potentially intersecting freeway
Arizona Passenger Rail Corridor Study	ADOT	Passenger rail corridor could become a multimodal component of I-11 corridor
US 93 Corridor Projects	ADOT	Near-term improvements could contribute to the I-11 corridor
I-10 Widening Studies	ADOT	Near-term improvements could contribute to the I-11 corridor
I-40/US 93 TI DCR/Environmental Studies	ADOT	Study recommendations could contribute to the I-11 corridor
SR 95 Realignment Study, DCR/EIS	ADOT	Study recommendations provide an I-11 corridor alternative
Arizona Governor's Border Trade Alliance	AZ Governor's Office	Inform study on Arizona's current trade coordination initiatives with Mexico
Southwest Multi-State Rail Planning Study	FRA	Study findings can provide input into passenger rail demand in Southwest Triangle
Boulder City Bypass PPP	NDOT	Corridor could become a component of the I-11 corridor
USA Parkway Environmental Study	NDOT	Corridor could become a component of the I-11 corridor
East-West Corridor Study	Pinal County	Corridor could become a component of the I-11 corridor

Study objectives

What are your desired outcomes for this study? (Check all that apply.)

- ☒ Stakeholder identification
- ☒ Stakeholder roles/responsibilities definition
- ☒ Travel study area definition
- ☐ Performance measures development
- ☒ Development of purpose and need goals and other objectives
- ☒ Alternative evaluation and screening
- ☒ Alternative travel modes definition
- ☒ Operationally independent segments
- ☒ Scheduling of infrastructure improvements over short-, mid-, and long-range time frames
- ☒ Environmental impacts (high level)
- ☐ Mitigation identification
- ☐ Don't know
- ☐ Other _____

Have system improvements and additions that address your transportation need been identified in a fiscally constrained statewide or regional long-range transportation plan?

Some projects along the proposed route, such as the Boulder City Bypass, are programmed in regional transportation plans.

Will a purpose and need statement[3] be prepared as part of this effort? If so, what steps will need to be taken during the NEPA process to make this a project-level purpose and need statement?

Yes. Based on information gathered and analyzed, a Purpose and Need document will be formulated, providing the foundation for future NEPA actions.

The Purpose and Need provides a high-level examination of deficiencies in the north-south transportation connectivity in the region in the context of mobility, trade legislation, and economic development. A more detailed, data-driven analysis of factors, such as project status, travel patterns and capacity, system linkage, population and employment growth trends, multimodal transportation demand, legislative mandates, social/economic development impacts, multimodal and intermodal relationships, safety needs, roadway deficiencies, and environmental impacts will need to be undertaken during a future NEPA evaluation.

Establishment of organizational relationships

Is a partnering agreement in place? If so, who are signatories (for example, affected agencies, stakeholders, organizations)? Attach the partnering agreement(s).

Yes. Both NDOT and ADOT have a signed agreement in place that defines each agency's financial obligations for conducting this corridor study.

What are the key coordination points in the decision-making process?

The CAP and Stakeholder Partners were appraised at key milestones of the study effort, including study introduction, corridor visioning, preliminary business case foundation, goals and objectives, corridor justification report, evaluation process (universe of alternatives, level 1 evaluation, level 2 evaluation), corridor recommendations, final business case, purpose and need, and implementation plan. Public outreach occurred throughout the process on the project website and public information meetings were held at critical milestones (i.e. Level 1 & 2 evaluations) to obtain optimal feedback

[3] For an explanation of purpose and need in environmental documents, please see the Federal Highway Administration's (FHWA's) "NEPA and Transportation Decisionmaking: The Importance of Purpose and Need in Environmental Documents," <Purpose and Need>. This website provides links to five additional resources and guidance from FHWA that should be helpful in understanding the relationship between goals and objectives in transportation planning studies and purpose and need statements of NEPA documents.

Planning assumptions and analytical methods
Is the time horizon of the study sufficiently long to consider long-term (20 years or more from completion of the study) effects of potential scenarios?
Yes, the study will evaluate existing, interim, and ultimate improvements for the corridor. The ultimate improvements for the whole corridor are predicted to take more than 20 years to complete.
What method will be used for forecasting traffic volumes (for example, traffic modeling or growth projections)? What are the sources of data being used? Has USDOT validated their use? Are the models and their output conducive for use with NEPA-related noise and air quality modeling?
NDOT and ADOT will provide appropriate baseline traffic forecasts based on their statewide-specific travel demand models.
Will the study use FHWA's Guide on the Consistent Application of Traffic Analysis Tools and Methods[4]*? If not, why not? How will traffic volumes from the travel demand model be incorporated, if necessary, into finer-scale applications such as a corridor study?*
Yes, procedures outlined in FHWA's toolbox for preparing traffic forecasts will be followed.
Do the travel demand models base their projections on differentiations between vehicles?
Yes. The model predicts personal vehicles and commercial vehicles (light or heavy trucks).
Data, information, and tools
Is there a centralized database or website that all State resource agencies may use to share resource data during the study?
Yes. There is a project SharePoint site that is used for storage of information in addition to a project Website which will be maintained through the life of this project. The site addresses are as follows: – SharePoint: https://deliver.ch2m.com/projects/457967/default.aspx – Website: www.I11study.com

[4] FHWA November 2011 publication: <Traffic Analysis Tools and Methods>

Questionnaire for Transportation Planners – Part 2: Las Vegas Metropolitan Area Section

This part of the questionnaire should be completed by transportation planners at the end of the transportation planning study. This completed document should become an appendix to the study's final report to document how the study meets the requirements of 23 Code of Federal Regulations § 450.212 or § 450.318.

Purpose and need for this study
How did the study process define and clarify corridor-level or subarea-level goals (if applicable) that influenced modal infrastructure improvements and/or the range of reasonable alternatives?
The study evaluated alternatives for a potential future I-11 and Intermountain West Corridor based on Goals and Objectives developed with input from the Core Agency Partners (CAP) and Stakeholder Partners. Meetings were held during the early part of the study to interactively formulate and build consensus. The following overall factors guided the development and evaluation of alternatives: – Legislation – Is there a federal, state, or local governmental mandates for the action? – System Linkage – Is the proposed project a "connecting link?" How does it fit in the transportation system? – Trade Corridor - How will the proposed facility enhance the efficient movement of freight in the study corridor? – Modal Interrelationships – How will the proposed facility interface with and serve to complement airports, rail and port facilities, mass transit services, etc.? – Capacity – Is the capacity of the present facility inadequate for the present traffic? Projected traffic? What capacity is needed? What is the level(s) of service for existing and proposed facilities? – Economics – Projected economic development/land use changes indicating the need to improve or add to the highway capacity – Project Status—Project history, including actions taken to date, other agencies and governmental units involved, action spending, schedules, etc.
What were the key steps and coordination points in the decision-making process? Who were the decision-makers and who else participated in those key steps?
Key coordination milestones included the following. Each coordination effort included meetings with the CAP and Stakeholder Partners, with the Sponsoring Partners (ADOT and NDOT) serving as the ultimate decision makers. CAP meetings occurred on a joint teleconference between multiple locations. Stakeholder Partner meetings sometimes occurred jointly, or individually – depending on the meeting content. Public outreach efforts are noted by * meeting topics. – Study introduction (August 2012)* – Focus group meetings (January/February 2013) – Business case foundation (March 2013) – Corridor goals and objectives (June 2013) – Evaluation process/criteria and universe of alternatives (July 2013) – Level 1 screening results and Level 2 screening criteria (September 2013)* – Level 2 screening results and preliminary corridor recommendations (November 2013) – Final recommendations* (February 2014) – Implementation plan, purpose and need, final business case (May 2014)* Additional coordination occurred with specific groups, as required, including but not limited to environmental stakeholders, utility users, and railroad companies.
How should this study information be presented in future NEPA document(s), if applicable? Are relevant findings documented in a format and at a level of detail that will facilitate reference to and/or inclusion in subsequent NEPA document(s)?[5]
Information from this study can be directly referenced in future NEPA documents. Findings from this study are structured in separate reports, located on the project website (http://i11study.com/wp/?page_id=237) and include: – *Corridor Vision Summary* – *Corridor Justification Report* – *Existing and Natural Built Environment Technical Memorandum* – *Level 1 Evaluation Results Summary* – *Level 2 Evaluation Results Summary*

[5] For an explanation of the types of documents needed under the NEPA process and the nature of the content of those documents, please see "NEPA Documentation: Improving the Quality of Environmental Documents,"<Documentation>.

- *Final Business Case*
- *Purpose and Need*
- *Implementation Program*
- *Corridor Concept Report*

Were the study's findings and recommendations documented in such a way as to facilitate an FHWA or Federal Transit Administration decision regarding acceptability for application in the NEPA process? Does the study have logical points where decisions were made and where concurrence from resource or regulatory agencies, stakeholders, and the public was sought? If so, provide a list of those points.

FHWA (Greg Novak, Abdelmoez Abdalla, Christina Leach) participated in the CAP meetings and discussions of how the study should be implemented and how PEL should be incorporated. Decisions were made by the Sponsoring Partners, with support from the CAP and Stakeholder Partners. The Stakeholder Partners group included a range of project stakeholders, including resource and regulatory agencies. Acceptance on major decisions was sought from this group, not concurrence. Key milestones where feedback was requested are outlined on the previous page. Study findings and recommendations were acceptable to agencies and are well documented in the study documents.

The public and stakeholder outreach is documented in a Project Engagement Summary Report (incorporated by reference); in-person and virtual public meetings were held at four key points throughout the process.

The study involved coordination and interviews with agencies identifying issues and understanding needs and concerns in the corridor (rather than concurrence).

Establishment of organizational relationships – tribes and agencies[6]

Tribe or agency	Date(s) contacted	Describe level of participation	Describe the agency's primary concerns and the steps needed to coordinate with the agency during NEPA scoping.[7]
*Tribal**			
Inter-Tribal Council of Nevada, with individual contact with all Tribes	October 12, 2012; July 22, 2013; August 12, 2013; September 6, 2013; September 10, 2013; October 16, 2013; October 22, 2013; November 21, 2013; March 19, 2014; May 21, 2014	Stakeholder Partner; tribal outreach/ consultation	Moapa Band of Paiutes discussing additional land disposal with BLM for solar energy production and does not support an Eastern Corridor. The Las Vegas Paiute Colony is seeking additional BLM land along US 95 north of Las Vegas.
Federal			
Bureau of Land Management	July 17, 2013; August 15, 2013; October 17, 2013; January 22, 2014; March 19, 2014; May 21, 2014	Stakeholder Partner	Further evaluation required on all alternatives to ensure limited impact to recreation areas, areas of critical environmental concern, and threatened and endangered species.
Bureau of Reclamation		Stakeholder Partner	The Eastern Corridor would cross vital infrastructure operated by the Southern Nevada Water Authority, as well as impact trails and transportation access to Lake Mead National Recreation Area.
Federal Highway Administration	August 2, 2012; September 5 2012; March 26, 2013; June 27, 2013; July 30, 2013; September 24, 2013; January 15, 2014; March 12, 2014; May 14, 2014, June 11, 2014	Core Agency Partner	Prioritize implementation of corridor appropriately with statewide interstate improvement priorities; continue coordination with regional MPOs in ongoing study efforts.
Federal Railroad Administration		Core Agency Partner	Identify gaps in the existing rail network and spot improvements that can serve the I-11 corridor rather than defining all new corridors.

**Note: Numerous stakeholders were consulted as part of this process; only participatory tribes, agencies, and municipalities are reflected in this table. Refer to the Project Engagement Summary Report for a comprehensive list of meetings, stakeholders, and input. Coordination with all entities involved to date should be maintained in future planning and design efforts.*

[6] Users may add rows to this table to accommodate additional tribes and agencies. Unused rows may be deleted.

[7] If the transportation planning study final report does not adequately document interactions (for example, meeting notes, resolutions, letters) with the relevant agencies, append such information to the end of this questionnaire and checklist.

Establishment of organizational relationships – tribes and agencies*			
Tribe or agency	Date(s) contacted	Describe level of participation	Describe the agency's primary concerns and the steps needed to coordinate with the agency during NEPA scoping.[8]
Federal			
U.S. Army Corps of Engineers	July 22, 2013; August 12, 2013; October 16, 2013; March 19, 2014; May 21, 2014	Stakeholder Partner	None identified.
U.S. Environmental Protection Agency		Stakeholder Partner	None identified.
U.S. Forest Service		Stakeholder Partner	None identified.
U.S. Fish and Wildlife Service		Stakeholder Partner	None identified.
National Park Service	July 22, 2013; August 12, 2013; October 16, 2013; March 19, 2014; May 21, 2014; June 26, 2014	Stakeholder Partner, with additional briefings requested	Opposed to the Eastern Corridor traversing Lake Mead National Recreation Area, a unit of the NPS. Continued coordination will be required if/as this option is studied further.
Nellis Air Force Base and Nevada Test and Training Range	July 22, 2013; August 12, 2013; October 16, 2013; October 17, 2013; April 30, 2014; March 19, 2014; May 21, 2014	Stakeholder Partner	Concern regarding corridor proximity to air force base, including potential airspace encroachments. Although the Eastern Corridor alternative was modified during the Level 2 analysis to adhere to Nellis Air Force Base's requirement, continued coordination will be required if/as this option proceeds forward.
State			
Nevada Department of Wildlife	July 22, 2013; August 12, 2013; October 16, 2013; March 19, 2014; May 21, 2014	Stakeholder Partner; assistance in detailed analysis for screening process	Concern for wildlife connectivity and impact to sensitive species; future studies could reference NDOW's Crucial Habitat Assessment Tool (under development).
County			
Clark County	July 22, 2013; August 12, 2013; October 16, 2013; March 19, 2014; May 21, 2014	Stakeholder Partner	Concerns regarding the negative impacts to air quality of the through-town options being greater than the Eastern Corridor alternative and that additional traffic and congestion on existing freeways could put the Valley into non-attainment. Detailed air quality analysis and continued coordination with Clark County Department of Air Quality will be required with any of the options proceeding forward.
Regional			
Regional Transportation Commission of Southern Nevada	August 2, 2012; September 5 2012; March 26, 2013; June 27, 2013; July 30, 2013; September 24, 2013; January 15, 2014; March 12, 2014; May 14, 2014, June 11, 2014	Core Agency Partner	Maintain consistency with the Boulder City Bypass portion of I-11.
Las Vegas Metro Chamber of Commerce	July 22, 2013; August 12, 2013; October 16, 2013; March 19, 2014; May 21, 2014	Stakeholder Partner	Supports corridor analysis for economic development reasons; cautions eliminating corridors (Eastern Corridor) too early in the planning process.
Southern Nevada Water Authority		Stakeholder Partner	All corridors, although specifically the potential Eastern Corridor, could impact regional water treatment and transmission facilities throughout the Las Vegas Valley.

**Note: Numerous stakeholders were consulted as part of this process; only participatory tribes, agencies, and municipalities are reflected in this table. Refer to the Project Engagement Summary Report for a comprehensive list of meetings, stakeholders, and input. Coordination with all entities involved to date should be maintained in future planning and design efforts.*

[8] If the transportation planning study final report does not adequately document interactions (for example, meeting notes, resolutions, letters) with the relevant agencies, append such information to the end of this questionnaire and checklist.

*Establishment of organizational relationships – tribes and agencies**			
Tribe or agency	Date(s) contacted	Describe level of participation	Describe the agency's primary concerns and the steps needed to coordinate with the agency during NEPA scoping.[9]
*Local**			
City of Henderson	July 22, 2013; August 12, 2013; October 16, 2013; February 6, 2014; March 3, 2014; March 4, 2014; March 19, 2014; May 21, 2014	Stakeholder Partner, with additional briefings requested	Concern regarding location of the potential Eastern Corridor; all alternatives in the Las Vegas metropolitan area require further and more in-depth study.
City of Las Vegas		Stakeholder Partner	Expressed written support of the Eastern Corridor, and opposition to the other alternatives.
Public			
Members of the public	October 23, 2012; October 10, 2013; February 2014; June 26, 2014	Refer to Project Engagement Summary Report.	
Stakeholders			
Sierra Club	July 22, 2013; August 12, 2013; October 16, 2013; March 19, 2014; May 21, 2014	Stakeholder Partner	Concern about impact to sensitive species; would like to see accommodation or preference for rail transportation.
Desert Wetlands Conservancy		Stakeholder Partner	Concern regarding transportation need for corridor; Eastern Corridor to have visual impacts.
List of stakeholders entails over 2,300 entities and is part of project file		Refer to Project Engagement Summary Report.	

**Note: Numerous stakeholders were consulted as part of this process; only participatory tribes, agencies, and municipalities are reflected in this table. Refer to the Project Engagement Summary Report for a comprehensive list of meetings, stakeholders, and input. Coordination with all entities involved to date should be maintained in future planning and design efforts.*

Planning assumptions and analytical methods
Did the study provide regional development and growth assumptions and analyses? If so, what were the sources of the demographic and employment trends and forecasts?
Yes, the study used growth projections identified as part of the NDOT Statewide Travel Demand Model to understand existing and future congestion, referencing regional travel demand model data as well. Additionally, demographic trends were analyzed using population and employment estimates and growth rates from the Nevada State Demographer's Office (2012), Nevada Department of Employment (2012), Brookings Institution (2011), US Bureau of Economic Analysis (2012), US Bureau of Labor Statistics (2001, 2011), and US Census Bureau (1990, 2000, 2005, 2010, 2011).
What were the future-year policy and/or data assumptions used in the transportation planning process related to land use, economic development, transportation costs, and network expansion?
Future-year policy and data assumptions are discussed in an appendix of the *Level 2 Evaluation Results Summary*. Traffic forecasts for the study were derived from NDOT's Statewide Travel Demand Model. The planning assumptions, on which the Statewide TDM is based, were carried forward. Planning-level cost estimates were derived using NDOT's "Wizard" cost estimating tool, utilizing actual per mile quantity costs that reflect recent investments made by both ADOT and NDOT.
Were the planning assumptions and the corridor vision/purpose and need statement consistent with each other and with the long-range transportation plan? Are the assumptions still valid?
Yes. The study compiles recommendations from an exhaustive list of previous statewide and corridor level planning studies, and incorporates assumptions of long-range transportation plans and regional transportation plans. The planning assumptions are consistent with the purpose and need.

[9] If the transportation planning study final report does not adequately document interactions (for example, meeting notes, resolutions, letters) with the relevant agencies, append such information to the end of this questionnaire and checklist.

Data, information, and tools
Are the relevant data used in the study available in a compatible format that is readily usable? Are they available through a centralized web portal?
Yes. There is a project portal (SharePoint site) that is used for storage of information and data sharing (https://deliver.ch2m.com/projects/457967/default.aspx). In addition, a project website was maintained through the life of the project, which makes reports and important data available to project partners and stakeholders via a password-protected link, and publically-available reports available for download by the public at-large (www.I11study.com).
Are the completeness and quality of the data consistent with the quality (not scale or detail) of inputs needed for a NEPA project-level analysis[10]?
Yes. This study process was structured to facilitate a high-level analysis for the recommended corridor alternatives that would support a future NEPA project-level analysis. However, due to the long-range and high-level nature of the study, more detailed analysis will be necessary during project development.
Are the data used in the study regularly updated and augmented? If regularly updated, provide schedule and accessibility information.
NDOT updates traffic and socioeconomic data regularly (the statewide travel demand model was recently updated to reflect the most recent population and employment projections).
Have the environmental data been mapped at scales that facilitate comparison of effects across different resources and at sufficient resolution to guide initial NEPA issue definition? If not, what data collection and/or manipulation would likely be needed for application to the NEPA scoping process?
Yes, data has been mapped at scales sufficient to guide initial NEPA issue resolution, however more detailed data collection and mapping will be required to analyze data at a scale that facilitates a more clear understanding of impacts and effects.
Did the study incorporate models of, for example, species/habitat locations (predictive range maps), future land use, population dynamics, stormwater runoff, or travel demand? What models were used? Did the study adequately document what models were used, who was responsible for their use, and how they were used (with respect to, for example, calibration, replicability, contingencies, and exogenous factors)?
Modeling platforms were only used to project future travel demand. This was completed using the NDOT travel demand model. A separate modeling memorandum details the model logistics, responsibilities, data inputs, assumptions, calibrations, and use on this study. Model inputs, such as population and employment dynamics, were used separately to assess anticipated community and economic impacts. No species/habitat modeling was conducted, however, detailed analyses were submitted from the Nevada Department of Wildlife using their internal databases regarding potential species/habitat impacts. These data sources were verified by the CAP as representing the best available information.
In scoping, conducting, and documenting the planning study, participants have come across documents and leads from agency staff and other sources that NEPA specialists may be able to use in conducting their studies. List any applicable memoranda of understanding, cost-share arrangements, programmatic agreements, or technical studies that are underway but whose findings are not yet published, etc.
Coordination should occur with the Nevada Department of Wildlife to reference environmental data compilation and analysis for this study; their analytical databases are not yet available for public consumption or data sharing, requiring agency staff to run the analysis models. Additionally, the Western Governors Association may have multi-state GIS mapping information available.

[10] For an explanation of the types of information needed to evaluate impacts in environmental documents, please see FHWA's "NEPA and Transportation Decisionmaking: Impacts,"<Analysis of Impacts>. This website provides links to six additional resources and guidance that should be helpful in understanding the types of impacts that need to be assessed, their context, and their intensity.

Examine the Checklist for NEPA specialist, at the back of this document, for more detail about potential impacts that could be mapped. Below is an abbreviated list of resources that could occur in the study area and may be knowable at this time and at the study's various analytical scales:

Resource or issue	Is the resource or issue present in the area?	Would any future transportation policies or projects involve the issue? Would there be impacts on the resource?
Sensitive biological resources	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable
Wildlife corridors	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable
Wetland areas	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable
Riparian areas	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable
100-year floodplain	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable
Prime or unique farmland or farmland of statewide or local importance	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable
Visual resources	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable
Designated scenic road/byway	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable
Archaeological resources	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable
Historical resources	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable

Resource or issue	Is the resource or issue present in the area?	Would any future transportation policies or projects involve the issue? Would there be impacts on the resource?
Section 4(f)[11] wildlife and/or waterfowl refuge, historic site, recreational site, park	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable
Section 6(f)[12] resource	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable
Existing development	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable
Planned development	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable
Title VI/ Environmental justice populations[13]	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable
Utilities	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable
Hazardous materials	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable
Sensitive noise receivers[14]	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable
Air quality	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable
Other (list) _____	☐ Yes ☐ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☐ Unknown ☐ Not applicable

[11] Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 U.S. Code § 303, as amended); see <Section 4(f)>.

[12] Section 6(f) of the Land and Water Conservation Fund Act

[13] refers to Title VI of the 1964 Civil Rights Act and 1994 Executive Order 12898 on environmental justice

Development of alternatives
Were resource agencies, stakeholders, and members of the public engaged in the process of identifying, evaluating, and screening out modes, corridors, a range of alternatives,[15] or a preferred alternative (if one was identified—the latter two refer to corridor plans)? If so, how? Did these groups review the recommendation of a preferred mode(s), corridor(s), range of alternatives (including the no-build alternative), or an alternative? Were the participation and inputs of these groups at a level acceptable for use in purpose and need statements or alternatives development sections in NEPA documents? If not, why not?
Yes. The project's CAP and Stakeholder Partners were engaged in the study process from the onset and participated at regular milestones. Milestone meetings included presentation and discussion of the following topics: a) populate a universe of alternatives; b) develop relevant qualitative and quantitative evaluation criteria; c) share and discuss the results of Level 1 screening process; d) share and discuss the results of Level 2 screening process; and, 2) share recommended corridor alternatives for that will move forward into the NEPA process. Input was solicited from the CAP and Stakeholder Partners after each meeting. Their input was used to refine process inputs and technical documentation before moving to the next level of study. Additionally, in-person public meetings were held in October 2012, October 2013, and June 2014, with virtual public meeting in February and June 2014, to share the results of the alternatives screening processes with the general public and invite comments.
Describe the process of outreach to resource agencies, the public, and other stakeholders. Describe the documentation of this process and of the responses to their comments. Is this documentation adequate in breadth and detail for use in NEPA documents?
The outreach process included a series of CAP meetings, Stakeholder Partner meetings, public information meetings, and focus groups. Depending on the topic, these meetings either occurred as a joint meeting of several locations via teleconference/web meeting, or they were conducted in location-specific geographies. The format of the meetings generally included an informative presentation followed by a facilitated discussion. Meetings were held in a physical location, supplemented by a teleconference that allowed input from those unable to attend the meeting in person. Discussion elements were documented in meeting summaries. Meeting participants were provided a window of time for submitting additional comments on the materials presented during the meeting. Input was utilized to refine technical documentation and/or process inputs for the study. Project team members provided responses to all comments. Outreach documentation is compiled as part of the Project Engagement Summary Report.
If the study was a corridor study, describe the range of alternatives or modes of transportation (if any) considered, screening process, and screening criteria. Include what types of alternatives were considered (including the no-build alternative) and how the screening criteria were selected. Was a preferred alternative selected as best addressing the identified transportation issue? Are alternatives' locations and design features specified?
Level 1 evaluation was applied to the entire corridor, including the three Congressionally Designated Corridor Sections and the Southern Arizona and Northern Nevada Future Connectivity Corridors. The Level 1 evaluation applied a small number of qualitative criteria to a comprehensive universe of alternatives. The purpose of this first level was to identify fatal flaws and assess whether an alternative meets the Goals and Objectives of the project in order to: • Determine which corridors within the Congressionally Designated Corridor Sections are most feasible to achieve the Goals and Objectives of this project, and • Help identify which corridor options (routes and modes) in the Future Connectivity Corridors are the most promising candidates for long-term connections to the Congressionally Designated Corridor. The Level 2 evaluation utilized many of the same categories as those used for the Level 1 screening, but the measures were quantitative where possible (depending on available data). Those criteria, for which suitable numerical data were not available, were assessed subjectively by professional planning or engineering judgment. Specific Level 2 measures were developed after the conclusion of Level 1 screening, with input from the CAP and Stakeholder Partners. This level of evaluation included an evaluation of multiple modes as part of the I-11 corridor (highway, rail, major utility). Although the quantitative analysis was only conducted for the Congressionally Designated Corridor segments, the multi-use analysis was conducted for the entire corridor. Corridor recommendations differ for each project segment. In some cases, a singular corridor is recommended for further study. In other cases, multiple corridors are recommended for continued evaluation in future studies. The detailed methodology, screening/evaluation criteria, and the recommended corridor(s) are presented in the *Level 1 and Level 2 Evaluation Results Summary* reports, including locations and general design features.

[14] under FHWA's Noise Abatement Criterion B: picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals

[15] For an explanation of the development of alternatives in environmental documents, please see FHWA's "NEPA and Transportation Decisionmaking: Development and Evaluation of Alternatives,"<Alternatives>.

Also regarding whether the study was a corridor study, for alternatives that were screened out, summarize the reasons for their rejection. Are defensible, credible rationale articulated for their being screened out? Did the study team take into account legal standards needed in the NEPA process for such decisions? Did the study team have adequate information for screening out the alternatives?

☒ Are defensible, credible rationale articulated for their being screened out?

Yes, *Level 1 and Level 2 Evaluation Results Summary* reports explain the screening results process. Alternatives were screened out if fatal flaws were discovered, or the alternative did not meet the corridor's Goals and Objectives. Detailed documentation is included in the report's appendices.

☐ Did the study team take into account legal standards[16] needed in the NEPA process for such decisions?

Coordination with FHWA occurred to ensure integrity of this process to lay the foundation for future NEPA actions, however coordination with FHWA's legal team on did not. The legal team does not typically review planning studies.

☒ Did the study team have adequate information for screening out the alternatives?

Yes.

What issues, if any, remain unresolved with the public, stakeholders, and/or resource agencies?

Continued coordination with project stakeholders and the public is required to determine specific alignment alternatives. More detailed coordination with federal and state environmental resource agencies/non-profit environmental organizations would be required to better understand potential opportunities and constraints. Feasibility of developing an eastern corridor through or proximate to the Lake Mead National Recreation Area should be explored further with the National Park Service, the City of Henderson, and the Regional Transportation Commission of Southern Nevada.

Identification of potential environmental mitigation activities

Could the transportation planning process be integrated with other planning activities, such as land use or resource management plans? If so, could this integrated planning effort be used to develop a more strategic approach to environmental mitigation measures?

Yes, the compilation of information from numerous sources into one planning document will aid the transportation planning process.

Understanding the improvements planned throughout the corridor may aid in developing strategic implementation plans for environmental mitigation measures (for example, wildlife crossings). This planning document can be used to inform comments and participation in the development of land use and resource management plans.

With respect to potential environmental mitigation opportunities at the PEL level, who should NDOT consult with among federal, State, and local agencies and tribes, and how formally and frequently should such consultation be undertaken?

NDOT should continue to consult with the project's Stakeholder Partners in the Las Vegas metropolitan area as this project advances into future study phases.

Formally joining PEL with the NEPA process

Lead federal agencies proposing a project that will undergo the NEPA process will want to most effectively leverage the transportation planning study's efforts and results. How could a Notice of Intent (for an environmental impact statement[17]) refer to the study's findings with respect to preliminary purpose and need and/or the range of alternatives to be studied?

The project's Purpose and Need will be published as a standalone document. The range of alternatives studied and recommended for further evaluation is documented in the *Level 1 Evaluation Results Summary, Level 2 Evaluation Results Summary,* and *Corridor Concept Report*.

[16] 23 Code of Federal Regulations (CFR) § 771.123(c), 23 CFR § 771.111(d), 40 CFR § 1502.14(a), 40 CFR § 1502.14(b) and (d), 23 CFR § 771.125(a)(1); see FHWA Technical Advisory T 6640.8A, October 30, 1987, <FHWA Technical Advisory T 6640.8A>.

[17] While Notices of Intent are required by some federal agencies for environmental assessments, they are optional for FHWA. Please see "3.3.2 Using the Notice of Intent to Link Planning and NEPA," in *Guidance on Using Corridor and Subarea Planning to Inform NEPA* (Federal Highway Administration, April 5, 2011), <Notice of Intent>.

Could a Notice of Intent in the NEPA process clearly state that the lead federal agency or agencies will use analyses from prior, specific planning studies that are referenced in the transportation planning study final report? Does the report provide the name and source of the planning studies and explain where the studies are publicly available? If not, how could such relevant information come to the NEPA specialists' attention and be made available to them in a timely way?
Yes. Technical documents prepared as part of this study cite references to prior planning studies along with hyperlinks to access the documents on public domains.
List how the study's proposed transportation system would support adopted land use plans and growth objectives.
The recommendations that are included in the study are in response to the needs identified in the adopted land use and planning documents, and long-range and regional transportation planning documents.
What modifications are needed in the goals and objectives as defined in the transportation study process to increase their efficient and timely application in the NEPA process?
No modifications to the goals and objectives are required.
Jurisdictional delineations of waters of the United States frequently change. Housing and commercial developments can alter landscapes dramatically and can be constructed quickly. Noise and air quality regulations can change relatively rapidly. Resource agencies frequently alter habitat delineations to protect sensitive species. Will the study data's currency, relevance, and quality still be acceptable to agencies, stakeholders, and members of the public for use in the NEPA process? If not, what will be done to rectify this problem? Who will be responsible for any needed updating?
Many of the abovementioned topics were not analyzed in detail as part of this study, and therefore detailed and timely review of such data will be required as part of the NEPA process.

Other issues

Are there any other issues a future NEPA study team should be aware of (mark all that apply)? In the space below the check boxes, explain the nature and location of any issue(s) checked.

- ☒ Public and/or stakeholders have expressed specific concerns
- ☐ Utility problems
- ☐ Access or right-of-way issues
- ☐ Encroachments into right-of-way
- ☒ Need to engage—and be perceived as engaging—specific landowners, citizens, citizen groups, or other stakeholders
- ☐ Contact information for stakeholders
- ☒ Special or unique resources in the area
- ☒ Federal regulations that are undergoing initial promulgation or revision
- ☐ Other _____

This corridor study narrowed down the alternatives to three possible options for an I-11 and Intermountain West Corridor in the Las Vegas Metropolitan Area, however – all three corridors are of utmost importance to regional transportation system connectivity. Just because they all will not serve as the I-11 Corridor does not mean that all three should not eventually be implemented. Continued coordination is recommended with stakeholders along the proposed Eastern Corridor (e.g., Clark County, City of Henderson, Regional Transportation Commission of Southern Nevada, National Park Service, Bureau of Reclamation, Nellis Air Force Base, etc.) to better understand any potential corridor constraints.

Concurrence

By signature, we concur that the transportation planning document meets or exceeds the following criteria in terms of acceptability for application in NEPA projects:

- ☒ Public involvement (outreach and level of participation)
- ☒ Stakeholder involvement (outreach and level of participation)
- ☒ Resource agencies' involvement and participation
- ☒ Documentation of the above efforts
- ☒ Applicability of the general findings and conclusions for use, by reference, in NEPA documents

Approved by: John M. Terry Date: 1/6/15

Assistant Director, Engineering

Nevada Department of Transportation

Approved by: Christine K. Leach Date: 1/12/15

Planning Program Manager

Federal Highway Administration - Nevada

Approved by: [signature] Date: 1/6/15

Assistant Director, Planning

Nevada Department of Transportation

Approved by: a.a. abdulla Date: 1/14/15

Environmental Program Manager

Federal Highway Administration - Nevada

Approved by: [signature] 1-6-15 Date: _____

Director

Nevada Department of Transportation

Approved by: [signature] Date: 1/15/15

Division Administrator – Nevada

Federal Highway Administration

Checklist for NEPA Specialists – Part 3: Las Vegas Metropolitan Area Section

By completing this checklist, NEPA specialists will be able to systematically evaluate the transportation planning study with regard to environmental resources and issues. It provides a framework for future NEPA studies by identifying those resources and issues that have already been evaluated, and those that have not. The role of NEPA specialists during the study's various stages is laid out in the flowchart on page 4. This role includes timely advocacy for resources and issues that will later be integral to NEPA processes.

Checklist for NEPA specialists

Resource or issue	Is the resource or issue present in the area?	Are impacts to the resource or issue involvement possible?	Are the impacts mitigable?	Discuss the level of review and method of review for this resource or issue and provide the name and location of any study or other information cited in the planning document where it is described in detail. Describe how the planning data may need to be supplemented during NEPA.
Natural environment				
Sensitive biological resources	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	High level review of biological resources meant to identify fatal flaws, documented in the *Level 1 and Level 2 Evaluation Results Summaries*, and the *Existing and Natural Built Environment Technical Memorandum*. Detailed analyses should follow.
Wildlife corridors	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	High level review of wildlife corridors meant to identify fatal flaws, documented in the *Level 1 and Level 2 Evaluation Results Summaries*, and the *Existing and Natural Built Environment Technical Memorandum*. Detailed analyses should follow.
Invasive species	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	Invasive species to be investigated during subsequent NEPA efforts.
Wetland areas	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	High level review of wetland areas meant to identify fatal flaws, documented in the *Level 1 and Level 2 Evaluation Results Summaries*, and the *Existing and Natural Built Environment Technical Memorandum*. Detailed analyses should follow.
Riparian areas	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	High level review of riparian areas meant to identify fatal flaws, documented in the *Level 1 and Level 2 Evaluation Results Summaries*, and the *Existing and Natural Built Environment Technical Memorandum*. Detailed analyses should follow.
100-year floodplain	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	High level identification of 100-year floodplain locations, documented in the *Level 1 and Level 2 Evaluation Results Summaries*, and the *Existing and Natural Built Environment Technical Memorandum*. Detailed analyses should follow based on development and analysis of specific alignment alternatives.
Clean Water Act Sections 404/401 waters of the United States	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	Waters of the U.S. located in area, documented in the *Level 1 and Level 2 Evaluation Results Summaries*, and the *Existing and Natural Built Environment Technical Memorandum*; impacts dependent upon development and analysis of specific corridor alternatives.

Checklist for NEPA specialists

Resource or issue	Is the resource or issue present in the area?	Are impacts to the resource or issue involvement possible?	Are the impacts mitigable?	Discuss the level of review and method of review for this resource or issue and provide the name and location of any study or other information cited in the planning document where it is described in detail. Describe how the planning data may need to be supplemented during NEPA.
Prime or unique farmland	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	Unknown at this time; dependent upon development and analysis of specific corridor alternatives.
Farmland of statewide or local importance	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	Unknown at this time; dependent upon development and analysis of specific corridor alternatives.
Sole-source aquifers	☐ Yes ☒ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☐ Unknown ☒ Not applicable	☐ Yes ☐ No ☐ Unknown ☒ Not applicable	Limited review conducted, documented in the *Existing and Natural Built Environment Technical Memorandum*; no sole source aquifers located in Nevada, per EPA Region 9 categorization.
Wild and scenic rivers	☐ Yes ☒ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☐ Unknown ☒ Not applicable	☐ Yes ☐ No ☐ Unknown ☒ Not applicable	Limited review conducted; no known wild or scenic rivers.
Visual resources	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	Visual resources are assumed to be present based on public input, but no research was conducted to verify, and is unknown at this time; dependent upon development and analysis of specific corridor alternatives.
Designated scenic road/byway	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	Per NDOT's website, several scenic byways exist in the Las Vegas metropolitan area (e.g., Las Vegas Strip, Kyle Canyon Road, SR 172 near Hoover Dam, US 93 through Boulder City).
Cultural resources				
Archaeological resources	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	Unknown at this time; dependent upon development and analysis of specific corridor alternatives.
Historical resources	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	Unknown at this time; dependent upon development and analysis of specific corridor alternatives.
Section 4(f) and Section 6(f) resources				
Section 4(f) wildlife and/or waterfowl refuge	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	Limited review conducted, documented in the *Level 1 and Level 2 Evaluation Results Summaries*, and the *Existing and Natural Built Environment Technical Memorandum*; known wildlife refuge (Desert National Wildlife Refuge). Detailed analyses should follow based on development and analysis of specific alignment alternatives.
Section 4(f) historic site	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	Limited review conducted; no known Section 4(f) historic sites.

Checklist for NEPA specialists

Resource or issue	Is the resource or issue present in the area?	Are impacts to the resource or issue involvement possible?	Are the impacts mitigable?	Discuss the level of review and method of review for this resource or issue and provide the name and location of any study or other information cited in the planning document where it is described in detail. Describe how the planning data may need to be supplemented during NEPA.
Section 4(f) recreational site	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	Limited review conducted, documented in the *Level 1 and Level 2 Evaluation Results Summaries*, and the *Existing and Natural Built Environment Technical Memorandum*; known planned recreation sites in the project area (Lake Mead National Recreation Area). Detailed analyses should follow based on development and analysis of specific alignment alternatives.
Section 4(f) park	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	Limited review conducted, documented in the *Level 1 and Level 2 Evaluation Results Summaries*, and the *Existing and Natural Built Environment Technical Memorandum*; dependent upon development and analysis of specific corridor alternatives.
Section 6(f) resource	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	Unknown at this time; dependent upon development and analysis of specific corridor alternatives.
Human environment				
Existing development	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	Limited review conducted based on local general/comprehensive plan documents, documented in the *Level 1 and Level 2 Evaluation Results Summaries*.
Planned development	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	Limited review conducted based on local general/comprehensive plan documents, documented in the *Level 1 and Level 2 Evaluation Results Summaries*.
Displacements	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	Impacts unknown at this time; dependent upon development and analysis of specific corridor alternatives.
Access restriction	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	Dependent upon development and analysis of specific corridor alternatives, however typically interstate freeways are access controlled and this could result in additional restrictions on existing facilities.
Neighborhood continuity	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	Dependent upon development and analysis of specific corridor alternatives.
Community cohesion	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	Dependent upon development and analysis of specific corridor alternatives.
Title VI/Environmental justice populations	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	Limited review conducted, documented in the *Level 2 Evaluation Results Summary*; dependent upon development and analysis of specific corridor alternatives.
Physical environment				
Utilities	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	Further analysis dependent upon development and review of specific corridor alternatives.

Checklist for NEPA specialists

Resource or issue	Is the resource or issue present in the area?	Are impacts to the resource or issue involvement possible?	Are the impacts mitigable?	Discuss the level of review and method of review for this resource or issue and provide the name and location of any study or other information cited in the planning document where it is described in detail. Describe how the planning data may need to be supplemented during NEPA.
Hazardous materials	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	Unknown at this time; dependent upon development and analysis of specific corridor alternatives. Should ensure review of potential naturally-occurring asbestos (NOAs).
Sensitive noise receivers	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	Analysis not conducted, but assumed to be present based on proximity of the corridor to homes. Further analysis dependent upon development and review of specific corridor alternatives.
Air quality	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	Limited review conducted, documented in the *Level 2 Evaluation Results Summary*.

Identification of potential environmental mitigation activities
Off-site and compensatory mitigation areas are often creatively negotiated to advance multiagency objectives or multiple objectives within one agency. Who determined what specific geographic areas or types of areas were appropriate for environmental mitigation activities? How were these determinations made?
N/A
To address potential impacts on the human environment, what mitigation measures or activities were considered and how were they developed and documented?
While mitigation measures are generally discussed in relationship to environmental features, no specific mitigation actions were advanced as a result of this study.

Approved by: Steve M. Cooke Date: 12/22/14

Environmental Services Division

Nevada Department of Transportation

Questionnaires for Transportation Planners:

Northern Nevada Future Connectivity Corridor

Questionnaire for Transportation Planners – Part 1: Northern Nevada Future Connectivity Corridor

This part of the questionnaire should be completed by transportation planners at the beginning of the transportation planning study. Please note that planners should also review Part 2 of the questionnaire to understand what additional issues will need to be considered and documented as the study progresses.

Project identification
What is the name of the study? What cities and counties does it cover? What major streets or highways are covered? For corridor studies, what are the intended termini?
Name of the study: I-11 and Intermountain West Corridor Study Intended termini: The current surface transportation bill, Moving Ahead for Progress in the 21st Century Act (MAP-21), defines US 93 between Phoenix, Arizona and Las Vegas, Nevada as a high priority corridor and designates it as future I-11. This study includes detailed corridor planning on this Congressionally Designated segment, spanning from the Las Vegas metropolitan area to the Phoenix metropolitan area. Higher level corridor visioning to determine intended corridor connection points will be studied in northern Nevada and southern Arizona. The corridor is divided to five sections as described below: • Southern Arizona Future Connectivity Corridor (Mexico to Casa Grande) • Phoenix Metropolitan Area (Casa Grande to Wickenburg) • Northern Arizona/Southern Nevada (Wickenburg to Las Vegas) • Las Vegas Metropolitan Area • Northern Nevada Future Connectivity Corridor (Beyond the Las Vegas Metropolitan Area)
Who is the study sponsor?
Arizona Department of Transportation (ADOT) and Nevada Department of Transportation (NDOT)
Briefly describe the study and its purpose.
In the federal legislation referred to as Moving Ahead for Progress in the 21st Century (MAP-21), Congress identified the US 93 Corridor from Wickenburg, Arizona to Las Vegas, Nevada as a National Highway System (NHS) High Priority Corridor and designated it as Interstate-11 (I-11). High Priority Corridor designation in NHS recognizes the importance of the corridor to the nation's economy, defense, and mobility. This is the latest action in a decades-long effort by the federal government and states in the Intermountain West to develop a transportation corridor between the Rocky Mountains and the Cascade Range/Sierra Nevada Mountains linking Mexico to Canada. This effort includes the identification of the CANAMEX Trade Corridor as High Priority Corridor 26 in the NHS and efforts by Arizona and Nevada to pursue a direct, contiguous, interstate transportation corridor that connects major metropolitan areas in the intermountain west. The purpose of this long-range planning study is to evaluate the need for an interstate corridor in this region and, if warranted, establish a corridor vision and a reasonable range of alternatives to carry forward to future studies. This corridor has the potential to become a new north-south, high-capacity transportation route through the Intermountain West. This would greatly improve commerce, tourism and international trade opportunities across the western United States. The study area for this project includes the entire states of Nevada and Arizona, although more detailed planning will occur in concentrated study segments. The principal goal of this project is to identify and establish the most feasible route and transportation connections for the portion of the study corridor between the Las Vegas and Phoenix metropolitan areas, with options for extensions to the north and south. Because of the length and varying characteristics of the Congressionally Designated Corridor, this segment is divided into three sections. Breaking into sections allows separate (but closely coordinated) teams to work on these different sections concurrently, providing more efficiency and earlier delivery. Two additional corridor segments will allow higher-level visioning for the potential extensions beyond the Las Vegas and Phoenix metropolitan areas. The study will include two levels of analysis: 1. Detailed corridor planning for the Congressionally Designated I-11 segment between (and including) the Las Vegas and Phoenix metropolitan areas, and 2. A higher-level visioning approach to determine corridor connections from the Phoenix metropolitan area to Mexico, and from the Las Vegas metropolitan area to the northern boundary of Nevada.

Who are the primary study team members (include name, title, organization name, and contact information)?

Sondra Rosenberg, PTP	NDOT	Federal Programs Manager	(775) 888-7241	SRosenberg@dot.state.nv.us
Michael Kies, PE	ADOT	Director of Planning and Programming	(602) 712-8140	mkies@azdot.gov
Bardia Nezhati, PE	CH2M HILL	Project Manager	(702) 953-1274	Bardia.Nezhati@ch2m.com
Dan Andersen	CH2M HILL	Project Communication & Outreach	(702) 953-1246	Dan.Andersen@ch2m.com
Jennifer Roberts, PE	CH2M HILL	Project Planner/Engineer	(720) 286-0912	Jennifer.Roberts@ch2m.com
Jaclyn Kuechenmeister, AICP	CH2M HILL	Project Planner	(480) 377-6210	Jaclyn.Kuechenmeister@ch2m.com
John McNamara, AIA, FAICP	AECOM	Deputy Project Manager	(602) 549-5566	John.McNamara@aecom.com
Peggy Fiandaca, AICP	PSA	Meeting Facilitation	(480) 816-1811	Peggy@PSAPlanning.com
Audra Koester Thomas	PSA	Tribal/Public/Stakeholder Involvement	(480) 816-1811	Audra@PSAPlanning.com

Does the team include advisory groups such as a technical advisory committee, steering committee, or other? If so, include roster(s) as attachment(s).

Yes, all interested public agency and private organizations are invited to participate in a Stakeholder Partners group that is asked to provide data and other input, and to share their opinions and ideas on decision points throughout the process.

The Core Agency Partners (CAP)—representatives from NDOT, ADOT, Federal Highway Administration, Federal Railroad Administration, Maricopa Association of Governments, and Regional Transportation Commission of Southern Nevada—carefully consider all recommendations from the Stakeholder Partners, and make final recommendations to the Project Sponsors, NDOT and ADOT.

Focus Groups are formed with subject matter experts from the Core Agency Partners and Stakeholder Partners. These groups are asked to provide data and input into specific topics, and make recommendations for the Stakeholder Partners to consider.

The Public has opportunities to learn about the study and share their opinions via public meetings, a project website, a project hot-line, and other means.

Core Agency Partner representatives include:

Thor Anderson	ADOT	Abdelmoez Abdalla	FHWA NV	Tom Greco	NDOT
Brent Cain	ADOT	Susan Klekar	FHWA NV	Tracy Larkin-Thomason	NDOT
Todd Emery	ADOT	Christina Leach	FHWA NV	Melvin McCallum	NDOT
Asad Karim	ADOT	Greg Novak	FHWA NV	Sondra Rosenberg	NDOT
Michael Kies	ADOT	Kyle Gradinger	FRA	Kevin Verre	NDOT
Misty Klann	ADOT	Andy Nothstine	FRA	Mike Hand	RTC
Carlos Lopez	ADOT	David Valenstein	FRA	Raymond Hess	RTC
Scott Omer	ADOT	Bob Hazlett	MAG	Martyn James	RTC
Steve Call	FHWA	Tim Strow	MAG	Andrew Kjellman	RTC
Ed Stillings	FHWA AZ	Steve Cooke	NDOT	Fred Ohene	RTC
Rebecca Yedlin	FHWA AZ	Cleveland Dudley	NDOT	Tina Quigley	RTC

Have previous transportation planning studies been conducted for this region? If so, provide a brief chronology, including the years the studies were completed. Provide contact names and locations of the studies and study websites.

The concept of an access controlled, high capacity transportation facility connecting Phoenix and Las Vegas (with connections further north) has been around for decades, initiated with the CANAMEX corridor discussions in 1991 and cited in such articles as the 1997 "Interstate 2000: Improvements for the Next Millennium" written in the contractor-trade publication *Roads and Bridges*. A timeline of key influential decisions regarding different elements of corridor development are listed below, followed by lists of relevant transportation planning studies.

Timeline of Key Corridor Decisions

- Approximately 1991: Arizona forms a coalition with Nevada, Utah, Idaho, and Montana to explore a CANAMEX Corridor.
- 1995: TEA 21 designated the CANAMEX Corridor as a High Priority Corridor (number 26), making it eligible for funding. The Corridor consisted of I-19, I-10, US 93 (Phoenix to Las Vegas), and I-15 (Las Vegas though Utah, Idaho, and Montana).
- 1998: Nevada, Arizona, and FHWA begin a routing study for a bridge bypassing Hoover Dam, the need for which was realized in the 1960s.
- 1999: Arizona leads the development of the CANAMEX Coalition, with five governors signing the Memorandum of Understanding.
- 2001: Route selected for the bridge bypassing Hoover Dam, by FHWA. The Bypass became urgent after the route across the dam was closed to trucks after 9/11.
- 2001: CANAMEX Corridor Plan completed.
- 2001: Study begins for a new route bypassing Boulder City, connecting the bridge bypassing Hoover Dam to I-515 in Henderson.
- 2005: Record of Decision (ROD) received for the Environmental Impact Statement (EIS) for the Boulder City Bypass, which will relocate US 93 to the new route when constructed.
- 2005: Construction of Hoover Dam Bypass bridge begins, named Mike O'Callaghan–Pat Tillman Memorial Bridge.
- 2006: I-10/Hassayampa Valley Regional Transportation Planning Framework Study started, completed in 2007.

Have previous transportation planning studies been conducted for this region? If so, provide a brief chronology, including the years the studies were completed. Provide contact names and locations of the studies and study websites. (continued)

- 2007: I-8 and I-10/Hidden Valley Regional Transportation Planning Framework Study stated, completed in 2009.
- Approximately 2007: Various businesses and local governments, from Nevada and Arizona, formed to push for a freeway between Phoenix and Las Vegas, made possible by the new Mike O'Callaghan–Pat Tillman Memorial Bridge. This led to the formation of the CAN-DO Coalition (Connecting Arizona and Nevada - Delivering Opportunities).
- 2007-2009: Hassayampa Freeway, to serve as a bypass route for Phoenix, recommended in the regional framework studies.
- 2008: A Brookings Institution report (Mountain Megas: America's Newest Metropolitan Places and a Federal Partnership to Help Them Prosper) identified the freeway between Phoenix and Las Vegas as a "pressing need".
- 2010: Mike O'Callaghan–Pat Tillman Memorial Bridge opens.
- 2012: MAP-21transportation funding bill includes I-11, amending the TEA-21 text by adding Interstate Route I-11 to it.
- 2012: Nevada and Arizona DOTs begin a corridor study for the proposed I-11 and Intermountain West Corridor.

Arizona led initiatives:

CANAMEX Corridor Planning	ACA	Various
US 93 Corridor Planning	ADOT	Various
Arizona Wildlife Linkages Assessment	ADOT	2006
bqAZ Statewide Mobility Reconnaissance Study	ADOT	2008
Arizona Multimodal Freight Analysis Study	ADOT	2009
bqAZ Statewide Transportation Planning Framework Program	ADOT	2010
bqAZ Statewide Rail Framework Study	ADOT	2010
Wickenburg Bypass	ADOT	2010
Arizona State Rail Plan	ADOT	2011
What Moves you Arizona, LRTP	ADOT	2011
Arizona-Sonora Border Master Plan	ADOT	2013
Logistics Capacity Study of the Guaymas-Tucson Corridor	CANAMEX Task Force	2006
I-10/Hassayampa Valley Transportation Framework Study	MAG	2008
I-8 and I-10/ Hidden Valley Transportation Framework Study	MAG	2009
Commuter Rail System Study	MAG	2010
Hassayampa Framework Study for the Wickenburg Area	MAG	2011
Freight Transportation Framework Study	MAG	2012
Regional Transportation Plan Update	MAG	2013
Parkway Corridor Feasibility Studies	MCDOT	Various
2040 Regional Transportation Plan Update	PAG	2012
Regionally Significant Routes for Safety and Mobility	Pinal County	2008

Nevada led initiatives:

An Economic Development Agenda for Nevada	GOED	2011
Moving Nevada Forward: Economic Development	GOED	2012
US 395 Washoe County Study	NDOT	2002
I-515 Corridor Study	NDOT	2004
Boulder City Bypass Phase I and Phase II EIS	NDOT	2005
US 395 Southern Sierra Corridor Study	NDOT	2007
US 50 East Corridor Study	NDOT	2007
Statewide Transportation Plan – Moving Nevada Through 2028	NDOT	2008
I-80 Corridor Study	NDOT	2009
Statewide Integrated Transportation Reliability Program	NDOT	2010
Apex to Mesquite and Moapa Valley Corridor Study	NDOT/RTCSNV	2011
I-15 Corridor System Master Plan	NDOT	2012
Draft Southern Nevada Outerbelt Feasibility Study Part I	NDOT	2012
Nevada Statewide Rail Plan	NDOT	2012
Connecting Nevada: Planning Our Transportation Future	NDOT	2013
West Valley North-South Critical Facilities Study – Phase 1	RTCSNV	2009
Southern Nevada Regional Transportation Plan	RTCSNV	2012
Washoe County Regional Transportation Plan	RTCWC	2008

Federal initiatives:

Hoover Dam Bypass Environmental Impact Statement	FHWA	2001
West-Wide Energy Corridor Programmatic EIS	US DOE	2008
Solar Energy Development Programmatic EIS	US DOE	2012
America's Freight Transportation Gateways	US DOT	2009

What current or near-future planning (or other) studies in the vicinity are underway or will be undertaken? What is the relationship of this study to those studies? Provide contact names and locations of the studies and study websites.

North-South Corridor Study	ADOT	Corridor study on potentially intersecting freeway
Arizona Passenger Rail Corridor Study	ADOT	Passenger rail corridor could become a multimodal component of I-11 corridor
US 93 Corridor Projects	ADOT	Near-term improvements could contribute to the I-11 corridor
I-10 Widening Studies	ADOT	Near-term improvements could contribute to the I-11 corridor
I-40/US 93 TI DCR/Environmental Studies	ADOT	Study recommendations could contribute to the I-11 corridor
SR 95 Realignment Study, DCR/EIS	ADOT	Study recommendations provide an I-11 corridor alternative
Arizona Governor's Border Trade Alliance	AZ Governor's Office	Inform study on Arizona's current trade coordination initiatives with Mexico
Southwest Multi-State Rail Planning Study	FRA	Study findings can provide input into passenger rail demand in Southwest Triangle
Boulder City Bypass PPP	NDOT	Corridor could become a component of the I-11 corridor
USA Parkway Environmental Study	NDOT	Corridor could become a component of the I-11 corridor
East-West Corridor Study	Pinal County	Corridor could become a component of the I-11 corridor

Study objectives

What are your desired outcomes for this study? (Check all that apply.)

- ☒ Stakeholder identification
- ☒ Stakeholder roles/responsibilities definition
- ☒ Travel study area definition
- ☐ Performance measures development
- ☒ Development of purpose and need goals and other objectives
- ☒ Alternative evaluation and screening
- ☒ Alternative travel modes definition
- ☒ Operationally independent segments
- ☒ Scheduling of infrastructure improvements over short-, mid-, and long-range time frames
- ☒ Environmental impacts (high level)
- ☐ Mitigation identification
- ☐ Don't know
- ☐ Other _____

Have system improvements and additions that address your transportation need been identified in a fiscally constrained statewide or regional long-range transportation plan?

Some projects along the proposed route, such as the Boulder City Bypass, are programmed in regional transportation plans.

Will a purpose and need statement[18] be prepared as part of this effort? If so, what steps will need to be taken during the NEPA process to make this a project-level purpose and need statement?

Yes. Based on information gathered and analyzed, a Purpose and Need document will be formulated, providing the foundation for future NEPA actions.

The Purpose and Need provides a high-level examination of deficiencies in the north-south transportation connectivity in the region in the context of mobility, trade legislation, and economic development. A more detailed, data-driven analysis of factors, such as project status, travel patterns and capacity, system linkage, population and employment growth trends, multimodal transportation demand, legislative mandates, social/economic development impacts, multimodal and intermodal relationships, safety needs, roadway deficiencies, and environmental impacts will need to be undertaken during a future NEPA evaluation.

Establishment of organizational relationships

Is a partnering agreement in place? If so, who are signatories (for example, affected agencies, stakeholders, organizations)? Attach the partnering agreement(s).

Yes. Both NDOT and ADOT have a signed agreement in place that defines each agency's financial obligations for conducting this corridor study.

What are the key coordination points in the decision-making process?

The CAP and Stakeholder Partners were appraised at key milestones of the study effort, including study introduction, corridor visioning, preliminary business case foundation, goals and objectives, corridor justification report, evaluation process (universe of alternatives, level 1 evaluation, level 2 evaluation), corridor recommendations, final business case, purpose and need, and implementation plan. Public outreach occurred throughout the process on the project website and public information meetings were held at critical milestones (i.e. level 1 & 2 evaluations) to obtain optimal feedback

[18] For an explanation of purpose and need in environmental documents, please see the Federal Highway Administration's (FHWA's) "NEPA and Transportation Decisionmaking: The Importance of Purpose and Need in Environmental Documents," <Purpose and Need>. This website provides links to five additional resources and guidance from FHWA that should be helpful in understanding the relationship between goals and objectives in transportation planning studies and purpose and need statements of NEPA documents.

Planning assumptions and analytical methods
Is the time horizon of the study sufficiently long to consider long-term (20 years or more from completion of the study) effects of potential scenarios?
Yes, the study will evaluate existing, interim, and ultimate improvements for the corridor. The ultimate improvements for the whole corridor are predicted to take more than 20 years to complete.
What method will be used for forecasting traffic volumes (for example, traffic modeling or growth projections)? What are the sources of data being used? Has USDOT validated their use? Are the models and their output conducive for use with NEPA-related noise and air quality modeling?
NDOT and ADOT will provide appropriate baseline traffic forecasts based on their statewide-specific travel demand models.
Will the study use FHWA's Guide on the Consistent Application of Traffic Analysis Tools and Methods[19]*? If not, why not? How will traffic volumes from the travel demand model be incorporated, if necessary, into finer-scale applications such as a corridor study?*
Yes, procedures outlined in FHWA's toolbox for preparing traffic forecasts will be followed.
Do the travel demand models base their projections on differentiations between vehicles?
Yes. The model predicts personal vehicles and commercial vehicles (light or heavy trucks).
Data, information, and tools
Is there a centralized database or website that all State resource agencies may use to share resource data during the study?
Yes. There is a project SharePoint site that is used for storage of information in addition to a project Website which will be maintained through the life of this project. The site addresses are as follows: – SharePoint: https://deliver.ch2m.com/projects/457967/default.aspx – Website: www.I11study.com

[19] FHWA November 2011 publication: <Traffic Analysis Tools and Methods>

Questionnaire for Transportation Planners – Part 2: Northern Nevada Future Connectivity Corridor

This part of the questionnaire should be completed by transportation planners at the end of the transportation planning study. This completed document should become an appendix to the study's final report to document how the study meets the requirements of 23 Code of Federal Regulations § 450.212 or § 450.318.

Purpose and need for this study
How did the study process define and clarify corridor-level or subarea-level goals (if applicable) that influenced modal infrastructure improvements and/or the range of reasonable alternatives?
The study evaluated alternatives for a potential future I-11 and Intermountain West Corridor based on Goals and Objectives developed with input from the Core Agency Partners (CAP) and Stakeholder Partners. Meetings were held during the early part of the study to interactively formulate and build consensus. The following overall factors guided the development and evaluation of alternatives: – Legislation – Is there a federal, state, or local governmental mandates for the action? – System Linkage – Is the proposed project a "connecting link?" How does it fit in the transportation system? – Trade Corridor - How will the proposed facility enhance the efficient movement of freight in the study corridor? – Modal Interrelationships – How will the proposed facility interface with and serve to complement airports, rail and port facilities, mass transit services, etc.? – Capacity – Is the capacity of the present facility inadequate for the present traffic? Projected traffic? What capacity is needed? What is the level(s) of service for existing and proposed facilities? – Economics – Projected economic development/land use changes indicating the need to improve or add to the highway capacity – Project Status—Project history, including actions taken to date, other agencies and governmental units involved, action spending, schedules, etc.
What were the key steps and coordination points in the decision-making process? Who were the decision-makers and who else participated in those key steps?
Key coordination milestones included the following. Each coordination effort included meetings with the CAP and Stakeholder Partners, with the Sponsoring Partners (ADOT and NDOT) serving as the ultimate decision makers. CAP meetings occurred on a joint teleconference between multiple locations. Stakeholder Partner meetings sometimes occurred jointly, or individually – depending on the meeting content. Public outreach efforts are noted by * meeting topics. – Study introduction (August 2012)* – Focus group meetings (January/February 2013) – Business case foundation (March 2013) – Corridor goals and objectives (June 2013) – Evaluation process/criteria and universe of alternatives (July 2013) – Level 1 screening results and Level 2 screening criteria (September 2013)* – Level 2 screening results and preliminary corridor recommendations (November 2013) – Final recommendations* (February 2014) – Implementation plan, purpose and need, final business case (May 2014)* Additional coordination occurred with specific groups, as required, including but not limited to environmental stakeholders, utility users, and railroad companies.
How should this study information be presented in future NEPA document(s), if applicable? Are relevant findings documented in a format and at a level of detail that will facilitate reference to and/or inclusion in subsequent NEPA document(s)?[20]
Information from this study can be directly referenced in future NEPA documents. Findings from this study are structured in separate reports, located on the project website (http://i11study.com/wp/?page_id=237) and include: – *Corridor Vision Summary* – *Corridor Justification Report* – *Existing and Natural Built Environment Technical Memorandum* – *Level 1 Evaluation Results Summary* – *Feasibility Assessment Report* – *Final Business Case*

[20] For an explanation of the types of documents needed under the NEPA process and the nature of the content of those documents, please see "NEPA Documentation: Improving the Quality of Environmental Documents,"<Documentation>.

– *Purpose and Need* – *Implementation Program* – *Corridor Concept Report*
Were the study's findings and recommendations documented in such a way as to facilitate an FHWA or Federal Transit Administration decision regarding acceptability for application in the NEPA process? Does the study have logical points where decisions were made and where concurrence from resource or regulatory agencies, stakeholders, and the public was sought? If so, provide a list of those points.
FHWA (Greg Novak, Abdelmoez Abdalla, Christina Leach) participated in the CAP meetings and discussions of how the study should be implemented and how PEL should be incorporated. Decisions were made by the Sponsoring Partners, with support from the CAP and Stakeholder Partners. The Stakeholder Partners group included a range of project stakeholders, including resource and regulatory agencies. Acceptance on major decisions was sought from this group, not concurrence. Key milestones where feedback was requested are outlined on the previous page. Study findings and recommendations were acceptable to agencies and are well documented in the study documents. The public and stakeholder outreach is documented in a Project Engagement Summary Report (incorporated by reference); in-person and virtual public meetings were held at four key points throughout the process. The study involved coordination and interviews with agencies identifying issues and understanding needs and concerns in the corridor (rather than concurrence).

Establishment of organizational relationships – tribes and agencies[21]

Tribe or agency	Date(s) contacted	Describe level of participation	Describe the agency's primary concerns and the steps needed to coordinate with the agency during NEPA scoping.[22]
*Tribal**			
Inter-Tribal Council of Nevada, with individual contact with all Tribes	October 12, 2012; July 22, 2013; August 12, 2013; September 6, 2013; September 10, 2013; October 16, 2013; October 22, 2013; November 21, 2013; March 19, 2014; May 21, 2014	Stakeholder Partner; tribal outreach/ consultation	General concerns about impacts to cultural resources.
Federal			
Bureau of Land Management	July 22, 2013; August 12, 2013; October 16, 2013; March 19, 2014; May 21, 2014	Stakeholder Partner	None identified.
Bureau of Reclamation		Stakeholder Partner	None identified.
Federal Highway Administration	August 2, 2012; September 5 2012; March 26, 2013; June 27, 2013; July 30, 2013; September 24, 2013; January 15, 2014; March 12, 2014; May 14, 2014, June 11, 2014	Core Agency Partner	Prioritize implementation of corridor appropriately with statewide interstate improvement priorities; continue coordination with regional MPOs in ongoing study efforts.
Federal Railroad Administration		Core Agency Partner	Identify gaps in the existing rail network and spot improvements that can serve the I-11 corridor rather than defining all new corridors.
U.S. Army Corps of Engineers	July 22, 2013; August 12, 2013; October 16, 2013; March 19, 2014; May 21, 2014	Stakeholder Partner	None identified.
U.S. Environmental Protection Agency		Stakeholder Partner	None identified.
U.S. Forest Service		Stakeholder Partner	None identified.
U.S. Fish and Wildlife Service		Stakeholder Partner	None identified.
National Park Service		Stakeholder Partner	None identified.

**Note: Numerous stakeholders were consulted as part of this process; only participatory tribes, agencies, and municipalities are reflected in this table. Refer to the Project Engagement Summary Report for a comprehensive list of meetings, stakeholders, and input. Coordination with all entities involved to date should be maintained in future planning and design efforts.*

[21] Users may add rows to this table to accommodate additional tribes and agencies. Unused rows may be deleted.

[22] If the transportation planning study final report does not adequately document interactions (for example, meeting notes, resolutions, letters) with the relevant agencies, append such information to the end of this questionnaire and checklist.

Establishment of organizational relationships – tribes and agencies*			
Tribe or agency	Date(s) contacted	Describe level of participation	Describe the agency's primary concerns and the steps needed to coordinate with the agency during NEPA scoping.[23]
State			
Nevada Department of Wildlife	July 22, 2013; August 12, 2013; October 16, 2013; March 19, 2014; May 21, 2014	Stakeholder Partner; assistance in detailed analysis for screening process	Concern for wildlife connectivity and impact to sensitive species; future studies could reference NDOW's Crucial Habitat Assessment Tool (under development).
*County**			
Churchill County	July 22, 2013; August 12, 2013; October 16, 2013; March 19, 2014; May 21, 2014	Stakeholder Partner	Passed resolution that supports a corridor through western Nevada (connecting Las Vegas and Reno).
Douglas County		Stakeholder Partner	None identified.
Elko County		Stakeholder Partner	Supports a corridor through eastern Nevada (US 93).
Esmeralda County		Stakeholder Partner	None identified.
Lincoln County		Stakeholder Partner	Supports a corridor through eastern Nevada (US 93).
Mineral County		Stakeholder Partner	Supports a corridor through western Nevada (US 95).
Nye County	October 25, 2012; July 22, 2013; August 12, 2013; October 16, 2013; March 19, 2014; May 21, 2014	Stakeholder Partner, with additional briefings requested	Passed resolution that supports a corridor through western Nevada (connecting Las Vegas and Reno).
Pershing County	July 22, 2013; August 12, 2013; October 16, 2013; March 19, 2014; May 21, 2014	Stakeholder Partner	Supports a corridor through western Nevada (US 95).
Storey County		Stakeholder Partner	None identified.
Washoe County		Stakeholder Partner	None identified.
White Pine County	October 25, 2012; July 22, 2013; August 12, 2013; October 16, 2013; March 19, 2014; May 21, 2014	Stakeholder Partner, with additional briefings requested	Supports a corridor through eastern Nevada (US 93).
Regional			
Regional Transportation Commission of Washoe County	July 22, 2013; August 12, 2013; October 16, 2013; March 19, 2014; May 21, 2014	Stakeholder Partner	Passed resolution that supports a corridor through Reno and Sparks.
Carson City Regional Transportation Commission		Stakeholder Partner	Passed resolution that supports a corridor through western Nevada through Carson City, utilizing the existing I-580.
Reno-Tahoe Airport Authority		Stakeholder Partner	Supports a corridor connection through Reno to improve intermodal connectivity in northern Nevada.
*Local**			
Carson City	July 22, 2013; August 12, 2013; October 16, 2013; March 19, 2014; May 21, 2014	Stakeholder Partner	Passed resolution that supports a corridor through western Nevada (connecting Las Vegas and Reno).
City of Reno		Stakeholder Partner	Passed resolution that supports a corridor through Reno and Sparks.
City of Sparks		Stakeholder Partner	Passed resolution that supports a corridor through the Truckee Meadows Region.
Town of Tonopah		Stakeholder Partner	At the June 2014 NDOT Board of Directors meeting, voiced support for the "designation of the western Nevada alternative of an Intermountain West corridor following Highway 95 north from Las Vegas."

**Note: Numerous stakeholders were consulted as part of this process; only participatory tribes, agencies, and municipalities are reflected in this table. Refer to the Project Engagement Summary Report for a comprehensive list of meetings, stakeholders, and input. Coordination with all entities involved to date should be maintained in future planning and design efforts.*

[23] If the transportation planning study final report does not adequately document interactions (for example, meeting notes, resolutions, letters) with the relevant agencies, append such information to the end of this questionnaire and checklist.

*Establishment of organizational relationships – tribes and agencies**			
Tribe or agency	Date(s) contacted	Describe level of participation	Describe the agency's primary concerns and the steps needed to coordinate with the agency during NEPA scoping.[24]
Public			
Members of the public	October 23, 2012; October 10, 2013; February 2014; June 2014	Refer to Project Engagement Summary Report.	
Stakeholders			
Sierra Club	July 22, 2013; August 12, 2013; October 16, 2013; March 19, 2014; May 21, 2014	Stakeholder Partner	Concern about impact to sensitive species; would like to see accommodation or preference for rail transportation.
Idaho Transportation Department		Stakeholder Partner	Provided a letter in support for an eastern alignment north of Las Vegas via US 93, connecting to I-84 in the vicinity of Twin Falls, Idaho.
Highway 95 RDA		Stakeholder Partner	Highway 95 RDA is a collaborative effort of the City of Fallon, Mineral County and Pershing County for the economic development of the partner communities. They provided a letter in support for the Western Alignment from Las Vegas to I-80 via Highway 95.
List of stakeholders entails over 2,300 entities and is part of project file		Refer to Project Engagement Summary Report.	

**Note: Numerous stakeholders were consulted as part of this process; only participatory tribes, agencies, and municipalities are reflected in this table. Refer to the Project Engagement Summary Report for a comprehensive list of meetings, stakeholders, and input. Coordination with all entities involved to date should be maintained in future planning and design efforts.*

Planning assumptions and analytical methods
Did the study provide regional development and growth assumptions and analyses? If so, what were the sources of the demographic and employment trends and forecasts?
Yes, the study used growth projections identified as part of the NDOT Statewide Travel Demand Model to understand existing and future congestion. Additionally, demographic trends were analyzed using population and employment estimates and growth rates from the Nevada State Demographer's Office (2012), Nevada Department of Employment (2012), Brookings Institution (2011), US Bureau of Economic Analysis (2012), US Bureau of Labor Statistics (2001, 2011), and US Census Bureau (1990, 2000, 2005, 2010, 2011).
What were the future-year policy and/or data assumptions used in the transportation planning process related to land use, economic development, transportation costs, and network expansion?
Future-year policy and data assumptions are discussed in an appendix of the *Level 2 Evaluation Results Summary*. Traffic forecasts for the study were derived from NDOT's Statewide Travel Demand Model. The planning assumptions, on which the Statewide TDM is based, were carried forward. Planning-level cost estimates were derived using NDOT's "Wizard" cost estimating tool, utilizing actual per mile quantity costs that reflect recent investments made by both ADOT and NDOT.
Were the planning assumptions and the corridor vision/purpose and need statement consistent with each other and with the long-range transportation plan? Are the assumptions still valid?
Yes. The study compiles recommendations from an exhaustive list of previous statewide and corridor level planning studies, and incorporates assumptions of long-range transportation plans and regional transportation plans. The planning assumptions are consistent with the purpose and need.

[24] If the transportation planning study final report does not adequately document interactions (for example, meeting notes, resolutions, letters) with the relevant agencies, append such information to the end of this questionnaire and checklist.

Data, information, and tools
Are the relevant data used in the study available in a compatible format that is readily usable? Are they available through a centralized web portal?
Yes. There is a project portal (SharePoint site) that is used for storage of information and data sharing (https://deliver.ch2m.com/projects/457967/default.aspx). In addition, a project website was maintained through the life of the project, which makes reports and important data available to project partners and stakeholders via a password-protected link, and publically-available reports available for download by the public at-large (www.I11study.com).
Are the completeness and quality of the data consistent with the quality (not scale or detail) of inputs needed for a NEPA project-level analysis[25]?
Yes. This study process was structured to facilitate a high-level analysis of the recommended corridor alternatives that would support a future NEPA project-level analysis. However, due to the long-range and high-level nature of the study, more detailed analysis will be necessary during project development.
Are the data used in the study regularly updated and augmented? If regularly updated, provide schedule and accessibility information.
NDOT updates traffic and socioeconomic data regularly (the statewide travel demand model was recently updated to reflect the most recent population and employment projections).
Have the environmental data been mapped at scales that facilitate comparison of effects across different resources and at sufficient resolution to guide initial NEPA issue definition? If not, what data collection and/or manipulation would likely be needed for application to the NEPA scoping process?
Yes, data has been mapped at scales sufficient to guide initial NEPA issue resolution, however more detailed data collection and mapping will be required to analyze data at a scale that facilitates a more clear understanding of impacts and effects.
Did the study incorporate models of, for example, species/habitat locations (predictive range maps), future land use, population dynamics, stormwater runoff, or travel demand? What models were used? Did the study adequately document what models were used, who was responsible for their use, and how they were used (with respect to, for example, calibration, replicability, contingencies, and exogenous factors)?
Modeling platforms were only used to project future travel demand. This was completed using the NDOT travel demand model. A separate modeling memorandum details the model logistics, responsibilities, data inputs, assumptions, calibrations, and use on this study. Model inputs, such as population and employment dynamics, were used separately to assess anticipated community and economic impacts. No species/habitat modeling was conducted, however, detailed analyses were submitted from the Nevada Department of Wildlife using their internal databases regarding potential species/habitat impacts. These data sources were verified by the CAP as representing the best available information.
In scoping, conducting, and documenting the planning study, participants have come across documents and leads from agency staff and other sources that NEPA specialists may be able to use in conducting their studies. List any applicable memoranda of understanding, cost-share arrangements, programmatic agreements, or technical studies that are underway but whose findings are not yet published, etc.
Coordination should occur with the Nevada Department of Wildlife to reference environmental data compilation and analysis for this study; their analytical databases are not yet available for public consumption or data sharing, requiring agency staff to run the analysis models. Additionally, the Western Governors Association may have multi-state GIS mapping information available.

[25] For an explanation of the types of information needed to evaluate impacts in environmental documents, please see FHWA's "NEPA and Transportation Decisionmaking: Impacts,"<Analysis of Impacts>. This website provides links to six additional resources and guidance that should be helpful in understanding the types of impacts that need to be assessed, their context, and their intensity.

Examine the Checklist for NEPA specialist, at the back of this document, for more detail about potential impacts that could be mapped. Below is an abbreviated list of resources that could occur in the study area and may be knowable at this time and at the study's various analytical scales:

Resource or issue	Is the resource or issue present in the area?	Would any future transportation policies or projects involve the issue? Would there be impacts on the resource?
Sensitive biological resources	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable
Wildlife corridors	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable
Wetland areas	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable
Riparian areas	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable
100-year floodplain	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable
Prime or unique farmland or farmland of statewide or local importance	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable
Visual resources	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable
Designated scenic road/byway	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable
Archaeological resources	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable
Historical resources	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable

Resource or issue	Is the resource or issue present in the area?	Would any future transportation policies or projects involve the issue? Would there be impacts on the resource?
Section 4(f)[26] wildlife and/or waterfowl refuge, historic site, recreational site, park	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable
Section 6(f)[27] resource	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable
Existing development	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable
Planned development	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable
Title VI/ Environmental justice populations[28]	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable
Utilities	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable
Hazardous materials	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable
Sensitive noise receivers[29]	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable
Air quality	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable
Other (list) _____	☐ Yes ☐ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☐ Unknown ☐ Not applicable

[26] Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 U.S. Code § 303, as amended); see <Section 4(f)>.

[27] Section 6(f) of the Land and Water Conservation Fund Act

[28] refers to Title VI of the 1964 Civil Rights Act and 1994 Executive Order 12898 on environmental justice

[29] under FHWA's Noise Abatement Criterion B: picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals

Development of alternatives
Were resource agencies, stakeholders, and members of the public engaged in the process of identifying, evaluating, and screening out modes, corridors, a range of alternatives,[30] or a preferred alternative (if one was identified—the latter two refer to corridor plans)? If so, how? Did these groups review the recommendation of a preferred mode(s), corridor(s), range of alternatives (including the no-build alternative), or an alternative? Were the participation and inputs of these groups at a level acceptable for use in purpose and need statements or alternatives development sections in NEPA documents? If not, why not?
Yes. The project's CAP and Stakeholder Partners were engaged in the study process from the onset and participated at regular milestones. Milestone meetings included presentation and discussion of the following topics: a) populate a universe of alternatives; b) develop relevant qualitative and quantitative evaluation criteria; c) share and discuss the results of Level 1 screening process; d) share and discuss the results of Level 2 screening process; and, 2) share recommended corridor alternatives for that will move forward into the NEPA process. Input was solicited from the CAP and Stakeholder Partners after each meeting. Their input was used to refine process inputs and technical documentation before moving to the next level of study. Additionally, in-person public meetings were held in October 2012, October 2013, and June 2014, with virtual public meeting in February and June 2014, to share the results of the alternatives screening processes with the general public and invite comments.
Describe the process of outreach to resource agencies, the public, and other stakeholders. Describe the documentation of this process and of the responses to their comments. Is this documentation adequate in breadth and detail for use in NEPA documents?
The outreach process included a series of CAP meetings, Stakeholder Partner meetings, public information meetings, and focus groups. Depending on the topic, these meetings either occurred as a joint meeting of several locations via teleconference/web meeting, or they were conducted in location-specific geographies. The format of the meetings generally included an informative presentation followed by a facilitated discussion. Meetings were held in a physical location, supplemented by a teleconference that allowed input from those unable to attend the meeting in person. Discussion elements were documented in meeting summaries. Meeting participants were provided a window of time for submitting additional comments on the materials presented during the meeting. Input was utilized to refine technical documentation and/or process inputs for the study. Project team members provided responses to all comments. Outreach documentation is compiled as part of the Project Engagement Summary Report.
If the study was a corridor study, describe the range of alternatives or modes of transportation (if any) considered, screening process, and screening criteria. Include what types of alternatives were considered (including the no-build alternative) and how the screening criteria were selected. Was a preferred alternative selected as best addressing the identified transportation issue? Are alternatives' locations and design features specified?
Level 1 evaluation was applied to the entire corridor, including the three Congressionally Designated Corridor Sections and the Southern Arizona and Northern Nevada Future Connectivity Corridors. The Level 1 evaluation applied a small number of qualitative criteria to a comprehensive universe of alternatives. The purpose of this first level was to identify fatal flaws and assess whether an alternative meets the Goals and Objectives of the project in order to: • Determine which corridors within the Congressionally Designated Corridor Sections are most feasible to achieve the Goals and Objectives of this project, and • Help identify which corridor options (routes and modes) in the Future Connectivity Corridors are the most promising candidates for long-term connections to the Congressionally Designated Corridor. The Level 2 evaluation utilized many of the same categories as those used for the Level 1 screening, but the measures were quantitative where possible (depending on available data). Those criteria, for which suitable numerical data were not available, were assessed subjectively by professional planning or engineering judgment. Specific Level 2 measures were developed after the conclusion of Level 1 screening, with input from the CAP and Stakeholder Partners. This level of evaluation included an evaluation of multiple modes as part of the I-11 corridor (highway, rail, major utility). Although the quantitative analysis was only conducted for the Congressionally Designated Corridor segments, the multi-use analysis was conducted for the entire corridor. Corridor recommendations differ for each project segment. In some cases, a singular corridor is recommended for further study. In other cases, multiple corridors are recommended for continued evaluation in future studies. The detailed methodology, screening/evaluation criteria, and the recommended corridor(s) are presented in the *Level 1 and Level 2 Evaluation Results Summary* reports, including locations and general design features.

[30] For an explanation of the development of alternatives in environmental documents, please see FHWA's "NEPA and Transportation Decisionmaking: Development and Evaluation of Alternatives,"<Alternatives>.

Also regarding whether the study was a corridor study, for alternatives that were screened out, summarize the reasons for their rejection. Are defensible, credible rationale articulated for their being screened out? Did the study team take into account legal standards needed in the NEPA process for such decisions? Did the study team have adequate information for screening out the alternatives?

☒ Are defensible, credible rationale articulated for their being screened out?

Yes, *Level 1 and Level 2 Evaluation Results Summary* reports explain the screening results process. Alternatives were screened out if fatal flaws were discovered, or the alternative did not meet the corridor's Goals and Objectives. Detailed documentation is included in the report's appendices.

☐ Did the study team take into account legal standards[31] needed in the NEPA process for such decisions?

Coordination with FHWA occurred to ensure integrity of this process to lay the foundation for future NEPA actions, however coordination with FHWA's legal team on did not. The legal team does not typically review planning studies.

☒ Did the study team have adequate information for screening out the alternatives?

Yes.

What issues, if any, remain unresolved with the public, stakeholders, and/or resource agencies?

Continued coordination with project stakeholders and the public is required to determine specific alignment alternatives, and prioritize the type of improvement that could occur in the eastern and western portions of the state (e.g., corridor of statewide significance versus corridor option for multi-state I-11 and Intermountain West Corridor). More detailed coordination with federal and state environmental resource agencies/non-profit environmental organizations would be required to better understand potential opportunities and constraints.

Identification of potential environmental mitigation activities

Could the transportation planning process be integrated with other planning activities, such as land use or resource management plans? If so, could this integrated planning effort be used to develop a more strategic approach to environmental mitigation measures?

Yes, the compilation of information from numerous sources into one planning document will aid the transportation planning process.

Understanding the improvements planned throughout the corridor may aid in developing strategic implementation plans for environmental mitigation measures (for example, wildlife crossings). This planning document can be used to inform comments and participation in the development of land use and resource management plans.

With respect to potential environmental mitigation opportunities at the PEL level, who should NDOT consult with among federal, State, and local agencies and tribes, and how formally and frequently should such consultation be undertaken?

NDOT should continue to consult with the project's Stakeholder Partners in northern Nevada as this project advances into future study phases.

Formally joining PEL with the NEPA process

Lead federal agencies proposing a project that will undergo the NEPA process will want to most effectively leverage the transportation planning study's efforts and results. How could a Notice of Intent (for an environmental impact statement[32]) refer to the study's findings with respect to preliminary purpose and need and/or the range of alternatives to be studied?

The project's Purpose and Need will be published as a standalone document. The range of alternatives studied and recommended for further evaluation is documented in the *Level 1 Evaluation Results Summary* and *Corridor Concept Report*.

Could a Notice of Intent in the NEPA process clearly state that the lead federal agency or agencies will use analyses from prior, specific planning studies that are referenced in the transportation planning study final report? Does the report provide the name and source of the planning studies and explain where the studies are publicly available? If not, how could such relevant information come to the NEPA specialists' attention and be made available to them in a timely way?

Yes. Technical documents prepared as part of this study cite references to prior planning studies along with hyperlinks to access the documents on public domains.

[31] 23 Code of Federal Regulations (CFR) § 771.123(c), 23 CFR § 771.111(d), 40 CFR § 1502.14(a), 40 CFR § 1502.14(b) and (d), 23 CFR § 771.125(a)(1); see FHWA Technical Advisory T 6640.8A, October 30, 1987, <FHWA Technical Advisory T 6640.8A>.

[32] While Notices of Intent are required by some federal agencies for environmental assessments, they are optional for FHWA. Please see "3.3.2 Using the Notice of Intent to Link Planning and NEPA," in *Guidance on Using Corridor and Subarea Planning to Inform NEPA* (Federal Highway Administration, April 5, 2011), <Notice of Intent>.

List how the study's proposed transportation system would support adopted land use plans and growth objectives.
The recommendations that are included in the study are in response to the needs identified in the adopted land use and planning documents, and long-range and regional transportation planning documents.
What modifications are needed in the goals and objectives as defined in the transportation study process to increase their efficient and timely application in the NEPA process?
No modifications to the goals and objectives are required.
Jurisdictional delineations of waters of the United States frequently change. Housing and commercial developments can alter landscapes dramatically and can be constructed quickly. Noise and air quality regulations can change relatively rapidly. Resource agencies frequently alter habitat delineations to protect sensitive species. Will the study data's currency, relevance, and quality still be acceptable to agencies, stakeholders, and members of the public for use in the NEPA process? If not, what will be done to rectify this problem? Who will be responsible for any needed updating?
Many of the abovementioned topics were not analyzed in detail as part of this study, and therefore detailed and timely review of such data will be required as part of the NEPA process.

Other issues

Are there any other issues a future NEPA study team should be aware of (mark all that apply)? In the space below the check boxes, explain the nature and location of any issue(s) checked.

- ☒ Public and/or stakeholders have expressed specific concerns
- ☐ Utility problems
- ☐ Access or right-of-way issues
- ☐ Encroachments into right-of-way
- ☒ Need to engage—and be perceived as engaging—specific landowners, citizens, citizen groups, or other stakeholders
- ☐ Contact information for stakeholders
- ☒ Special or unique resources in the area
- ☒ Federal regulations that are undergoing initial promulgation or revision
- ☐ Other _____

This corridor study determined two potential connection points between the Las Vegas metropolitan area and the northern Nevada state border. The corridor study did not, however, develop or evaluate any specific alignment alternatives within these corridor swaths. Communication regarding this next level of study should be clear about the project development process, noting that future studies are not reiterating past work. During the outreach process, many people expressed concern about this corridor not traversing the eastern portion of the state. Communication efforts on how this corridor is aligned with other statewide transportation improvements and priorities should occur. Ensure county entities across northern Nevada are involved from the onset, as well as major land management agencies (BLM, U.S. Forest Service, etc.).

Concurrence

By signature, we concur that the transportation planning document meets or exceeds the following criteria in terms of acceptability for application in NEPA projects:

- ☒ Public involvement (outreach and level of participation)
- ☒ Stakeholder involvement (outreach and level of participation)
- ☒ Resource agencies' involvement and participation
- ☒ Documentation of the above efforts
- ☒ Applicability of the general findings and conclusions for use, by reference, in NEPA documents

Approved by: John M. Terry Date: 1/6/15

Assistant Director, Engineering

Nevada Department of Transportation

Approved by: Christopher Lea Date: 1/12/15

Planning Program Manager

Federal Highway Administration - Nevada

Approved by: [signature] Date: 1/6/15

Assistant Director, Planning

Nevada Department of Transportation

Approved by: a a Arbadella Date: 1/14/15

Environmental Program Manager

Federal Highway Administration - Nevada

Approved by: [signature] 1-6-15 Date: _____

Director

Nevada Department of Transportation

Approved by: [signature] Date: 1/15/15

Division Administrator – Nevada

Federal Highway Administration

Checklist for NEPA Specialists – Part 3

By completing this checklist, NEPA specialists will be able to systematically evaluate the transportation planning study with regard to environmental resources and issues. It provides a framework for future NEPA studies by identifying those resources and issues that have already been evaluated, and those that have not. The role of NEPA specialists during the study's various stages is laid out in the flowchart on page 4. This role includes timely advocacy for resources and issues that will later be integral to NEPA processes.

Checklist for NEPA specialists

Resource or issue	Is the resource or issue present in the area?	Are impacts to the resource or issue involvement possible?	Are the impacts mitigable?	Discuss the level of review and method of review for this resource or issue and provide the name and location of any study or other information cited in the planning document where it is described in detail. Describe how the planning data may need to be supplemented during NEPA.
Natural environment				
Sensitive biological resources	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	High level review of biological resources meant to identify fatal flaws, documented in the *Existing and Natural Built Environment Technical Memorandum*. Detailed analyses should follow.
Wildlife corridors	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	Dependent upon development and analysis of specific corridor alternatives.
Invasive species	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	Invasive species to be investigated during subsequent NEPA efforts.
Wetland areas	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	Dependent upon development and analysis of specific corridor alternatives.
Riparian areas	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	Unknown at this time; dependent upon development and analysis of specific corridor alternatives.
100-year floodplain	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	High level identification of 100-year floodplain locations, documented in the *Existing and Natural Built Environment Technical Memorandum*. Detailed analyses should follow based on development and analysis of specific alignment alternatives.
Clean Water Act Sections 404/401 waters of the United States	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	Waters of the U.S. located in area, documented in the *Existing and Natural Built Environment Technical Memorandum*; impacts dependent upon development and analysis of specific corridor alternatives.
Prime or unique farmland	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	Unknown at this time; dependent upon development and analysis of specific corridor alternatives.
Farmland of statewide or local importance	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	Unknown at this time; dependent upon development and analysis of specific corridor alternatives.

Checklist for NEPA specialists

Resource or issue	Is the resource or issue present in the area?	Are impacts to the resource or issue involvement possible?	Are the impacts mitigable?	Discuss the level of review and method of review for this resource or issue and provide the name and location of any study or other information cited in the planning document where it is described in detail. Describe how the planning data may need to be supplemented during NEPA.
Sole-source aquifers	☐ Yes ☒ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☐ Unknown ☒ Not applicable	☐ Yes ☐ No ☐ Unknown ☒ Not applicable	Limited review conducted, documented in the *Existing and Natural Built Environment Technical Memorandum*; no sole source aquifers located in Nevada, per EPA Region 9 categorization.
Wild and scenic rivers	☐ Yes ☒ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☐ Unknown ☒ Not applicable	☐ Yes ☐ No ☐ Unknown ☒ Not applicable	Limited review conducted; no known wild or scenic rivers.
Visual resources	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	Dependent upon development and analysis of specific corridor alternatives.
Designated scenic road/byway	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	Per NDOT's website, several scenic byways exist in northwestern Nevada.
Cultural resources				
Archaeological resources	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	Unknown at this time; dependent upon development and analysis of specific corridor alternatives.
Historical resources	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	Unknown at this time; dependent upon development and analysis of specific corridor alternatives.
Section 4(f) and Section 6(f) resources				
Section 4(f) wildlife and/or waterfowl refuge	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	Unknown at this time; dependent upon development and analysis of specific corridor alternatives.
Section 4(f) historic site	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	Unknown at this time; dependent upon development and analysis of specific corridor alternatives.
Section 4(f) recreational site	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	Unknown at this time; dependent upon development and analysis of specific corridor alternatives.
Section 4(f) park	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	Unknown at this time; dependent upon development and analysis of specific corridor alternatives.
Section 6(f) resource	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	Unknown at this time; dependent upon development and analysis of specific corridor alternatives.

Checklist for NEPA specialists

Resource or issue	Is the resource or issue present in the area?	Are impacts to the resource or issue involvement possible?	Are the impacts mitigable?	Discuss the level of review and method of review for this resource or issue and provide the name and location of any study or other information cited in the planning document where it is described in detail. Describe how the planning data may need to be supplemented during NEPA.
Human environment				
Existing development	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	Limited review conducted based on local general/comprehensive plan documents, documented in the *Level 1 Evaluation Results Summary*.
Planned development	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	Limited review conducted based on local general/comprehensive plan documents, documented in the *Level 1 Evaluation Results Summary*.
Displacements	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	Impacts unknown at this time; dependent upon development and analysis of specific corridor alternatives.
Access restriction	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	Dependent upon development and analysis of specific corridor alternatives, however typically interstate freeways are access controlled and this could result in additional restrictions on existing facilities.
Neighborhood continuity	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	Dependent upon development and analysis of specific corridor alternatives.
Community cohesion	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	Dependent upon development and analysis of specific corridor alternatives.
Title VI/Environmental justice populations	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	Unknown at this time; dependent upon development and analysis of specific corridor alternatives.
Physical environment				
Utilities	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	Further analysis dependent upon development and review of specific corridor alternatives.
Hazardous materials	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	Unknown at this time; dependent upon development and analysis of specific corridor alternatives. Should ensure review of potential naturally-occurring asbestos (NOAs).
Sensitive noise receivers	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☒ Yes ☐ No ☐ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	Further analysis dependent upon development and review of specific corridor alternatives.
Air quality	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	☐ Yes ☐ No ☒ Unknown ☐ Not applicable	Unknown at this time.

Identification of potential environmental mitigation activities
Off-site and compensatory mitigation areas are often creatively negotiated to advance multiagency objectives or multiple objectives within one agency. Who determined what specific geographic areas or types of areas were appropriate for environmental mitigation activities? How were these determinations made?
N/A
To address potential impacts on the human environment, what mitigation measures or activities were considered and how were they developed and documented?
While mitigation measures are generally discussed in relationship to environmental features, no specific mitigation actions were advanced as a result of this study.

Approved by: Steve M. Cooke Date: 12/22/14

Environmental Services Division

Nevada Department of Transportation

Appendix A:

Purpose and Need Statement, August 2014

I-11 and Intermountain West Corridor Study

Purpose and Need Statement

Prepared for

Nevada DOT and ADOT

August 2014

DISCLAIMER

The contents of this planning document are based on information available to the Arizona Department of Transportation and the Nevada Department of Transportation (herein referred to as the Sponsoring Agencies) as of the date of this document. Accordingly, this document may be subject to change.

The Sponsoring Agencies' acceptance of this document as evidence of fulfillment of the objectives of this planning study does not constitute endorsement/approval of 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.

The Sponsoring Agencies do not warrant the use of this document, or any information contained in this document, for use or consideration by any third party. The Sponsoring Agencies accept no liability arising out of reliance by a third party on this document, or any information contained in this document. Any use or reliance by third parties is at their own risk.

Contents

Figures

Purpose and Need Statement

The purpose of the proposed action is to provide an access-controlled, north-south transportation corridor that will connect important metropolitan areas and markets in the Intermountain West with Mexico and Canada to support improved regional mobility for people and freight, and provide enhanced opportunities for trade and economic development. The need for the proposed action is demonstrated through a combination of the factors listed below and described in the remainder of this document.

- Federal legislation supports the proposed action.
- Current and projected congestion inhibits the free-flow movement of people and goods.
- System linkage gaps inhibit mobility and connectivity in the southwest triangle megaregion.
- Project status and public policy supports the proposed action.

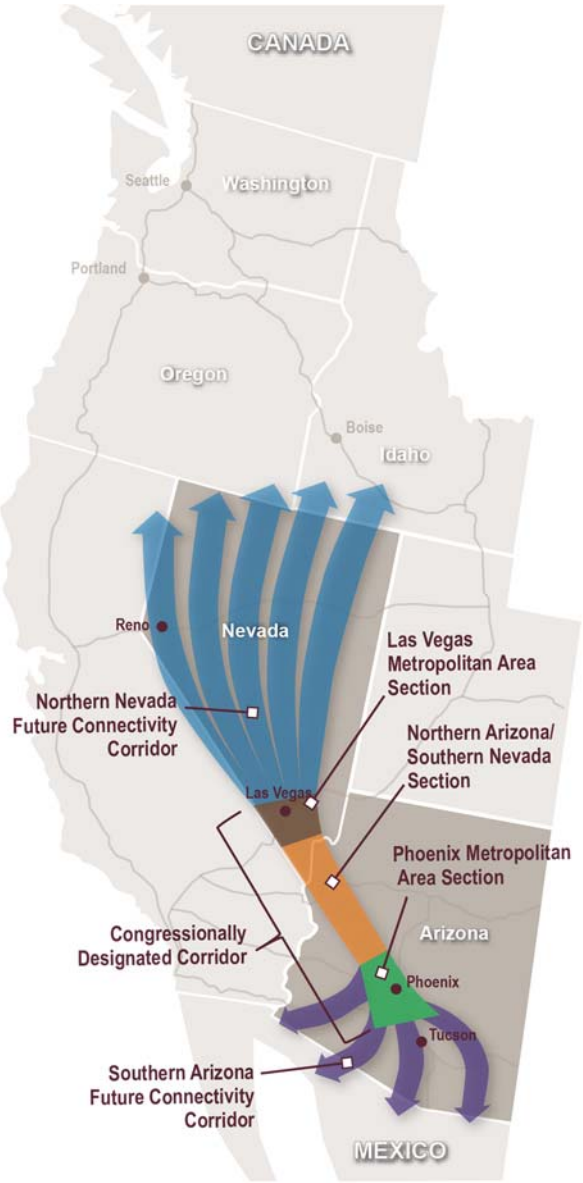
Project Overview

In the federal surface transportation law, Moving Ahead for Progress in the 21st Century (MAP-21), Congress identified the U.S. Highway 93 (US 93) Corridor from Phoenix, Arizona, to Las Vegas, Nevada, as a High Priority Corridor in the National Highway System and designated it Interstate-11 (I-11). The High Priority Corridor designation recognizes the importance of the corridor to the nation's economy, defense, and mobility. The federal Interstate designation is the latest action in a decades-long effort by the federal government and states in the Intermountain West to develop a mulitimodal transportation corridor between the Rocky Mountains and the Cascade Range/Sierra Nevada Mountains linking Mexico to Canada. States included in the Intermountain West are Arizona, Nevada, Idaho, Oregon, Utah, and Washington.

In addition to actions at the federal level, Arizona and Nevada have actively pursued a direct, contiguous, transportation corridor that connects major metropolitan areas in their states. The Arizona Department of Transportation (ADOT) and the Nevada Department of Transportation (NDOT) are undertaking the *I-11 and Intermountain West Corridor Study*, in consultation with the Federal Highway Administration (FHWA) and the Federal Railroad Administration (FRA), and in partnership with the Maricopa Association of Governments (MAG) and the Regional Transportation Commission of Southern Nevada (RTC).

The I-11 portion of the Corridor refers to the Congressional designation between Phoenix and Las Vegas. The Intermountain West Corridor is inclusive of the Congressionally Designated Corridor and extends south of Phoenix to the Mexican border and north of Las Vegas to the Canadian border. However, the focus of this study is only the portion of the Intermountain West Corridor within Arizona and Nevada. **Figure 1** shows the two-state study area within the larger Intermountain West region

Figure 1. I-11 and Intermountain West Corridor Study Area



and the I-11 Congressionally Designated Corridor between Phoenix and Las Vegas.

Because of its length and varying characteristics, the study area is divided into the following five segments with three segments requiring detailed corridor planning and two segments (north of the Las Vegas and south of Phoenix metropolitan areas) requiring higher-level visioning for potential extensions:

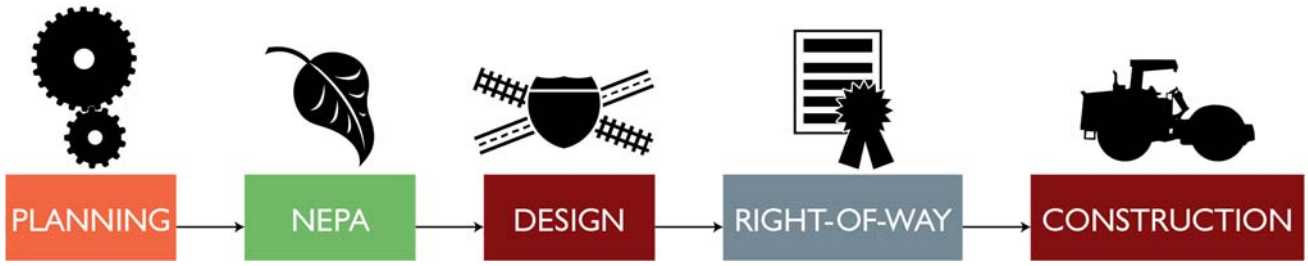
- Southern Arizona Future Connectivity Corridor—Mexico to Casa Grande
- Congressionally Designated Corridor—Phoenix Metropolitan Area Section (Casa Grande to Wickenburg)
- Congressionally Designated Corridor—Northern Arizona/Southern Nevada Section (Wickenburg to Las Vegas Metropolitan Area)
- Congressionally Designated Corridor—Las Vegas Metropolitan Area Section
- Northern Nevada Future Connectivity Corridor—Beyond Las Vegas Metropolitan Area

The purpose of this long-range planning study is to evaluate the need for a multimodal corridor in the Intermountain West region, and if warranted, establish a corridor vision and a reasonable range of alternatives in Arizona and Nevada to carry forward to further study. Because I-11 will be a key transportation connection that is part of a larger context of trade and regional development, the "need" for the project extends beyond the Congressionally designated I-11 termini to encompass the Intermountain West region.

Study Process

This project is following the Planning and Environmental Linkages (PEL) processes developed by the states of Arizona and Nevada, in accordance with FHWA guidance. The PEL process incorporates National Environmental Policy Act (NEPA) practices into long-range transportation planning studies. As long as NEPA requirements are met, the PEL process allows planning findings and decisions to inform future NEPA documents. The PEL process takes into account environmental, community, and economic goals throughout the project life cycle, from the planning stage (current study) through NEPA, design, right-of-way acquisition, and construction (**Figure 2**).

Figure 2. Project Development Process



The planning study has many components that will be documented during the PEL process, including the following areas:

- Draft Purpose and Need Statement, including goals and objectives (the focus of this document)
- An overview of the environmental setting
- Identification of a study area and general modes to be studied
- Identification of a range of alternative solutions
- Identification of screening criteria and the elimination of infeasible alternatives
- Identification of a reasonable range of alternatives
- Identification of sensitive areas, unresolved issues, and potential mitigation to inform future NEPA studies
- Stakeholder and public involvement

The PEL process does not guarantee a specific outcome, but it does promote greater communication within and among transportation and resource agencies, leading to improved decision-making and facilitating a smoother transition to future project development.[1] ADOT and NDOT have worked with FHWA to incorporate federal PEL guidance into this state Department of Transportation-led study. At the conclusion of the study, ADOT and NDOT will address and complete a series of PEL Questionnaires and Checklists summarizing study findings by major corridor segment for FHWA approval.

As noted in FHWA's guidance (http://environment.fhwa.dot.gov/integ/index.asp), PEL studies should develop a corridor vision, objectives, or purpose and need statement. For this study, ADOT and NDOT produced a Goals and Objectives Statement that was used to evaluate alternative corridors, and was later formalized into this Purpose and Need Statement. An overview of the Goals and Objectives Statement and its relationship to this Purpose and Need Statement is found at the end of this document.

Overview of Purpose and Need Statement

Because this Purpose and Need Statement is being prepared during the PEL Study phase and covers a study area that extends from southern Arizona to northern Nevada, the purpose statement and the need factors are appropriately high level (**Figure 3**). Engineering deficiencies such as high crash rates and geometric deficiencies are not discussed in this document. These issues will be evaluated along with other transportation deficiencies in future Purpose and Need Statements for the Arizona and Nevada segments of independent utility identified as part of this study that must be addressed to attain the standards of the limited access I-11 designated by Congress. This document would not serve as a Planning Level Purpose and Need Statement for other states in the Intermountain West that are interested in making improvements to the highways that are part of the CANAMEX Corridor. See "Federal Legislation Supporting the Proposed Action" section for more information about the CANAMEX Corridor.

Figure 3. Purpose and Need Statement

EA = environmental assessment
EIS = environmental impact statement

Note: A categorical exclusion could be applicable (e.g., if operational improvements were only recommended), however it is more likely that a new corridor or additional capacity will be needed, triggering the need for an EIS or EA.

Description of the Proposed Action

ADOT and NDOT, in consultation with the FHWA and FRA, and in partnership with MAG and RTC, are studying a high-capacity, limited-access, multi-use transportation corridor connecting the Phoenix and Las Vegas metropolitan areas and connecting Phoenix to the Mexican border and Las Vegas to the northern Nevada state line. The corridor could fill in a critical missing link in north-south transportation connectivity in the Intermountain West.

Need for the Proposed Action

The need for the proposed action is demonstrated through a combination of the factors described below. The remainder of this document discusses the need factors.

Federal Legislation Supporting the Proposed Action

The federal government and various states in the Intermountain West have a long history of working toward developing a Mexico–Canada transportation corridor. The genesis of the need for improved transportation infrastructure in the Intermountain West was President Clinton's signing of the North American Free Trade Agreement (NAFTA) on December 8, 1993. As of 2013, the NAFTA partners—Canada, the United States, and Mexico—have a combined population of roughly 470 million[2] and an estimated combined gross domestic product of almost

[1] http://www.environment.fhwa.dot.gov/strmlng/newsletters/apr07nl.asp

[2] http://www.worldpopulationstatistics.com/north-america-population-2013/

20 trillion U.S. dollars.[3] Since 1993, trade among the NAFTA partners has nearly quadrupled[4], and employment in North America has grown by almost 40 million jobs. Eighty-two percent of Mexico's exports go to the U.S. NAFTA has made integrated manufacturing very attractive. This is the process whereby U.S. manufacturing companies work with Mexican companies to manufacture goods, often transporting components across the border multiple times during production. Strong trade growth with Mexico is expected to continue well into the future. Unfortunately, the Intermountain West is not well positioned to take advantage of the full range of opportunities that NAFTA has created, because it does not have an Interstate corridor connecting the U.S., Mexico, and Canada. When compared to states such as California and Texas, which contain portions of the Interstate System that link Mexico to Canada, the Intermountain West states have lagged in reaping NAFTA-related economic benefits. As an example, Texas's trade with Mexico is nearly 10 times greater than the trade between Arizona and Mexico.

To address this issue, Congress identified the CANAMEX Trade Corridor as High Priority Corridor 26 in the 1995 National Highway System Designation Act. The CANAMEX corridor, shown in **Figure 4**, was defined from Nogales, Arizona, through Las Vegas, Nevada, to Salt Lake City, Utah, to Idaho Falls, Idaho, to Great Falls, Montana, to the Canadian border as follows:

A. In the State of Arizona, the CANAMEX Corridor shall generally follow:
   i. I-19 from Nogales to Tucson;
   ii. I-10 from Tucson to Phoenix; and
   iii. United States Route 93 in the vicinity of Phoenix to the Nevada Border [I-11].

B. In the State of Nevada, the CANAMEX Corridor shall follow:
   i. United States Route 93 from the Arizona Border to Las Vegas [I-11]; and
   ii. I-15 from Las Vegas to the Utah Border.

Gaps between the Interstate Highways on this route make the designated CANAMEX corridor underused and inefficient. The most significant gaps in the corridor are in the segment between Mexico and Las Vegas, especially in the highly congested areas in and around Tucson, Phoenix, and Las Vegas. Highly congested Interstate routes in these metropolitan areas, the lack of a direct Interstate connection to US 93 and to I-15, and the lack of a fully developed, access-controlled US 93 corridor create a substantial barrier to trade and connectivity in the Intermountain West. Congress confirmed the importance of CANAMEX by designating a 300-mile segment of it as a National Highway System High Priority Corridor (I-11) in MAP-21 from the Phoenix metropolitan area to the Las Vegas metropolitan area. The I-11 designation is a critical first step in addressing the lack of a continuous, access-controlled corridor in this region that has prevented the realization of an effective CANAMEX Trade Corridor that would fulfill the promise of NAFTA in the Intermountain West. Section 103 of MAP-21 confirms this by stating, "highways on the Interstate System shall be located so as to connect by routes, as direct as practicable, the principal metropolitan areas, cities, and industrial centers; to serve the national defense; and to the maximum extent practicable, to connect at suitable border points with routes of continental importance in Canada and Mexico."[5]

The need for transportation infrastructure to support trade in the Intermountain West is much broader than can be met by CANAMEX alone. The Intermountain West between the Rocky Mountains and the Cascade Range/ Sierra Nevada Mountains spans nearly 1,000 miles. Las Vegas being near the middle of the region has the potential to serve as a gateway that could provide more than one trade route to Canada. Congress has recognized the importance of additional north-south transportation connectivity in the region by creating designations for three corridors in addition to CANAMEX; these are listed below and shown in Figure 4:

- High Priority Corridor 68 from Las Vegas to Reno using US 95/I-580
- High Priority Corridor 19 from Reno to Canada via US 395
- High Priority Corridor 43 using US 95 from the Idaho/Oregon state border to Canada

[3] http://www.indexq.org/economy/gdp.php

[4] http://www.worldaffairs.org/events/chapters/sacramento-chapter/event/1293

[5] http://www.gpo.gov/fdsys/pkg/CRPT-112hrpt557.pdf; page 21

Figure 4. Federal Highway Administration High-Priority Corridors

In addition to the important economic role Las Vegas plays in Nevada and the Intermountain West region, Reno is becoming an important inland trade distribution center, is a major tourist destination, and is Nevada's second largest economic center. In addition, Portland, Boise, Seattle, Vancouver, and Calgary are critical economic and trade centers that could be more efficiently accessed from the Intermountain West by developing these High Priority Corridors. These designations are further evidence of a Congressional desire for improved north-south transportation connectivity, trade, and economic development in the Intermountain West region.

Current and Projected Congestion Inhibits the Free-flow Movement of People and Goods

In 2012, the U.S. Conference of Mayors published a report on the outlook of U.S. metropolitan economies and the critical role of transportation infrastructure. The metropolitan areas of Las Vegas and Phoenix rank in the top 50 cities for congestion costs per auto commuter, with Las Vegas ranked 41st and Phoenix 16th. In 2010, the annual congestion cost per auto commuter was $532 in Las Vegas and $821 in Phoenix. Focusing on specific congestion locations, four locations in Arizona, two in Nevada, and seven in Southern California, appear in FHWA's annual report on congestion at freight significant highway locations, shown on **Figure 5**. Most of the locations monitored are urban Interstate interchanges, and they are ranked according to congestion's impact on freight. Those in Arizona and Nevada include:[6]

- I-17 at I-10 in Phoenix (64th)
- I-15 at I-515 in Las Vegas (98th)
- I-10 at I-19 in Tucson (190th)
- I-10 at SR 51/SR 202 in Phoenix (147th)
- I-17 at I-40 in Flagstaff (179th)
- I-80 at US 395 in Reno (153rd)

Figure 5. Freight Bottlenecks

Currently, congestion exists through Tucson, Phoenix, Las Vegas, and Reno, and the segment of US 93 near Wickenburg is approaching capacity. **Figure 6** shows existing congestion on the major highways in Arizona and Nevada. The most congested areas in the Arizona and Nevada study area tend to be along segments of urban Interstates and associated interchanges. However, traffic modeling, which assumes that transport and trade in the region continue as forecast by the U.S. Department of Transportation and that the recent growth in the region continues without major structural changes, suggests that, without improvements, higher congestion levels would also be experienced on rural highway segments (**Figure 7**). The traffic modeling determined that about 28 percent of highways in the region would be unacceptably congested by 2040. Unacceptably congested means a level of service, which is a measure of a highway's ability to handle traffic demand, between D and F on a scale from A to F in order of decreasing operational quality. The traffic modeling also determined that if trade with Mexico expands in the future, up to 43 percent of the highways in the region could be unacceptably congested (**Figure 8**). (The National Highway System map includes a short deviation from US 93 north of Las Vegas—NV 318 to NV 6 and back to US 93—however, for ease of describing alternative alignments and routes in this study, Figures 6 – 8 refer only to US 93.)

[6] American Transportation Research Institute. 2011. *FPM Congestion Monitoring at 250 Freight Significant Highway Locations.* Available at: http://atri-online.org/2011/10/01/fpm-congestion-monitoring-at-250-freight-significant-highway-locations/.

Figure 6. Existing Congestion on Major Highways in Arizona and Nevada

Figure 7. Future Congestion on Major Highways in Arizona and Nevada under the Baseline Condition

Higher congestion levels are expected in the future, based on traffic modeling which assumes that transport and trade in the region continue, as forecast by the U.S. Department of Transportation, and that the recent growth in the region continues without major structural changes.

Figure 8. Future Congestion on Major Highways in Arizona and Nevada Assuming Integrated Manufacturing and Trade with Mexico Expands

The traffic modeling also determined that if trade with Mexico expands in the future, up to 43 percent of the highways in the region could be unacceptably congested.

The congestion impacts to trade and mobility extend beyond Arizona and Nevada. The range of current and anticipated trends in U.S. trade, both domestically and with Mexico and Asia suggests that the Western U.S. will experience significant sustained growth in the regional economy, accompanied by corresponding growth in travel demand. Because of the projected congestion on I-5 and other north-south routes in California, there is an emerging need for an alternative to those corridors to improve the flow of goods and to minimize the disruption that could result from a highway closure, whether caused by construction or a disaster such as an earthquake.

Robust and growing trade with Asian economies, much of which is shipped through California ports, is expected to increasingly strain the ability of California's already congested north-south highway system to efficiently distribute trade goods. Combined, the Port of Los Angeles and the Port of Long Beach are the busiest in the U.S. and the 7th busiest in the world for containerized cargo,[7] with the Port of Long Beach alone handling more than $140 billion worth of goods each year.[8] Based on the Port of Los Angeles and the Port of Long Beach business plan, container volumes are projected to triple between 2011 and 2035.[9] About 41 percent of imported goods leave Los Angeles by truck, and another 14 percent generally moves on short-haul rail trips to locations where the freight is transferred to trucks. These percentages are projected to increase to 56 percent and 21 percent, respectively, by 2040.[10] California's primary north-south route, I-5, and the primary connection to Nevada, I-15, are highly congested. Large segments of US 395 are projected to be congested. Significant stretches of the California highways are in highly developed urban areas, where potential for expansion is severely constrained.

Because supply chains are generally structured to minimize transportation costs, there will be an incentive for shippers to seek alternatives to increasingly congested conditions. Growing manufacturing costs in China, combined with rising transportation costs at home, are likely to make integrated manufacturing a more competitive option and manufacturing facilities in Mexico can be expected to increase. There is also likely to be further expansion and development of Mexican ports, such as the Port of Guaymas or the proposed Port at Punta Colonet. These factors have the potential to increase freight traffic through Arizona land ports of entry and the Intermountain West. Moving freight east from California's ports on I-8, I-10, I-40, and I-80, which are projected to have less congestion than California's existing north-south routes, to an inland north-south corridor could provide an important trade alternative. Unfortunately, neither Arizona nor Nevada has adequate north-south transportation infrastructure to provide for this alternative. In fact, the nearest viable north-south Interstate route alternative to I-5 and I-15 is I-25, which is nearly 760 miles from the California ports, shown on **Figure 9**.

Figure 9. North-South Interstates in the Western U.S.

[7] World Shipping Council. 2011. Available at: http://www.worldshipping.org/about-the-industry/global-trade/top-50-world-container-ports.

[8] Port of Long Beach. 2013. Biography of Larry Cottrill, Director of Master Planning, Port of Long Beach, California. Available at: http://www.polb.com/contact/staff/directors/cottrill.asp

[9] Southern California Association of Governments. 2012. *2012-2035 Regional Transportation Plan*. Available at: http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx.

[10] FHWA. 2012. *Freight Analysis Framework Version 3 (FAF3)*.

If the Intermountain West is to support projected trade growth, the need exists to improve regional mobility in Arizona and Nevada and to provide an alternative to the limited number of north-south Interstate corridors in the western U.S.

System Linkage Gaps Inhibit Mobility and Connectivity in the Southwest Triangle Megaregion

Beyond the need for better linkages to capitalize on trade trends, is a need to address the lack of efficient north-south connectivity and mobility between the region's important metropolitan and economic areas, particularly in Arizona and Nevada. These areas are shown on **Figure 10** and described in the text that follows. Arizona's Sun Corridor, which comprises the Phoenix, Tucson, Prescott, and Nogales metropolitan areas, has nearly 6 million people. The Sun Corridor is one of the fastest growing regions in the country, and its population is forecast to double by 2040. The Las Vegas region, including the greater Mojave Region, has about 2.2 million people, and the Reno area has about 420,000 people. The Conference of Mayors projects that, in the next 30 years, the population in Las Vegas will increase by 67 percent.[11] Development trends in Arizona and Nevada indicate that the economies of both states are expected to continue to outpace the U.S. average. The Phoenix and Las Vegas metropolitan areas are the largest contributors to each state's economy, followed by Tucson and Reno. These cities are linked by tourism, trade, and the desire to enhance economic development between them. Yet these metropolitan areas are connected by an inadequate patchwork of highly congested Interstate freeways and two-lane highways that lack basic amenities and are not access controlled.

Figure 10. The Southwest Triangle: Expanding Megaregion

Source: Metropolitan Research Center, University of Utah, Brookings Mountain West, June 2010.

By improving the connection between Phoenix and Las Vegas, which would intersect I-8, I-10, I-40, and I-15 connecting Southern California, Arizona, and Nevada, a critical leg of the I-11 and Intermountain West Corridor would be established, as would the missing third leg of what is known as the Southwest Triangle Megaregion (Figure 10). The Southwest Triangle Megaregion includes the Sun Corridor and greater Mojave Region and the urban area in Southern California between San Diego and Santa Barbara. Combined, this megaregion has a population of nearly 30 million people. The Southwest Triangle is on a trajectory to become a leading American region that maintains links to the world's fastest emerging economies in Asia (through the Port of Los Angeles and the Port of Long Beach) and in Latin America (through Arizona's connection to Mexico). This megaregion is linked by transportation, economy, and environment and shares numerous economic interdependencies in sectors such as defense, logistics, healthcare, entertainment, tourism, and technology. Surrounded by deserts, Las Vegas and the Sun Corridor are actively engaged in wind and solar research and development, equipment manufacturing, and green energy production, all of which have major market potential in California in addition to their home states, but are dependent on improved transportation and utility infrastructure to implement.

The Sun Corridor–Las Vegas leg of the Southwest Triangle Megaregion intersects with four important Interstates (I-8, I-10, I-40, and I-15) and has the potential for tremendous economic growth. However, the lack of efficient north-south connectivity on this leg hampers Arizona and Nevada from fully benefiting from the potential

[11] IHS Global Insight 2012. *U.S. Metro Economies.* Available at: http://usmayors.org/metroeconomies/2014/0114-briefing.pdf.

synergies that these connections make possible. Phoenix and Las Vegas are the only major metropolitan areas in the country not connected by a contiguous, access-controlled Interstate highway. Additionally, there is no passenger rail or direct freight rail connection between these cities, which are among the largest and fastest growing metropolitan areas in the country. Ease of mobility is a key component of economic growth, and completing the missing leg of the Southwest Triangle is a critical need for these closely linked metropolitan areas to achieve enhanced economic integration within the entire megaregion.

Project Status and Public Policy in Support of the Proposed Action

From the CANAMEX Trade Corridor designation to ADOT's current capacity expansion project on US 93 between the I-40/US 93 Interchange in Kingman and Wickenburg, numerous studies and construction projects have furthered the development of the I-11 and Intermountain West Corridor. For more than two decades, Arizona, Nevada, and local planning entities in both states have been advocating improving the transportation infrastructure that connects the two states. In 2007, MAG and ADOT launched a long-term transportation planning effort for the Phoenix Metropolitan Area and the State of Arizona titled *bqAZ: Building a Quality Arizona.*[12] As part of this effort, transportation framework studies were completed identifying the long-range transportation vision. In 2008 and 2009, the MAG Regional Council accepted the findings of the initial two framework studies[13] [14], and subsequently incorporated into the Regional Transportation Plan[15] as an illustrative corridor, the 152-mile Hassayampa Freeway corridor. In 2010, the Arizona State Transportation Board accepted the findings of the Statewide Transportation Planning Framework Program, which identified a proposed Interstate corridor along the Hassayampa Freeway and the replacement of US 93 by a future Interstate route in Arizona.

In Nevada, various committees of the State Legislature took up the matter of a proposed Interstate corridor connecting Las Vegas and Phoenix. In 2010, the Assembly House Development and Promotion of Logistics and Distribution Centers and Issues Concerning Infrastructure and Transportation studied the proposed Interstate and drafted a resolution asking Congress and the FHWA to designate US 93 as a future Interstate Highway. The resolution proclaimed that the Interstate Highway would begin at the border of Mexico (south of Tucson), continue through Las Vegas and Reno, and end at the border of Canada (north of Seattle). By designating it an Interstate Highway, it would connect to the I-40 east-west corridor and assist in making Nevada a major manufacturing distribution hub in the West. In 2011, the State Legislature passed Assembly Joint Resolution No. 6[16], from the Senate Committee on Transportation and the Assembly Committee on Commerce and Labor, requesting that Congress and the FHWA designate part of US 93 as an Interstate Highway.

Both states have already made significant investments toward fulfilling the vision of an I-11 Corridor. ADOT has invested nearly $500 million to upgrade most of the US 93 corridor to a four-lane divided highway. The Central Federal Lands Highway Division, with support from NDOT and ADOT, constructed the Mike O'Callaghan–Pat Tillman Memorial Bridge (Hoover Dam Bypass), and NDOT fast-tracked the design and construction of a project to widen US 93 to two lanes in each direction between the bridge and Boulder City, Nevada. NDOT and the RTC of Southern Nevada, in conjunction with FHWA, are currently developing the Boulder City Bypass, an alignment around Boulder City that will connect US 93 to the Hoover Dam Bypass. Despite these efforts, significant deficiencies remain:

- There is no high-capacity, access-controlled highway between I-10 and US 93 (western Phoenix Metropolitan Area).
- US 93 is not access-controlled; about 45 miles of the US 93 corridor is still a two-lane highway.

[12] Arizona Council of Government and Metropolitan Planning Organization Association. 2007. *Building a Quality Arizona* (*bqAZ) Statewide Mobility Reconnaissance Study*. Available at: http://www.bqaz.org/reconReports.asp?mS=m2.

[13] MAG. 2008. Interstate 10/Hassayampa Valley Transportation Framework Study. Available at: http://www.bqaz.org/hasOverview.asp?mS=m3.

[14] MAG. 2009. Interstates 8 and 10/Hidden Valley Transportation Framework Study. Available at: http://www.bqaz.org/hiddReports.asp?mS=m4.

[15] MAG. 2010. Regional Transportation Plan. Available at: http://www.azmag.gov/Projects/Project.asp?CMSID2=1126&MID=Transportation.

[16] State of Nevada. 2011. Assesmbly Join Resolution No. 6. Available at: http://www.interstate11.org/i11/documents/ajr6_en.pdf.

- The north-south Interstate highways in Tucson, Phoenix, and Las Vegas are growth-constrained and will not be able to keep up with predicted increases in congestion.
- There is a lack of contiguous north-south Interstate connectivity with major east-west Interstates (I-8, I-10, I-40, I-15, and I-80).
- The region has no north-south passenger rail and poor freight rail connectivity.
- The north-south transportation infrastructure in both states is insufficient to support projected increases in truck traffic generated by trade with Mexico.

In summary, the need for improved north-south connectivity in the Intermountain West, particularly between Arizona and Nevada, to enhance trade, economic development, efficient mobility, and provide an alternative route for freight movement is so vital that Congress has designated several High Priority Corridors in the region. Additionally, state governments along with local planning agencies have made substantial effort and investment toward the vision of a continuous, access-controlled, north-south transportation corridor in the Intermountain West.

Purpose of the Proposed Action

The purpose of the proposed action is to provide an access-controlled, north-south transportation corridor that will connect important metropolitan areas and markets in the Intermountain West with Mexico and Canada to support improved regional mobility for people and freight, and provide enhanced opportunities for trade and economic development.

Additional Goals and Objectives

Overview

A Goals and Objectives Statement was developed during the alternatives analysis phase of the study to provide a broad vision for the project and to communicate the full range of factors for evaluating the potential benefits of the I-11 and Intermountain West Corridor, particularly the segments in Arizona and Nevada. The information in the Goals and Objectives Statement was obtained largely from the *I-11 and Intermountain West Corridor Study Corridor Justification Report*[17] and input received from project stakeholders. This information and input were used to develop this Purpose and Need Statement. Additional goals and objectives not included in the project purpose are summarized below and are included in this document as issues to consider as the project develops. The full Goals and Objectives Statement is in Appendix A of the Technical Memorandum: Level 1 Evaluation Results Summary.[18]

Non-Transportation System Linkage

Beyond its ability to strengthen ground-based transportation, the I-11 and Intermountain West Corridor could enhance the economies of Phoenix, Las Vegas, and the region by also transporting electricity, fuel, water, commodities (by pipeline), and telecommunication data. Environmental groups participating in the study informed the project team that a statewide assessment has been conducted in Arizona to identify renewable energy development areas. The assessment identified ample land near the I-11 Corridor suitable for renewable energy production. In addition, the Arizona Solar Working Group, consisting of environmental and wildlife advocates, utility companies, and solar energy developers, has been working to evaluate possible corridors for renewable energy transmission throughout Arizona. From the analyses already conducted, it appears the I-11 Corridor has suitable characteristics not only for the production of renewable energy, but also to accommodate transmission lines to transfer the power with low ecological impacts.

[17] *I-11 and Intermountain West Corridor Study. Corridor Justification Report.* 2013. Prepared for Nevada Department of Transportation and Arizona Department of Transportation. Prepared by CH2M HILL and AECOM. August.

[18] Appendix A of the *Technical Memorandum: Level 1 Evaluation Results Summary*. 2014. Prepared for Nevada Department of Transportation and Arizona Department of Transportation. Prepared by CH2M HILL and AECOM. March.

Trade

The proposed action would connect Mexican ports and manufacturing areas with Arizona's and Nevada's largest manufacturing and economic activity centers to support regional, national, and international trade. Given Arizona's and Nevada's strong freight flows to California, Mexico, and Canada, the I-11 and Intermountain West Corridor is expected to increase the efficiency of freight movement to and from both states and to enhance the region's economy. Moreover, development of the I-11 Corridor is an important first step in positioning Arizona and Nevada strategically to benefit from the port activity in the region. Alternatives to the Ports of Los Angeles and Long Beach and the increasingly congested north-south Interstate freeways in California are likely to stimulate demand for additional north-south routes such as the I-11 Corridor to accommodate the movement of freight.

Modal Interrelationships

The I-11 Corridor and adjacent areas have established multimodal connections and a commitment from Arizona and Nevada, at the planning level, to continue promoting multimodal opportunities in the study area. A multimodal north-south transportation corridor would enhance connections with ports, rail intermodal facilities, and the region's airports. About half the bilateral flow of trade through Arizona's border crossings with Mexico, by value and volume, were multimodal.[19] Despite that, the lack of connections and transportation infrastructure linking Mexico, Phoenix, and Las Vegas make freight flows from and to Latin American/Mexico more attractive through Texas border crossings than through Arizona border crossings, such as Nogales.

Economics

Economic growth is strongly and positively correlated with overall transportation demand, both for freight and personal vehicles. Development trends in Arizona and Nevada indicate that the economies of both states are expected to continue to outpace the U.S. average. To enhance the region's competitiveness, a robust transportation system is needed to facilitate the growth of business and its attraction to the area and to offer a means to connect to other markets. Industry targets such as aerospace, aviation, and defense; advanced manufacturing; mining, materials, and manufacturing; transportation and logistics; and tourism, gaming, and entertainment are critically dependent upon their supply chain and the regional movement of people and finished goods. Both states recognize that to be successful in their economic development endeavors, many simultaneous strategies—including developing the transportation systems that these industry clusters require—must be implemented.

[19] FHWA. 2012. *Freight Analysis Framework Version 3 (FAF3).*

Appendix B:

Letters/Comments Received from the Nevada Department of Wildlife, December 2013

BRIAN SANDOVAL
Governor

STATE OF NEVADA
DEPARTMENT OF WILDLIFE
1100 Valley Road
Reno, Nevada 89512
(775) 688-1500 • Fax (775) 688-1595

TONY WASLEY
Director

RICHARD L. HASKINS, II
Deputy Director

PATRICK O. CATES
Deputy Director

December 10, 2013

Dan Andersen
Planner
CH2M Hill
2485 Village View Drive, Suite 350
Henderson, Nevada 89074

Re: I-11 Corridor Study – Alternative BB-QQ

Dear Mr. Andersen:

I am responding to your request for information from the Nevada Department of Wildlife (NDOW) on the known or potential occurrence of wildlife resources in the vicinity of the I-11 Corridor Study – Alternative BB-QQ located in Clark County, Nevada. In order to fulfill your request an analysis was performed using the best available data from the NDOW's wildlife occurrences, raptor nest sites and ranges, greater sage-grouse leks and habitat, and big game distributions databases. No warranty is made by the NDOW as to the accuracy, reliability, or completeness of the data for individual use or aggregate use with other data. These data should be considered **sensitive** and may contain information regarding the location of sensitive wildlife species or resources. All appropriate measures should be taken to ensure that the use of this data is strictly limited to serve the needs of the project described on your GIS Data Request Form. Abuse of this information has the potential to adversely affect the existing ecological status of Nevada's wildlife resources and could be cause for the denial of future data requests.

To adequately provide wildlife resource information in the vicinity of the proposed project the NDOW delineated an area of interest that included a four-mile buffer around the project area provided by you (email, December 02, 2013). Wildlife resource data was queried from the NDOW databases based on this area of interest. The results of this analysis are summarized below.

Big Game – Occupied bighorn sheep distribution exists within portions of the project area and four-mile buffer area. No known occupied elk, mule deer, or pronghorn antelope distributions exist in the vicinity of the project area. Please refer to the attached maps for details regarding big game distributions relative to the proposed project area.

Greater Sage-Grouse – There is no known greater sage-grouse habitat in the vicinity of the project area.

Raptors – Various species of raptors, which use diverse habitat types, may reside in the vicinity of the project area. American kestrel, bald eagle, barn owl, burrowing owl, Cooper's hawk, ferruginous hawk, flammulated owl, golden eagle, great horned owl, long-eared owl, merlin, northern goshawk, northern harrier, northern pygmy owl, northern saw-whet owl, osprey, peregrine falcon, red-tailed hawk, rough-legged hawk, sharp-shinned hawk, short-eared owl, Swainson's hawk, turkey vulture, and western screech owl have distribution ranges that include the project area and four-mile buffer area. Furthermore, the following raptor species have been directly observed in the vicinity of the project area:

American kestrel
bald eagle
black-shoulder kite
burrowing owl
Cooper's hawk
flammulated owl
golden eagle
great horned owl
northern saw-whet owl
osprey
peregrine falcon
prairie falcon
red-shouldered hawk
red-tailed hawk
Swainson's hawk
turkey vulture

Raptor species are protected by State and Federal laws. In addition, bald eagle, burrowing owl, California spotted owl, ferruginous hawk, flammulated owl, golden eagle, northern goshawk, peregrine falcon, prairie falcon, and short-eared owl are NDOW species of special concern and are target species for conservation as outlined by the Nevada Wildlife Action Plan. Per the *Interim Golden Eagle Technical Guidance: Inventory and Monitoring Protocols; and Other Recommendations in Support of Golden Eagle Management and Permit Issuance* (United States Fish and Wildlife Service 2010) we have queried our raptor nest database to include raptor nest sites within ten miles of the proposed project area. There are 64 known raptor nest sites within ten miles of the project area. Please refer to Appendix 1 for details.

Other Wildlife Resources

A number of other species have also been observed in the vicinity of the project area. Please refer to Appendix 2 for details.

The above information is based on data stored at our Reno Headquarters Office, and does not necessarily incorporate the most up to date wildlife resource information collected in the field. Please contact the Habitat Division Supervising Biologist at our Southern Region Las Vegas Office (702.486.5127) to discuss the current environmental conditions for your project area and the interpretation of our analysis. Furthermore, it should be noted that the information detailed above is preliminary in nature and not necessarily an identification of every wildlife resource concern associated with the proposed project. Consultation with the Supervising Habitat biologist will facilitate the development of appropriate survey protocols and avoidance or mitigation measures that may be required to address potential impacts to wildlife resources.

Brad Hardenbrook - Southern Region Supervising Habitat Biologist (ext. 3600)

Federally listed Threatened and Endangered species are also under the jurisdiction of the United States Fish and Wildlife Service. Please contact them for more information regarding these species. The Nevada Department of Wildlife does not maintain information on the known or potential existence of wildlife resources in the State of Arizona. Please contact the Arizona Game and Fish Department for more information.

If you have any questions regarding the results or methodology of this analysis please do not hesitate to contact our GIS office at (775) 688-1565.

Sincerely,

Timothy M. Herrick
Biologist

Appendix 1: Raptor Nest Sites

Probable Use	Last Check	Last Active	Township/Range/Section
Buteo	5/13/1982	5/13/1982	21 0240S 0650E 003
Buteo	5/7/2004		21 0200S 0590E 010
Buteo	4/29/2011		21 0240S 0620E 010
Buteo	4/30/2012		21 0180S 0640E 004
Buteo	4/30/2012		21 0180S 0640E 007
Buteo	4/30/2012		21 0180S 0640E 030
Buteo	4/30/2012		21 0180S 0640E 033
Buteo	4/30/2012		21 0210S 0630E 020
Buteo	4/30/2012		21 0230S 0630E 001
Eagle	3/1/1993	3/1/1993	21 0200S 0590E 010
Eagle	4/29/2011		21 0240S 0620E 010
Eagle	4/29/2011		21 0240S 0620E 010
Eagle	5/25/2012		21 0240S 0650E 001
Eagle/Buteo	4/30/2012		21 0200S 0630E 032
Eagle/Buteo	4/30/2012		21 0230S 0630E 029
Eagle/Buteo	7/15/2012	6/1/2007	21 0200S 0590E 010
Falcon	5/22/1974		21 0180S 0640E 020
Falcon	2/19/1975	2/19/1975	21 0240S 0650E 011
Falcon	5/9/1981	5/9/1981	21 0180S 0620E 016
Falcon	5/9/1981	5/9/1981	21 0200S 0620E 013
Falcon	5/9/1981	5/9/1981	21 0200S 0630E 016
Falcon	5/9/1981	5/9/1981	21 0200S 0630E 032
Falcon	5/9/1981	5/9/1981	21 0210S 0630E 016
Falcon	6/13/1981	6/13/1981	21 0210S 0610E 009
Falcon	5/11/1982	5/11/1982	21 0200S 0590E 009
Falcon	5/13/1982	5/13/1982	21 0240S 0650E 021
Falcon	4/1/1996		21 0200S 0610E 030
Falcon	1/1/1997		21 0200S 0620E 013
Falcon	1/1/2001	1/1/2001	21 0200S 0600E 006
Falcon	1/1/2001	1/1/2001	21 0200S 0620E 016
Falcon	1/1/2001		21 0200S 0630E 032
Falcon	1/1/2003		
Falcon	5/1/2009		21 0230S 0650E 007
Falcon	3/13/2010	3/13/2010	21 0230S 0620E 027
Falcon	4/9/2010	4/9/2010	21 0170S 0600E 027
Falcon	5/1/2010	5/1/2010	21 0240S 0650E 021
Falcon	5/25/2010	6/21/2007	21 0210S 0610E 010
Falcon	6/9/2010	6/9/2010	21 0200S 0590E 010
Falcon	2/10/2012	5/22/2009	21 0200S 0630E 009
Falcon	3/3/2012		21 0200S 0590E 019
Falcon	5/27/2012	5/1/2010	21 0220S 0640E 016
Falcon	6/6/2012	6/29/2010	21 0230S 0620E 027
Falcon	6/18/2012	5/1/2010	21 0230S 0650E 007
Falcon	6/26/2012	6/1/2007	
Falcon	6/26/2012	5/1/2010	21 0230S 0650E 021
Falcon	6/26/2012	5/1/2010	
Falcon	6/26/2012	5/1/2010	

Falcon	6/26/2012	5/1/2010	
Falcon	7/1/2012	5/1/2009	
Falcon	7/1/2012	5/1/2009	
Falcon	7/1/2012	5/1/2010	21 0220S 0650E 016
Falcon	7/1/2012	5/1/2010	21 0220S 0650E 032
Falcon	7/1/2012	5/1/2010	21 0250S 0650E 011
Falcon	7/1/2012	6/11/2010	21 0200S 0630E 032
Falcon	7/1/2012		
Unknown	5/7/2004		21 0190S 0590E 020
Unknown	5/7/2004		21 0190S 0590E 027
Unknown	5/7/2004		21 0200S 0590E 007
Unknown	5/7/2004		21 0200S 0590E 010
Unknown	5/7/2004		21 0200S 0590E 016
Unknown	5/3/2006		21 0170S 0630E 027
Unknown	5/3/2006		21 0170S 0630E 034
Unknown	5/8/2006		21 0190S 0590E 033
Unknown	4/30/2012		21 0170S 0630E 027

Appendix 2: Other Wildlife Resources

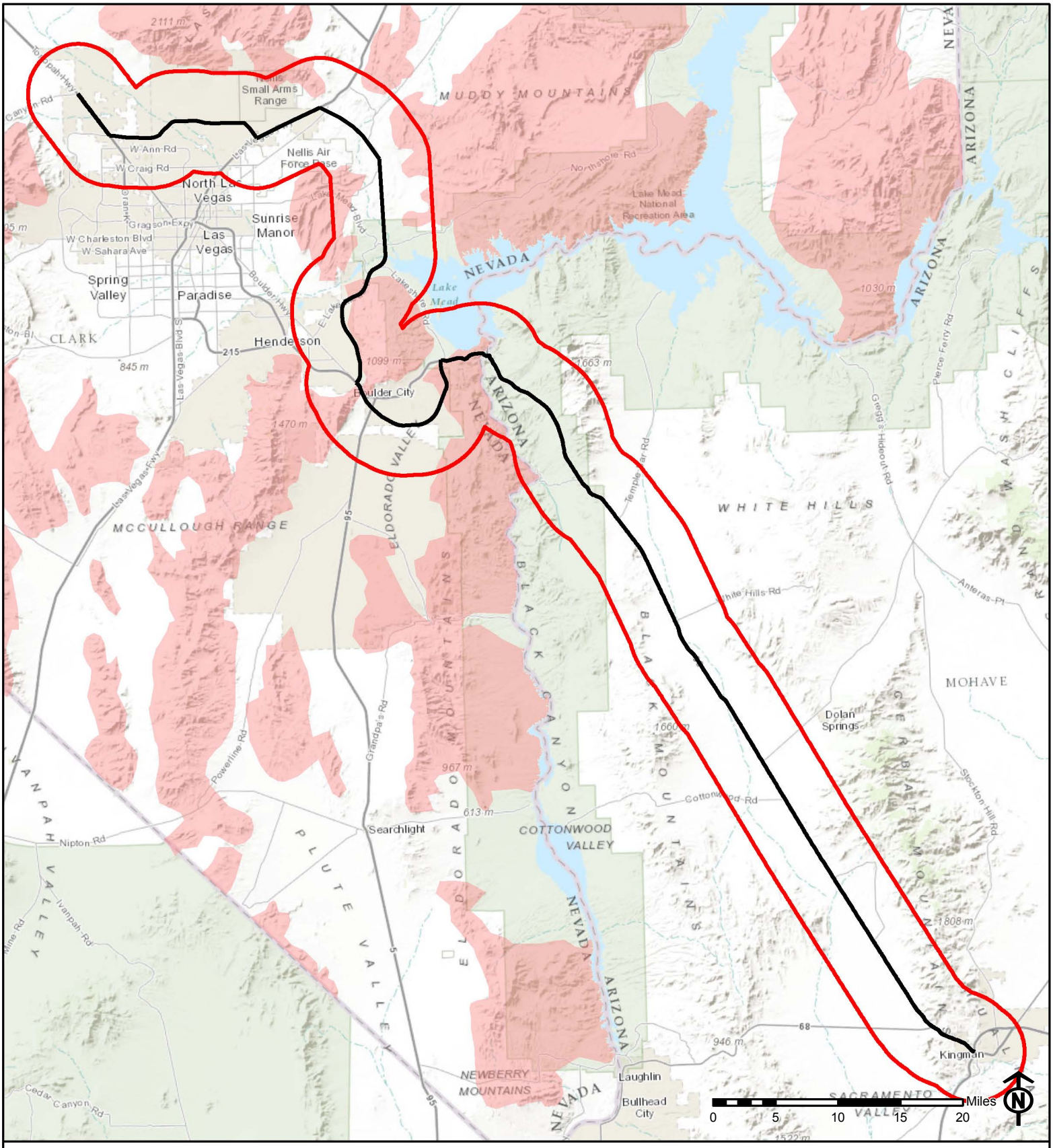
Common Name	ESA	State	SWAP_SoCP
Abert's towhee			
American avocet			Yes
American coot			
American gizzard shad			
Anna's hummingbird			
banded Gila monster		Protected	Yes
barn swallow			
black-legged kittiwake			
black-necked stilt			
black-tailed gnatcatcher			
black-throated sparrow			
black bullhead			
black crappie			
blue tilapia			
bluegill			
Brazilian (Mexican) free-tailed bat		Protected	Yes
brown pelican			
brush deermouse			
bullfrog			
bushy-tailed woodrat			
cactus deermouse			
California myotis			
canyon bat			
canyon deermouse			
canyon towhee			
cattle egret			
channel catfish			
cliff swallow			
coachwhip			
coho salmon			
common carp			
common chuckwalla			Yes
common kingsnake			
common loon			Yes
common merganser			
common moorhen			
common raven			
common side-blotched lizard			
common yellowthroat			
cordilleran flycatcher			
Costa's hummingbird			
coyote			
crappie (unknown)			
crissal thrasher			
cutbow trout			
deermouse (unknown)			
desert banded gecko			Yes
desert glossy snake			

desert horned lizard			Yes
desert night lizard			Yes
desert pocket mouse			Yes
desert tortoise	Threatened	Threatened	Yes
desert woodrat			
Devil's Hole pupfish	Endangered	Endangered	Yes
fathead minnow			
flannelmouth sucker			Yes
frog (unknown)			
Gambel's quail			
glossy snake			
golden shiner			
gophersnake			
gray fox			
Great Basin collared lizard			Yes
Great Basin fence lizard			
Great Basin gophersnake			
Great Basin rattlesnake			
Great Basin whiptail			
great blue heron			
greater roadrunner			
greater sandhill crane			Yes
greater short-horned lizard			Yes
green heron			
green sunfish			
hermit thrush			
hoary bat			Yes
house mouse			
house sparrow			
killdeer			
kit fox			
largemouth bass			
loggerhead shrike		Sensitive	Yes
long-nosed leopard lizard			Yes
long-nosed snake			
long-tailed pocket mouse			
MacGillivray's warbler			
magnificent frigatebird			
mallard			
Mandarin duck			
marsh wren			
Mediterranean gecko			
Merriam's kangaroo rat			
Mojave Desert sidewinder			Yes
Mojave patch-nosed snake			
Mojave rattlesnake			
Mojave shovel-nosed snake			Yes
mountain bluebird			
mourning dove			
myotis (unknown)			

Nevada shovel-nosed snake			Yes
Nevada side-blotched lizard			
North American deermouse			
North American racer			
northern desert horned lizard			Yes
northern desert iguana			Yes
northern desert nightsnake			
northern flicker			
northern mockingbird			
northern pintail			Yes
northern zebra-tailed lizard			
orange-crowned warbler			
Pacific Loon			
pallid bat		Protected	
Panamint rattlesnake			
phainopepla			
pocket mouse (unknown)			
quagga mussel			
rainbow trout			
razorback sucker	Endangered	Endangered	Yes
red-necked grebe			
red-spotted toad			
red-winged blackbird			
red shiner			
red swamp crayfish			
relict leopard frog	Candidate	Protected	Yes
ring-necked duck			
ruby-crowned kinglet			
ruddy duck			
sage sparrow			Yes
Sierra gartersnake			
smallmouth bass			
snow bunting			
song sparrow			
sora			
southern desert horned lizard			Yes
southwestern speckled rattlesnake			
southwestern willow flycatcher	Endangered	Endangered	Yes
speckled rattlesnake			
spiny softshell			
spotted leaf-nosed snake			Yes
striped bass			
suckermouth catfish			
tadpole (unknown)			
threadfin shad			
tiger whiptail			
Townsend's big-eared bat		Sensitive	Yes
variable groundsnake			
verdin			
western banded gecko			Yes

western diamond-backed rattlesnake			
western fence lizard			
western grebe			
western harvest mouse			
western long-tailed brush lizard			Yes
western meadowlark			
western mosquitofish			
western shovel-nosed snake			Yes
western small-footed myotis			Yes
western snowy plover			Yes
western threadsnake			Yes
western yellow-billed cuckoo	Candidate	Sensitive	Yes
western yellow bat			
white-crowned sparrow			
white-faced ibis			Yes
white-tailed antelope squirrel			
white-throated sparrow			
wood duck			
Woodhouse's toad			
yellow-backed spiny lizard			
yellow-breasted chat			
yellow-headed blackbird			
yellow bullhead			
Yuma clapper rail	Endangered	Endangered	Yes
Yuma myotis			
zebra-tailed lizard			

ESA: Endangered Species Act Status
State: State of Nevada Special Status
SWAP_SoCP: Nevada State Wildlife Action Plan (2012) Species of Conservation Priority



Project Area

Four Mile Buffer Area Boundary

Bighorn Sheep Distribution

I-11 Corridor Study BB QQ
Bighorn Sheep Distribution

December 09, 2013

Projection: UTM Zone 11 North, NAD83

No warranty is made by the Nevada Department of Wildlife as to the accuracy, reliability, or completeness of the data for individual use or aggregate use with other data.

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STATE OF NEVADA

DEPARTMENT OF WILDLIFE

1100 Valley Road
Reno, Nevada 89512
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PATRICK O. CATES
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Dan Andersen
Planner
CH2M Hill
2485 Village View Drive, Suite 350
Henderson, Nevada 89074

December 10, 2013

Re: I-11 Corridor Study – Alternative Y

Dear Mr. Andersen:

I am responding to your request for information from the Nevada Department of Wildlife (NDOW) on the known or potential occurrence of wildlife resources in the vicinity of the I-11 Corridor Study – Alternative Y located in Clark County, Nevada. In order to fulfill your request an analysis was performed using the best available data from the NDOW's wildlife occurrences, raptor nest sites and ranges, greater sage-grouse leks and habitat, and big game distributions databases. No warranty is made by the NDOW as to the accuracy, reliability, or completeness of the data for individual use or aggregate use with other data. These data should be considered **sensitive** and may contain information regarding the location of sensitive wildlife species or resources. All appropriate measures should be taken to ensure that the use of this data is strictly limited to serve the needs of the project described on your GIS Data Request Form. Abuse of this information has the potential to adversely affect the existing ecological status of Nevada's wildlife resources and could be cause for the denial of future data requests.

To adequately provide wildlife resource information in the vicinity of the proposed project the NDOW delineated an area of interest that included a four-mile buffer around the project area provided by you (email, December 02, 2013). Wildlife resource data was queried from the NDOW databases based on this area of interest. The results of this analysis are summarized below.

Big Game – Occupied bighorn sheep distribution exists within portions of the project area and four-mile buffer area. No known occupied elk, mule deer, or pronghorn antelope distributions exist in the vicinity of the project area. Please refer to the attached maps for details regarding big game distributions relative to the proposed project area.

Greater Sage-Grouse – There is no known greater sage-grouse habitat in the vicinity of the project area.

Raptors – Various species of raptors, which use diverse habitat types, may reside in the vicinity of the project area. American kestrel, bald eagle, barn owl, burrowing owl, Cooper's hawk, ferruginous hawk, flammulated owl, golden eagle, great horned owl, long-eared owl, merlin, northern goshawk, northern harrier, northern pygmy owl, northern saw-whet owl, osprey, peregrine falcon, red-tailed hawk, rough-legged hawk, sharp-shinned hawk, short-eared owl, Swainson's hawk, turkey vulture, and western screech owl have distribution ranges that include the project area and four-mile buffer area. Furthermore, the following raptor species have been directly observed in the vicinity of the project area:

American kestrel	golden eagle	osprey
bald eagle	great horned owl	peregrine falcon
barn owl	Harris's hawk	prairie falcon
black-shoulder kite	long-eared owl	red-shouldered hawk
burrowing owl	northern harrier	red-tailed hawk

California condor	northern saw-whet owl	Swainson's hawk
Cooper's hawk		

Raptor species are protected by State and Federal laws. In addition, bald eagle, burrowing owl, California spotted owl, ferruginous hawk, flammulated owl, golden eagle, northern goshawk, peregrine falcon, prairie falcon, and short-eared owl are NDOW species of special concern and are target species for conservation as outlined by the Nevada Wildlife Action Plan. Per the *Interim Golden Eagle Technical Guidance: Inventory and Monitoring Protocols; and Other Recommendations in Support of Golden Eagle Management and Permit Issuance* (United States Fish and Wildlife Service 2010) we have queried our raptor nest database to include raptor nest sites within ten miles of the proposed project area. There are 102 known raptor nest sites within ten miles of the project area. Please refer to Appendix 1 for details.

Other Wildlife Resources

The following species have also been observed in the vicinity of the project area. Please refer to Appendix 2 for details.

The above information is based on data stored at our Reno Headquarters Office, and does not necessarily incorporate the most up to date wildlife resource information collected in the field. Please contact the Habitat Division Supervising Biologist at our Southern Region Las Vegas Office (702.486.5127) to discuss the current environmental conditions for your project area and the interpretation of our analysis. Furthermore, it should be noted that the information detailed above is preliminary in nature and not necessarily an identification of every wildlife resource concern associated with the proposed project. Consultation with the Supervising Habitat biologist will facilitate the development of appropriate survey protocols and avoidance or mitigation measures that may be required to address potential impacts to wildlife resources.

Brad Hardenbrook - Southern Region Supervising Habitat Biologist (ext. 3600)

Federally listed Threatened and Endangered species are also under the jurisdiction of the United States Fish and Wildlife Service. Please contact them for more information regarding these species. The Nevada Department of Wildlife does not maintain information on the known or potential existence of wildlife resources in the State of Arizona. Please contact the Arizona Game and Fish Department for more information.

If you have any questions regarding the results or methodology of this analysis please do not hesitate to contact our GIS office at (775) 688-1565.

Sincerely,

Timothy M. Herrick

Timothy M. Herrick
Biologist

Appendix 1: Raptor Nest Sites

Probable Use	Last Check	Last Active	Township/Range/Section
Accipiter/Buteo	7/18/1981	7/18/1981	21 0220S 0590E 007
Accipiter/Buteo	6/26/1993	6/26/1993	21 0220S 0580E 003
Accipiter/Buteo	6/26/1993		21 0220S 0580E 003
Accipiter/Buteo	1/1/1998		21 0220S 0590E 007
Buteo	5/13/1982	5/13/1982	21 0240S 0650E 003
Buteo	1/1/1993	1/1/1993	21 0210S 0590E 036
Buteo	6/26/1993		21 0220S 0590E 012
Buteo	6/27/1993	6/27/1993	21 0220S 0590E 017
Buteo	7/3/1993	7/3/1993	21 0200S 0590E 031
Buteo	7/10/1993		21 0210S 0580E 013
Buteo	5/7/2004		21 0200S 0590E 010
Buteo	4/29/2011		21 0240S 0620E 010
Buteo	5/3/2011	5/3/2011	21 0230S 0600E 007
Buteo	4/30/2012		21 0210S 0630E 020
Buteo	4/30/2012		21 0230S 0630E 001
Buteo/Corvid	5/3/2011	5/3/2011	21 0210S 0590E 033
Buteo/Corvid	5/3/2011		21 0210S 0590E 028
Buteo/Corvid	5/3/2011		21 0220S 0590E 008
Buteo/Corvid	5/3/2011		21 0220S 0590E 017
Buteo/Corvid	5/3/2011		21 0230S 0590E 024
Buteo/Corvid	5/3/2011		21 0230S 0590E 024
Buteo/Corvid	5/3/2011		21 0230S 0590E 024
Eagle	3/1/1993	3/1/1993	21 0200S 0590E 010
Eagle	5/23/1993	5/23/1993	21 0210S 0580E 009
Eagle	5/23/1993		21 0210S 0580E 009
Eagle	5/12/2009		21 0230S 0600E 007
Eagle	4/29/2011		21 0240S 0620E 010
Eagle	4/29/2011		21 0240S 0620E 010
Eagle	5/3/2011	5/22/1993	21 0230S 0600E 007
Eagle	5/3/2011		21 0220S 0590E 005
Eagle	5/3/2011		21 0230S 0590E 006
Eagle	5/3/2011		21 0230S 0600E 006
Eagle	5/3/2011		21 0230S 0600E 007
Eagle	5/3/2011		21 0230S 0600E 007
Eagle	5/3/2011		21 0230S 0600E 007
Eagle	5/3/2011		21 0230S 0600E 007
Eagle	5/25/2012		21 0240S 0650E 001
Eagle/Buteo	5/3/2011		21 0210S 0590E 028
Eagle/Buteo	5/3/2011		21 0230S 0600E 007
Eagle/Buteo	5/3/2011		21 0230S 0600E 007
Eagle/Buteo	4/30/2012		21 0230S 0630E 029
Eagle/Buteo	7/15/2012	6/1/2007	21 0200S 0590E 010
Falcon	2/19/1975	2/19/1975	21 0240S 0650E 011
Falcon	1/1/1977		21 0210S 0590E 012
Falcon	5/9/1981	5/9/1981	21 0200S 0630E 032
Falcon	5/9/1981	5/9/1981	21 0210S 0630E 016
Falcon	6/13/1981	6/13/1981	21 0210S 0610E 009
Falcon	5/11/1982	5/11/1982	21 0200S 0590E 009

Falcon	5/11/1982	5/11/1982	21 0230S 0590E 013
Falcon	5/13/1982	5/13/1982	21 0240S 0650E 021
Falcon	1/1/1993	1/1/1993	21 0220S 0590E 001
Falcon	5/22/1993	5/22/1993	21 0230S 0600E 006
Falcon	6/26/1993	6/26/1993	21 0220S 0580E 003
Falcon	4/1/1996		21 0200S 0610E 030
Falcon	1/1/1998		21 0210S 0580E 017
Falcon	1/1/2001	1/1/2001	21 0200S 0600E 006
Falcon	1/1/2001		21 0200S 0630E 032
Falcon	1/1/2003		
Falcon	5/1/2009		21 0230S 0650E 007
Falcon	3/13/2010	3/13/2010	21 0230S 0620E 027
Falcon	4/9/2010	4/9/2010	21 0170S 0600E 027
Falcon	5/1/2010	5/1/2010	21 0240S 0650E 021
Falcon	5/25/2010	6/21/2007	21 0210S 0610E 010
Falcon	6/9/2010	6/9/2010	21 0200S 0590E 010
Falcon	6/22/2011		21 0210S 0580E 018
Falcon	3/3/2012		21 0200S 0590E 019
Falcon	4/27/2012		21 0200S 0580E 024
Falcon	5/27/2012	5/1/2010	21 0220S 0640E 016
Falcon	6/6/2012	6/29/2010	21 0230S 0620E 027
Falcon	6/18/2012	5/1/2010	21 0230S 0650E 007
Falcon	6/26/2012	6/1/2007	
Falcon	6/26/2012	5/1/2010	21 0230S 0650E 021
Falcon	6/26/2012	5/1/2010	
Falcon	6/26/2012	5/1/2010	
Falcon	6/26/2012	5/1/2010	
Falcon	7/1/2012	5/1/2009	
Falcon	7/1/2012	5/1/2009	
Falcon	7/1/2012	6/22/2009	21 0220S 0590E 008
Falcon	7/1/2012	5/1/2010	21 0220S 0650E 016
Falcon	7/1/2012	5/1/2010	21 0220S 0650E 032
Falcon	7/1/2012	5/1/2010	21 0250S 0650E 011
Falcon	7/1/2012	6/11/2010	21 0200S 0630E 032
Falcon	7/1/2012		
Falcon	7/4/2012		21 0230S 0600E 007
Falcon	7/7/2012	6/10/2009	21 0200S 0580E 036
Owl	6/26/1993	6/26/1993	21 0220S 0580E 003
Owl	5/22/1997	5/22/1997	21 0220S 0610E 021
Unknown	5/7/2004		21 0190S 0590E 020
Unknown	5/7/2004		21 0190S 0590E 027
Unknown	5/7/2004		21 0200S 0590E 007
Unknown	5/7/2004		21 0200S 0590E 010
Unknown	5/7/2004		21 0200S 0590E 016
Unknown	5/7/2004		21 0220S 0590E 001
Unknown	5/7/2004		21 0230S 0600E 007
Unknown	5/8/2006		21 0190S 0590E 033
Unknown	5/8/2006		21 0200S 0580E 029
Unknown	5/12/2009		21 0230S 0590E 013
Unknown	5/12/2009		21 0230S 0590E 024

Unknown	5/12/2009		21 0230S 0590E 024
Unknown	5/12/2009		21 0230S 0590E 024
Unknown	5/12/2009		21 0230S 0600E 006
Unknown	5/12/2009		21 0230S 0600E 007

Appendix 2: Other Wildlife Resources

Common Name	ESA	State	SWAP_SoCP
American avocet			Yes
American beaver			
American white pelican			Yes
Anna's hummingbird			
banded Gila monster		Protected	Yes
Bewick's wren			
big brown bat			
black-and-white warbler			
black-chinned hummingbird			
black-headed grosbeak			
black-necked stilt			
black-tailed gnatcatcher			
black-throated gray warbler			
black-throated sparrow			
black bullhead			
black crappie			
blue-headed vireo			
blue tilapia			
bluegill			
Brewer's blackbird			
Brewer's sparrow		Sensitive	Yes
brown creeper			
brown pelican			
brush deermouse			
bullfrog			
Bullock's oriole			
bushtit			
bushy-tailed woodrat			
cactus deermouse			
cactus wren			
California kingsnake			
California myotis			
canyon bat			
canyon deermouse			
Cassin's finch			Yes
channel catfish			
chipping sparrow			
coachwhip			
coho salmon			
common carp			
common chuckwalla			Yes
common kingsnake			
common loon			Yes
common merganser			
common moorhen			
common poorwill			
common raven			
common side-blotched lizard			

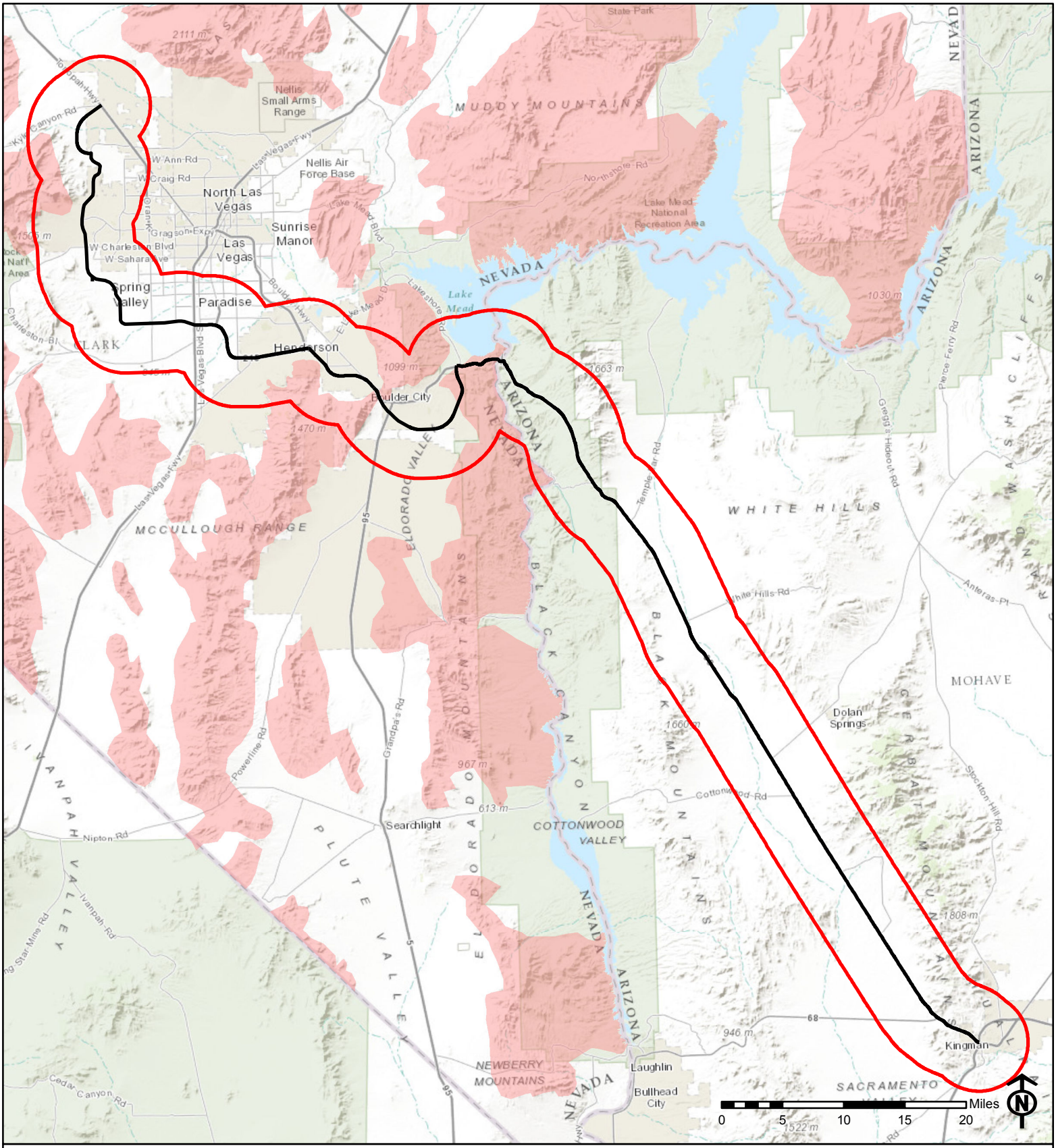
common yellowthroat			
Costa's hummingbird			
coyote			
crappie (unknown)			
crissal thrasher			
cutbow trout			
desert banded gecko			Yes
desert glossy snake			
desert horned lizard			Yes
desert night lizard			Yes
desert pocket mouse			Yes
desert tortoise	Threatened	Threatened	Yes
desert woodrat			
Devil's Hole pupfish	Endangered	Endangered	Yes
Dumeril's boa constrictor			
dusky flycatcher			
eastern collared lizard			
European starling			
flannelmouth sucker			Yes
flycatcher (unknown)			
Forster's tern			
Gambel's quail			
glossy snake			
golden-crowned kinglet			
golden shiner			
gophersnake			
Grace's warbler			
gray flycatcher			
gray fox			
gray vireo			
great-tailed grackle			
Great Basin collared lizard			Yes
Great Basin fence lizard			
Great Basin gophersnake			
Great Basin rattlesnake			
Great Basin whiptail			
great blue heron			
greater roadrunner			
greater sandhill crane			Yes
greater short-horned lizard			Yes
green-tailed towhee			
green heron			
green sunfish			
hawk (unknown)			
hermit thrush			
hermit warbler			
hoary bat			Yes
hooded warbler			
house finch			
house mouse			

house sparrow		
hummingbird (unknown)		
Inca dove		
juniper titmouse		
killdeer		
kit fox		
ladder-backed woodpecker		
largemouth bass		
Le Conte's thrasher		Yes
lesser goldfinch		
Lincoln's sparrow		
lizard (unknown)		
loggerhead shrike	Sensitive	Yes
long-billed dowitcher		Yes
long-nosed leopard lizard		Yes
long-nosed snake		
long-tailed pocket mouse		
Lucy's warbler		
MacGillivray's warbler		
magnificent frigatebird		
mallard		
marsh wren		
Mediterranean gecko		
Merriam's kangaroo rat		
Mojave Desert sidewinder		Yes
Mojave patch-nosed snake		
Mojave rattlesnake		
Mojave shovel-nosed snake		Yes
mountain chickadee		
mountain lion		
mourning dove		
Nevada shovel-nosed snake		Yes
Nevada side-blotched lizard		
North American deermouse		
North American racer		
northern desert horned lizard		Yes
northern desert iguana		Yes
northern desert nightsnake		
northern flicker		
northern mockingbird		
northern parula		
northern pintail		Yes
northern sagebrush lizard		
northern zebra-tailed lizard		
orange-crowned warbler		
Oregon junco		
oriole (unknown)		
Pacific Loon		
Panamint rattlesnake		
phainopepla		

plumbeous vireo			
pygmy nuthatch			
quagga mussel			
rainbow trout			
razorback sucker	Endangered	Endangered	Yes
red-breasted nuthatch			
red-necked grebe			
red-spotted toad			
red crossbill			
relict leopard frog	Candidate	Protected	Yes
ring-necked duck			
rock dove			
roof rat			
Ross's goose			
ruby-crowned kinglet			
ruddy duck			
sage sparrow			Yes
savannah sparrow			
Say's phoebe			
Scott's oriole			Yes
Sierra gartersnake			
slate-colored junco			
snow goose			
Sonoran lyre snake			
sora			
southwestern speckled rattlesnake			
sparrow (unknown)			
spotted bat		Threatened	Yes
spotted leaf-nosed snake			Yes
spotted towhee			
Steller's jay			
striped bass			
Tennessee warbler			
threadfin shad			
tiger whiptail			
Townsend's solitaire			
Townsend's warbler			
variable groundsnake			
verdin			
vermilion flycatcher			
Virginia's warbler			Yes
warbling vireo			
western banded gecko			Yes
western bluebird			
western diamond-backed rattlesnake			
western fence lizard			
western grebe			
western harvest mouse			
western kingbird			
western least bittern			Yes

western long-tailed brush lizard	Yes
western scrub-jay	
western shovel-nosed snake	Yes
western snowy plover	Yes
white-breasted nuthatch	
white-crowned sparrow	
white-faced ibis	Yes
white-tailed antelope squirrel	
white-throated sparrow	
white-throated woodrat	
Wilson's warbler	
wood duck	
Woodhouse's toad	
yellow-backed spiny lizard	
yellow-headed blackbird	
yellow-rumped warbler	
zebra-tailed lizard	

ESA: Endangered Species Act Status
State: State of Nevada Special Status
SWAP_SoCP: Nevada State Wildlife Action Plan (2012) Species of Conservation Priority



Project Area

Four Mile Buffer Area Boundary

Bighorn Sheep Distribution

I-11 Corridor Study Y
Bighorn Sheep Distribution

December 09, 2013

Projection: UTM Zone 11 North, NAD83

No warranty is made by the Nevada Department of Wildlife as to the accuracy, reliability, or completeness of the data for individual use or aggregate use with other data.

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BRIAN SANDOVAL
Governor

STATE OF NEVADA
DEPARTMENT OF WILDLIFE
1100 Valley Road
Reno, Nevada 89512
(775) 688-1500 • Fax (775) 688-1595

TONY WASLEY
Director

RICHARD L. HASKINS, II
Deputy Director

PATRICK O. CATES
Deputy Director

December 10, 2013

Dan Andersen
Planner
CH2M Hill
2485 Village View Dr., Suite 350
Henderson, Nevada, 89074

Re: I-11 Corridor Study – Alternative Z

Dear Mr. Andersen:

I am responding to your request for information from the Nevada Department of Wildlife (NDOW) on the known or potential occurrence of wildlife resources in the vicinity of the I-11 Corridor Study – Alternative Z located in Clark County, Nevada. In order to fulfill your request an analysis was performed using the best available data from the NDOW's wildlife occurrences, raptor nest sites and ranges, greater sage-grouse leks and habitat, and big game distributions databases. No warranty is made by the NDOW as to the accuracy, reliability, or completeness of the data for individual use or aggregate use with other data. These data should be considered **sensitive** and may contain information regarding the location of sensitive wildlife species or resources. All appropriate measures should be taken to ensure that the use of this data is strictly limited to serve the needs of the project described on your GIS Data Request Form. Abuse of this information has the potential to adversely affect the existing ecological status of Nevada's wildlife resources and could be cause for the denial of future data requests.

To adequately provide wildlife resource information in the vicinity of the proposed project the NDOW delineated an area of interest that included a four-mile buffer around the project area provided by you (email, December 02, 2013). Wildlife resource data was queried from the NDOW databases based on this area of interest. The results of this analysis are summarized below.

Big Game – Occupied bighorn sheep distribution exists within portions of the project area and four-mile buffer area. No known occupied elk, mule deer, or pronghorn antelope distributions exist in the vicinity of the project area. Please refer to the attached maps for details regarding big game distributions relative to the proposed project area.

Greater Sage-Grouse – There is no known greater sage-grouse habitat in the vicinity of the project area.

Raptors – Various species of raptors, which use diverse habitat types, may reside in the vicinity of the project area. American kestrel, bald eagle, barn owl, burrowing owl, Cooper's hawk, ferruginous hawk, flammulated owl, golden eagle, great horned owl, long-eared owl, merlin, northern goshawk, northern harrier, northern pygmy owl, northern saw-whet owl, osprey, peregrine falcon, red-tailed hawk, rough-legged hawk, sharp-shinned hawk, short-eared owl, Swainson's hawk, turkey vulture, and western screech owl have distribution ranges that include the project area and four-mile buffer area. Furthermore, the following raptor species have been directly observed in the vicinity of the project area:

American kestrel	great horned owl	red-shouldered hawk
bald eagle	merlin	red-tailed hawk
barn owl	northern harrier	sharp-shinned hawk
black-shoulder kite	northern saw-whet owl	Swainson's hawk
burrowing owl	osprey	turkey vulture

Cooper's hawk	peregrine falcon	western screech-owl
golden eagle	prairie falcon	

Raptor species are protected by State and Federal laws. In addition, bald eagle, burrowing owl, California spotted owl, ferruginous hawk, flammulated owl, golden eagle, northern goshawk, peregrine falcon, prairie falcon, and short-eared owl are NDOW species of special concern and are target species for conservation as outlined by the Nevada Wildlife Action Plan. Per the *Interim Golden Eagle Technical Guidance: Inventory and Monitoring Protocols; and Other Recommendations in Support of Golden Eagle Management and Permit Issuance* (United States Fish and Wildlife Service 2010) we have queried our raptor nest database to include raptor nest sites within ten miles of the proposed project area. There are 65 known raptor nest sites within ten miles of the project area. Please refer to Appendix 1 for details.

Other Wildlife Resources

A number of other species have also been observed in the vicinity of the project area. Please refer to Appendix 2 for details.

The above information is based on data stored at our Reno Headquarters Office, and does not necessarily incorporate the most up to date wildlife resource information collected in the field. Please contact the Habitat Division Supervising Biologist at our Southern Region Las Vegas Office (702.486.5127) to discuss the current environmental conditions for your project area and the interpretation of our analysis. Furthermore, it should be noted that the information detailed above is preliminary in nature and not necessarily an identification of every wildlife resource concern associated with the proposed project. Consultation with the Supervising Habitat biologist will facilitate the development of appropriate survey protocols and avoidance or mitigation measures that may be required to address potential impacts to wildlife resources.

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Biologist

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Eagle/Buteo	5/3/2011		21 0210S 0590E 028
Eagle/Buteo	4/30/2012		21 0200S 0630E 032
Eagle/Buteo	4/30/2012		21 0230S 0630E 029
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Falcon	1/1/1977		21 0210S 0590E 012
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Falcon	5/9/1981	5/9/1981	21 0200S 0630E 016
Falcon	5/9/1981	5/9/1981	21 0200S 0630E 032
Falcon	5/9/1981	5/9/1981	21 0210S 0630E 016
Falcon	6/13/1981	6/13/1981	21 0210S 0610E 009
Falcon	5/11/1982	5/11/1982	21 0200S 0590E 009
Falcon	5/13/1982	5/13/1982	21 0240S 0650E 021
Falcon	1/1/1993	1/1/1993	21 0220S 0590E 001
Falcon	4/1/1996		21 0200S 0610E 030
Falcon	1/1/1997		21 0200S 0620E 013
Falcon	1/1/2001	1/1/2001	21 0200S 0600E 006
Falcon	1/1/2001	1/1/2001	21 0200S 0620E 016
Falcon	1/1/2001		21 0200S 0630E 032
Falcon	1/1/2003		
Falcon	5/1/2009		21 0230S 0650E 007
Falcon	3/13/2010	3/13/2010	21 0230S 0620E 027
Falcon	4/9/2010	4/9/2010	21 0170S 0600E 027
Falcon	5/1/2010	5/1/2010	21 0240S 0650E 021
Falcon	5/25/2010	6/21/2007	21 0210S 0610E 010
Falcon	6/9/2010	6/9/2010	21 0200S 0590E 010
Falcon	2/10/2012	5/22/2009	21 0200S 0630E 009
Falcon	3/3/2012		21 0200S 0590E 019
Falcon	4/27/2012		21 0200S 0580E 024
Falcon	5/27/2012	5/1/2010	21 0220S 0640E 016
Falcon	6/6/2012	6/29/2010	21 0230S 0620E 027
Falcon	6/18/2012	5/1/2010	21 0230S 0650E 007
Falcon	6/26/2012	6/1/2007	
Falcon	6/26/2012	5/1/2010	21 0230S 0650E 021
Falcon	6/26/2012	5/1/2010	

Falcon	6/26/2012	5/1/2010	
Falcon	6/26/2012	5/1/2010	
Falcon	7/1/2012	5/1/2009	
Falcon	7/1/2012	5/1/2009	
Falcon	7/1/2012	5/1/2010	21 0220S 0650E 016
Falcon	7/1/2012	5/1/2010	21 0220S 0650E 032
Falcon	7/1/2012	5/1/2010	21 0250S 0650E 011
Falcon	7/1/2012	6/11/2010	21 0200S 0630E 032
Falcon	7/1/2012		
Owl	5/22/1997	5/22/1997	21 0220S 0610E 021
Unknown	5/7/2004		21 0190S 0590E 020
Unknown	5/7/2004		21 0190S 0590E 027
Unknown	5/7/2004		21 0200S 0590E 007
Unknown	5/7/2004		21 0200S 0590E 010
Unknown	5/7/2004		21 0200S 0590E 016
Unknown	5/7/2004		21 0220S 0590E 001
Unknown	5/8/2006		21 0190S 0590E 033

Appendix 2: Other Wildlife Resources

Common Name	ESA	State	SWAP_SoCP
Abert's towhee			
American avocet			Yes
American beaver			
American coot			
American crow			
American white pelican			Yes
Anna's hummingbird			
ash-throated flycatcher			
banded Gila monster		Protected	Yes
bat (unknown)			
belted kingfisher			
big brown bat			
black-and-white warbler			
black-chinned hummingbird			
black-necked stilt			
black-tailed gnatcatcher			
black-throated sparrow			
black bullhead			
black crappie			
blue-headed vireo			
blue tilapia			
bluegill			
bobcat			
Brazilian (Mexican) free-tailed bat		Protected	Yes
Brewer's blackbird			
Brewer's sparrow		Sensitive	Yes
brown pelican			
brush deermouse			
bullfrog			
bullhead (unknown)			
Bullock's oriole			
bushy-tailed woodrat			
cactus deermouse			
cactus wren			
California myotis			
California toad			Yes
Canada goose			
canyon bat			
canyon deermouse			
canyon towhee			
cattle egret			
channel catfish			
coachwhip			
coho salmon			
common carp			
common chuckwalla			Yes
common kingsnake			

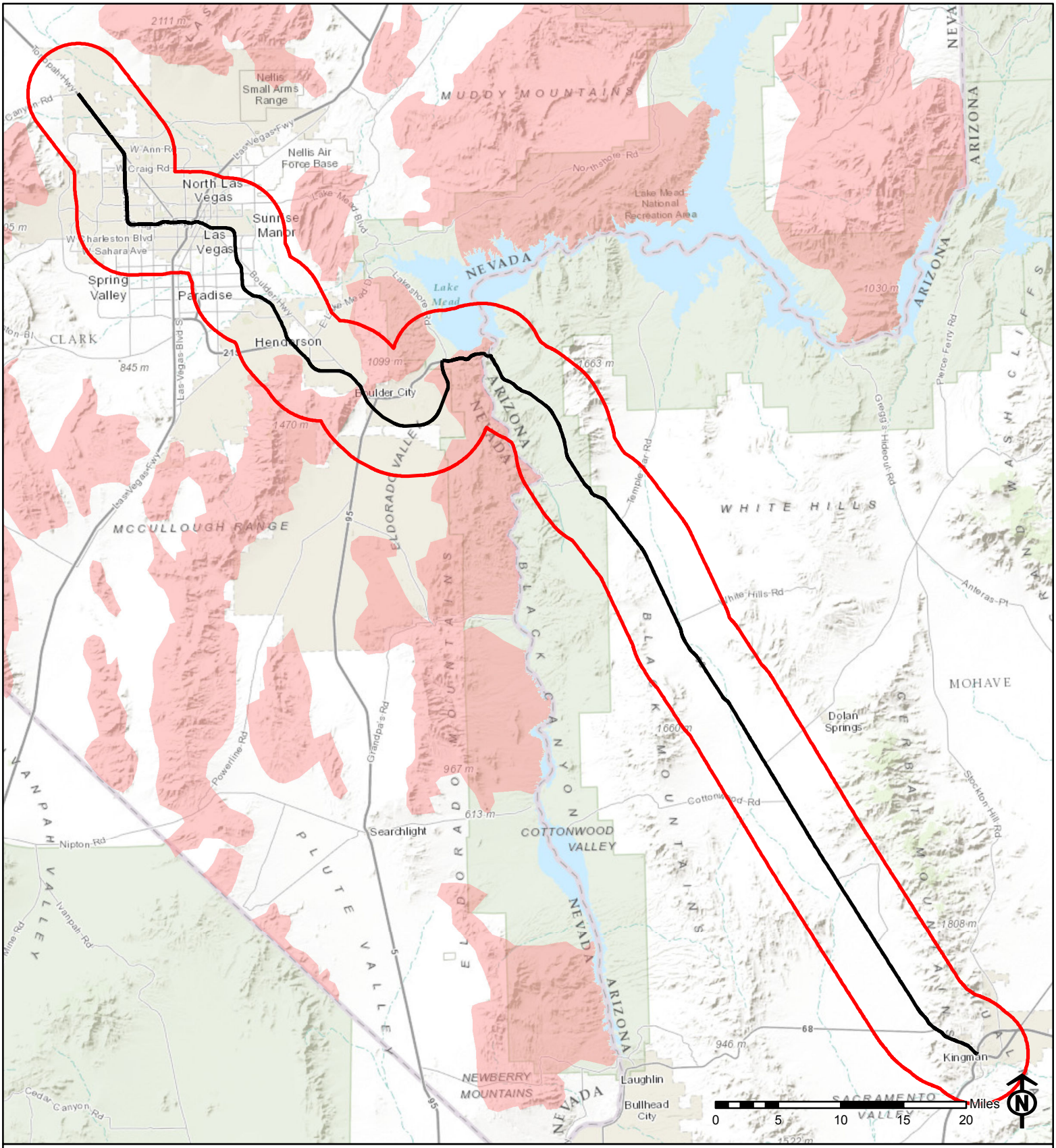
common merganser			
common moorhen			
common poorwill			
common raven			
common side-blotched lizard			
common yellowthroat			
Costa's hummingbird			
crappie (unknown)			
crissal thrasher			
cutbow trout			
deermouse (unknown)			
desert banded gecko			Yes
desert cottontail			
desert glossy snake			
desert horned lizard			Yes
desert night lizard			Yes
desert pocket mouse			Yes
desert spiny lizard			
desert sucker			
desert tortoise	Threatened	Threatened	Yes
desert woodrat			
Devil's Hole pupfish	Endangered	Endangered	Yes
duck (unknown)			
Dumeril's boa constrictor			
eared grebe			
European rabbit			
European starling			
fathead minnow			
flannelmouth sucker			Yes
frog (unknown)			
Gambel's quail			
glossy snake			
golden shiner			
gophersnake			
gray fox			
gray vireo			
great-tailed grackle			
Great Basin collared lizard			Yes
Great Basin gophersnake			
Great Basin rattlesnake			
Great Basin whiptail			
great blue heron			
greater flamingo			
greater roadrunner			
greater sandhill crane			Yes
greater short-horned lizard			Yes
green-tailed towhee			
green heron			
green sunfish			
hermit thrush			

hoary bat		Yes
hoary marmot		
hooded warbler		
house finch		
house mouse		
house sparrow		
Inca dove		
killdeer		
kit fox		
largemouth bass		
Le Conte's thrasher		Yes
Lewis's woodpecker		Yes
little pocket mouse		
lizard (unknown)		
loggerhead shrike	Sensitive	Yes
long-billed dowitcher		Yes
long-nosed leopard lizard		Yes
long-nosed snake		
long-tailed pocket mouse		
Lucy's warbler		
MacGillivray's warbler		
magnificent frigatebird		
mallard		
marsh wren		
Mediterranean gecko		
Merriam's kangaroo rat		
Mojave Desert sidewinder		Yes
Mojave patch-nosed snake		
Mojave rattlesnake		
Mojave shovel-nosed snake		Yes
mountain bluebird		
mourning dove		
myotis (unknown)		
Nevada shovel-nosed snake		Yes
Nevada side-blotched lizard		
North American deermouse		
North American porcupine		
North American racer		
northern cardinal		
northern desert horned lizard		Yes
northern desert iguana		Yes
northern desert nightsnake		
northern flicker		
northern mockingbird		
northern Mojave rattlesnake		
northern parula		
northern pintail		Yes
northern zebra-tailed lizard		
orange-crowned warbler		
Oregon junco		

oriole (unknown)			
Pacific Loon			
pallid bat		Protected	
phainopepla			
pied-billed grebe			
pocket mouse (unknown)			
quagga mussel			
rainbow trout			
razorback sucker	Endangered	Endangered	Yes
red-necked grebe			
red-spotted toad			
red-winged blackbird			
red crossbill			
red racer			
red shiner			
red swamp crayfish			
relict leopard frog	Candidate	Protected	Yes
ring-necked duck			
rock dove			
roof rat			
Ross's goose			
ruby-crowned kinglet			
ruddy duck			
sage sparrow			Yes
savannah sparrow			
Say's phoebe			
Scott's oriole			Yes
shortfin molly			
Sierra gartersnake			
Smith's black-headed snake			Yes
snow goose			
song sparrow			
Sonoran lyre snake			
sora			
southern desert horned lizard			Yes
southwestern speckled rattlesnake			
speckled dace			
spiny softshell			
spotted bat		Threatened	Yes
spotted leaf-nosed snake			Yes
striped bass			
suckermouth catfish			
tadpole (unknown)			
Tennessee warbler			
thick-billed parrot			
threadfin shad			
tiger salamander			
tiger whiptail			
Townsend's big-eared bat		Sensitive	Yes
variable groundsnake			

verdin			
vermilion flycatcher			
vesper sparrow			
waterfowl (unknown)			
western banded gecko			Yes
western diamond-backed rattlesnake			
western fence lizard			
western harvest mouse			
western kingbird			
western least bittern			Yes
western long-tailed brush lizard			Yes
western meadowlark			
western mosquitofish			
western shovel-nosed snake			Yes
western small-footed myotis			Yes
western snowy plover			Yes
western tanager			
western yellow-billed cuckoo	Candidate	Sensitive	Yes
western yellow bat			
white-crowned sparrow			
white-faced ibis			Yes
white-tailed antelope squirrel			
white-throated sparrow			
Williamson's sapsucker			
Wilson's warbler			
wood duck			
Woodhouse's toad			
yellow-backed spiny lizard			
yellow-breasted chat			
yellow-headed blackbird			
yellow-rumped warbler			
Yuma clapper rail	Endangered	Endangered	Yes
Yuma myotis			
zebra-tailed lizard			

ESA: Endangered Species Act Status
State: State of Nevada Special Status
SWAP_SoCP: Nevada State Wildlife Action Plan (2012) Species of Conservation Priority



Project Area

Four Mile Buffer Area Boundary

Bighorn Sheep Distribution

I-11 Corridor Study Z
Bighorn Sheep Distribution

December 09, 2013

Projection: UTM Zone 11 North, NAD83

No warranty is made by the Nevada Department of Wildlife as to the accuracy, reliability, or completeness of the data for individual use or aggregate use with other data.

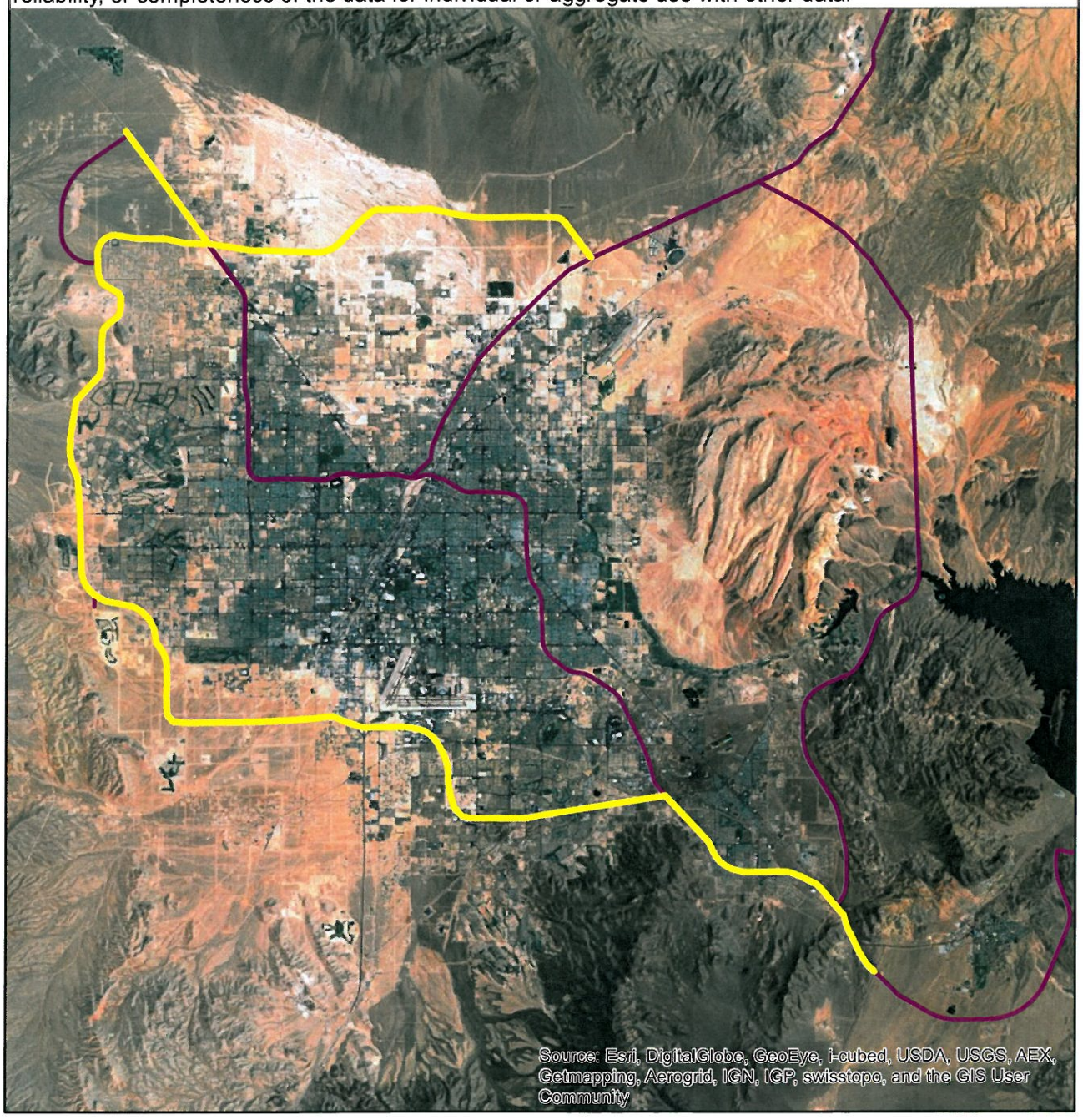
V:\ActiveProjects\DataRequests\Consultants\CH2MHill\I-11\I-11_Z\Data Request - I-11_Z.mxd

Nevada Department of Wildlife's Preferred Alternative for the I-11 Transportation Corridor through the Greater Las Vegas Area

December 6, 2013

Preferred I-11 Corridor (yellow) entails upgrading existing CC-215 to interstate standards, and design efficient and effective interchanges for linking junctions at I-15/US-93, US-95/ SR-157, and CC-215/I-15 and achieving reasonable accomodation of future high traffic volumes, maintain environmentally-sound traffic flows, and ensure safety to the public and health of wildlife resources and associated values.

This map is for reference only. No warranty is made by the Nevada Department of Wildlife for the accuracy, reliability, or completeness of the data for individual or aggregate use with other data.



Appendix C:

Letters/Comments Received from Jurisdictions, Environmental Agencies and Non-Governmental Organizations

The White Pine County Board of County Commission have reviewed the proposed I-11 Intermountain West Corridor project and acknowledges our Congress has 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).

Developing a new north-south trade corridor through Nevada and Arizona could supplement the existing system and relieve freight congestion on I-5, one of only two (including I-15) continuous north-south Mexico-to-Canada interstate routes west of Texas. In reviewing the different alternatives for routing beyond Las Vegas, our Commission would like to bring to your attention important data collected by our staff.

The three alternative routes being reviewed for Nevada's link from Las Vegas to Canada are as followed.

Leaving Las Vegas per US-95 to Fallon, then into Reno, Nevada, up US-395 into California and terminating on I-5 at Eugene, Oregon: This route encompasses **(872) miles** of roadway that will need to address **(142) obstacles** that will need attention; i.e. bridges, railroad and highway crossing, per under and overpasses, narrow Right of Ways through townships, culverts, etc. In addition, the Las Vegas I-215 Beltway along the northern region of Las Vegas will need to be reconstructed to remove all traffic lights currently in place.

Leaving Las Vegas per US-95 to Fallon, continuing up US-95 to I-80 into Winnemucca, then into Oregon per US-20, terminating onto I-5 at Portland, Oregon: This route encompasses **(1,018) miles** of roadway that will need to address **(31) obstacles just in Nevada alone,** that will need attention; i.e. bridges, railroad and highway crossing, per under and overpasses, narrow Right of Ways through townships, culverts, etc. In addition, the Las Vegas I-215 Beltway along the northern region of Las Vegas will need to be reconstructed to remove all traffic lights currently in place.

Leaving Las Vegas per US-93, traveling north onto US-318 through Hiko and Lund, then onto US-6 for a short trip back onto US-93 north through Ely, continuing to Wells, Nevada and terminating on I-84 in Twin Falls, Idaho: This route encompasses **(535) miles** of roadway that will need to address **(41) obstacles along its entire length** that will need attention; i.e. bridges, railroad and highway crossing, per under and overpasses, narrow Right of Ways through townships, culverts, etc. In addition, the Las Vegas I-215 Beltway along the northern region of Las Vegas will not be utilized and therefore, will not need reconstruction costs allocated.

Our Commission supports the Alternative Route QQ along the eastern region of Las Vegas but only if it terminates at I-15 North and continues north per Alternative AA as previously removed from consideration. Utilizing US-93 not only saves construction costs per lane per mile at $5M average times four lanes equaling $20M per interstate roadway mile, it provides the least amount of private and tribal land interference, requiring land acquition dollars.

When comparing the alternative through Reno, Nevada to Eugene, Oregon as compared to Twin falls, Idaho, there is a difference of (337) roadway miles. Based at an assumption of an average cost at $20M per mile per a (4) lane interstate, the project could incur an additional **$6.74B US Dollars plus the costs to address a difference of (101) obstacles**, i.e. railroad and highway under and overpass, culverts, and large traffic bridge reconstruction projects, etc.

Based on economic drivers, the intent of this initiative was to include an upgraded highway, but could be paired with rail and other major infrastructure components—such as energy and telecommunications—to serve the nation's needs in the West. White Pine County currently has the only major wind farm in Nevada, with the potential to utilize biomass, hydro and solar for future energy projects on the horizon. Oil and Gas exploration is an industrial cluster developing in White Pine County with over 1.5M acres of public lands currently leased for exploration; more than most counties in the US. And finally, the linear mileage for rail improvements along US-93 compared to US-95 are less than half of the linear miles.

Secondly, US-93 provides two access points into Canada, not just one as per the Reno – Eugene connection. US-93 enters into Twin Falls, Idaho per I-84, which extends west into Portland, Oregon then up into Vancouver, Canada. Per conversations with ODOT, the highway is under capacity and may be able to support additional traffic per I-11 commuters. If you go east on I-84 from Twin Falls, you will join I-87, which connects to I-15 from Salt Lake City, Utah and then proceeds north into Calgary, Canada. This preferred route would allow economic benefits to Nevada, Oregon, Idaho, and Montana, states with much needed boost to their economy.

Its no doubt Eastern Nevada is on the forefront of new energy development and will continue to provide a strong tax base for the State of Nevada with its Mining, Oil and Gas, and Renewable Energy Industries. Please consider the data provided to reconsider US-93 as a viable player for the most effective cost estimates to not only utilize Nevada for a section of I-11 Intermountain West Corridor, but to support the initiative to see the interstate help extend traffic flows into Canada per two destination points, Vancouver and Calgary.

RESOLUTION

Support for Northern Nevada Future Connectivity Segment of Interstate 11 Through Northwestern Nevada and Washoe County

WHEREAS, Interstate Transportation is a key to the economic development and the success of economic development initiatives that depend on continuing transportation investment to maintain competitiveness at a national and international level; and

WHEREAS, The Nevada and Arizona Departments of Transportation are working together on the two-year Interstate 11 and Intermountain West Corridor Study; and

WHEREAS, Congress recognized the importance of the portion of the Corridor between Phoenix and Las Vegas and designated it as the future I-11 in the recent transportation authorization bill, Moving Ahead for Progress in the 21st Century Act (MAP-21); and

WHEREAS, The Nevada and Arizona Departments of Transportation recognize the importance of connecting that future interstate link to other existing or future north-south transportation facilities, including Northern Nevada; and

WHEREAS, The Intermountain West Corridor Study includes detailed corridor planning of a possible high priority interstate link between Phoenix and Las Vegas, and high-level visioning for potentially extending the corridor north to Canada and south to Mexico, including a possible segment of I-11 known as the Northern Nevada Future Connectivity Segment; now, therefore, be it

RESOLVED, The Washoe County Board of Commissioners supports the Northern Nevada Future Connectivity Segment of Interstate 11 and the Intermountain West Corridor extension from the north edge of metropolitan Las Vegas to the northern border of Nevada on a route that utilizes a corridor through Northwestern Nevada and Washoe County.

ADOPTED this 8th day of October, 2013.

Dave Humke, Chairman
Washoe County Commission

13-816

Board of County Commissioners
Lincoln County, Nevada

P.O. Box 90 – Pioche, Nevada 89043
Telephone (775) 962-5390
Fax (775) 962-5180

COUNTY COMMISSIONERS
Ed Higbee, Chair
Kevin Phillips, Vice Chair
Paul Mathews
Paul Donohue
Adam Katschke

DISTRICT ATTORNEY
Daniel M. Hooge

COUNTY CLERK
Lisa C. Lloyd

October 21, 2013

Ms. Sondra Rosenberg, PTP
Nevada Department of Transportation
1263 South Stewart Street
Carson City, Nevada 89712

RE: Comments to Interstate 11 and Intermountain West Corridor Study

Dear Ms. Rosenberg:

On behalf of the Board of Lincoln County Commissioners I am writing to **encourage continued analysis, work and the overall consideration by the Nevada Department of Transportation ("NDOT") of alternative Eastern Nevada corridors** for the northern extension of the proposed Interstate 11 (I-11) between the Las Vegas area and Northern Nevada. The Board of Lincoln County Commissioners reviewed the results of the preliminary analysis in the document entitled, *Technical Memorandum: Draft Level 1 Results Summary* (October 2013) ("Technical Memorandum") and offers the following comments:

1. **Agriculture is one of the targeted key industry clusters identified by the Nevada Governor's Office of Economic Development** (see http://www.diversifynevada.com/). However, Page 6, Table 3 and Page 133, Table 10, in the *Arizona and Nevada Industry Clusters* of the Technical Memorandum does not include Agriculture as one of the industry clusters being targeted by the Nevada. Agriculture IS a key industry in the State of Nevada as the Governor's Office of Economic Development recognizes, and Agriculture IS the main industry in Lincoln County. **Therefore, the corridor alternative analysis in the Technical Memorandum should be supplemented to recognize the importance that any of the Nevada corridors, and in particular, the Eastern Nevada corridor alternatives, would have on expanding and diversifying Agriculture in Nevada**.

2. While the notes on Page 146 of the Technical Memorandum regarding Environmental Sustainability criteria indicate that Alternative HH passes through the Confederated Tribes of the Goshute Reservation aboriginal roaming area, the Technical Memorandum fails to indicate for all other alternatives, including those recommended for further analysis, that each of the other alternatives passes through aboriginal roaming areas of federally recognized Tribes (such as Walker River Paiute Tribe, Fallon Paiute Tribe, Pyramid Lake Paiute Tribe, Ft. McDermitt Paiute and Shoshone Tribe, Yomba Shoshone Tribe and Duck Valley Shoshone Tribe). Further, the analysis also fails to recognize that some of these alternatives actually pass through federally designated reservation lands (i.e. the Walker River Paiute Indian Reservation, Yomba Shoshone and Pyramid Lake Paiute Indian Reservation).

3. The analysis of Trade Corridor and/or Economic Vitality criteria on Pages 146 and 150 of the Technical Memorandum for Alternatives HH and TT fails to recognize the following:

    a. the importance to not only Southern Nevada, but all of Eastern Nevada, of servicing the Apex Industrial area, and the 43,000 acre Coyote Springs master planned community (including, all uses from industrial, commercial, multi-family, single family residential, and other uses) (with an approximate $200 million dollars of infrastructure already built and an estimated population at build-out of over 150,000);
    b. the ability of this corridor to provide rail and/or truck service to the fledgling natural gas production industry anticipated to boom in Eastern Nevada in the coming years);
    c. the legislatively authorized sale (as an authorized BLM disposal) by Lincoln County of 90,000 acres of land in Lincoln County and the tremendous development and economic growth and activity resulting from these disposals over the next 20 years;
    d. proximity to and ability to interconnect the Union Pacific mainline running through Lincoln County to the mainline raillines running through Elko County (and the fact that rail already extends south into White Pine County in the vicinity of U.S. 93); and
    e. the linkage of major mining areas in White Pine County and Elko County to equipment, machinery and other suppliers in the Las Vegas area.

4. Pages 145 and 150 of the Technical Memorandum include, as Constraints for Alternatives HH and TT, "*Because of limited connectivity, does not fully support economic development goals*". Both Alternatives HH and TT provide the **same degree** of connectivity between I-15 and the Las Vegas area and I-80 (and ultimately the Reno area), as well as connectivity between mainline rail in Southern Nevada and mainline rail in Northern Nevada, as do Western Nevada alternatives recommended for further analysis. This should not be any more a discriminating factor for the Eastern Nevada alternatives than for all other alternatives considered.

5. All Western Nevada alternatives considered in the Technical Memoranda's analysis face significant and potentially fatal environmental constraints. For example, difficult terrain for construction and/or institutional hurdles (such as crossing U.S. Forest Service lands; crossing Indian reservation lands; crossing Department of Defense restricted lands; in addition to private property impacts) to a degree equal to, or exceeding, similar constraints for Lincoln County's preferred Eastern Nevada alternatives. The Technical Memorandum does not adequately identify, or consider, these constraints for the Western Nevada alternatives. Thus, these additional factors should be included for the Western Nevada alternatives in a supplementary analysis.

In conclusion, the Board of Lincoln County Commissioners determined that the analysis contained in *Technical Memorandum: Draft Level 1 Results Summary* (October 2013) is not complete, and is inaccurate, **and therefore the analysis contained in the Technical Memorandum requires further review, discussion and analysis, which should result in a supplemental report.** In sum, the recommendations in the Technical Memorandum are not defensible.

Further, the Board of Lincoln County Commissioners questions the wisdom of not carrying at least one Eastern Nevada alternative forward for further analysis. Should all three Western Nevada alternatives be found to be infeasible due environmental, socio-economic, institutional, and/or constructability issues, NDOT could be faced with no alternative to carry forward, and that would be devastating; **the proposed I-11 is of significant value to not only regions within Nevada, but the entire State of Nevada**.

Further, the Board of Lincoln County Commissioners believes that anticipated growth in: the Las Vegas to Mesquite corridor along I-15, the Coyote Springs area along US 93 North, and the Elko region, that inclusion of an Eastern Nevada alternative corridor in the next phase of study will provide Nevada vital long-range transportation information for future development of an interstate through Eastern Nevada linking the Elko area to the Las Vegas area.

Therefore, the Board of Lincoln County Commissioners encourages and supports NDOT's inclusion of at least one Eastern Nevada alternative in subsequent phases of the I-11 planning process. Lincoln County looks forward to working with NDOT on future phases of the I-11 planning process.

Sincerely,

Ed Higbee
Chairman

RESOLUTION NO. 3247 Introduced by Council

A RESOLUTION SUPPORTING INTERSTATE 11 AND FUTURE NORTH-SOUTH EXTENSION THROUGH THE SPARKS/RENO AND TRUCKEE MEADOWS REGION

WHEREAS, Interstate 11 is intended to be a new high-capacity, multimodal transportation corridor connecting the metropolitan areas of Las Vegas, Nevada and Phoenix, Arizona; and

WHEREAS, the new Interstate has the potential to become a major north-south transcontinental corridor through the United States Intermountain West from Mexico to Canada; and

WHEREAS, for study purposes, the corridor is divided in five segments; three high priority segments between (and including) the Las Vegas and Phoenix metro areas, and two high-level visioning segments for possible future extensions from Las Vegas to Canada, and from Phoenix to Mexico; and

WHEREAS, the Nevada Department of Transportation is examining future connectivity north of Las Vegas through the State of Nevada; and

WHEREAS, the City of Sparks strongly supports the connectivity of Interstate 11 from Las Vegas to the Sparks/Reno and Truckee Meadows Region; and

WHEREAS, connectivity of a nation's interstate system with a north and south connection will supplement and strengthen existing surface routes, relieve traffic and freight congestion, and enhance existing access points such as a major international airport and major railroad facilities; and

WHEREAS, I-11 through Sparks/Reno will serve to support the region's many warehousing and distribution companies that depend on convenient and reliable delivery of packages, parcels and mail for delivery domestically and abroad; and

NOW, THEREFORE, BE IT RESOLVED by the Sparks City Council that Geno R. Martini, Mayor of the City of Sparks, and all members of the Sparks City Council support the north-south connectivity of Interstate 11 through the Sparks/Reno and Truckee Meadows Region, and urge the state and Nevada's congressional delegation to advocate for this critical connection.

PASSED AND ADOPTED this 14th day of October, 2013, by the following vote of the City Council:

AYES: Ratti, Lawson, Smith, Carrigan, Schmitt

NAYS: None

ABSENT: None

ABSTAIN: None

Approved this 14th day of October, 2013, by:

Geno R. Martini, Mayor

Approved as to form:

Chet Adams, City Attorney

Attest:

Teresa Gardner, City Clerk

United States Department of the Interior

NATIONAL PARK SERVICE

LAKE MEAD NATIONAL RECREATION AREA
601 NEVADA WAY
BOULDER CITY, NEVADA 89005

IN REPLY REFER TO:

L3031 (LAME-RM)

November 6, 2013

Sondra Rosenberg, PTP
Nevada Department of Transportation
1263 South Stewart Street
Carson City, Nevada 89712

Dear Ms. Rosenberg:

It has come to our attention that the current planning study for Interstate 11 includes two alternatives that would cross Lake Mead National Recreation Area (NRA), a unit of the National Park System. The affected area includes Lakeshore and Northshore Roads, the River Mountains, and the Boulder Basin of Lake Mead. Much of this area is designated as an Environmental Protection Subzone by our General Management Plan, due to the presence of some of the most sensitive habitat in the region, including that for the desert tortoise and bighorn sheep. In addition, the Boulder Basin receives approximately half of the park's 7 million annual visitors, and the area's natural setting, including the viewshed and soundscape, is an important component of the visitor experience.

The Organic Act of 1916 directs the National Park Service "to conserve the scenery and the natural and historic objects and the wildlife therein and to provide for the enjoyment of the same in such a manner as will leave them unimpaired for the enjoyment of future generations" (16 USC 1). A major transportation corridor through Lake Mead NRA would have significant impacts on the resources we are mandated to protect and therefore is inconsistent with both the mission of the National Park Service and the General Management Plan of Lake Mead NRA.

Section 4(f) of the Department of Transportation Act of 1966 states that the Federal Highway Administration "may approve a transportation program or project requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State,

or local significance (as determined by the Federal, State, or local officials having jurisdiction over the park, recreation area, refuge, or site), only if

1. there is no feasible and prudent alternative to using that land; and
2. the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use" (49 USC 303).

As other feasible alternatives using existing transportation routes have already been identified, the use of National Park Service land is not warranted for this project. Other than the previously approved Boulder City Bypass, lands within Lake Mead NRA should not be included as part of future planning efforts for Interstate 11. Our staff is available to provide input or additional information as needed. Please feel free to contact Environmental Compliance Specialist Michael Boyles at (702) 293-8978 with any future inquiries.

Sincerely,

for William K. Dickinson
Superintendent

cc: Michael Kies, Arizona Department of Transportation

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
Southern Nevada District Office
Las Vegas Field Office
4701 N. Torrey Pines Drive
Las Vegas, Nevada 89130
http://www.blm.gov/nv/st/en.html

In Reply Refer To:
2800/2900 (NVS0056)

DEC 0 5 2013

Ms. Sondra Rosenberg, PTP
Nevada Department of Transportation
1263 South Stewart Street
Carson City, Nevada 89712

Dear Ms. Rosenberg:

The Bureau of Land Management (BLM), Las Vegas Field Office appreciates the opportunity to provide comments on the Interstate 11 and Intermountain West Corridor Study (Study). It is important that BLM is involved in the evaluation process for the Nevada studies since BLM manages a majority of the public lands in Nevada.

Our BLM office would like to remain involved in the planning process concerning the proposal segments which involve southern Nevada. Southern Nevada consists of several areas that are withdrawn for special purposes (military or state), or set aside for protection of Threatened and Endangered Species (T&E) or wilderness; and these are defined as Areas of Critical Environmental Concern (ACEC), Instant Study Areas (ISA), Wilderness Study Areas (WSA), and Desert Conservation Areas (DCA). There are also protected areas set aside for public enjoyment such as the Red Rock Canyon National Conservation Area (RRCNCA). We are unable to give you an in-depth report since this will require more time in order for the BLM to evaluate these areas effectively. For the moment, until we can evaluate the segments in more detail, the following points are noted. For those proposals mentioned in the Environmental and Resource Agency Coordination Meeting held November 21, 2013:

Priority Section #3, Las Vegas Metropolitan Area – Alternative Y, Z – the northwest section of the proposed segment which connects from Bruce Woodbury Beltway 215 to United States Highway 95 may run through the RRCNCA recreation area, which could be a problem since it conflicts with the Land Use Plan for the RRCNCA; also T&E plant/animal species may be in this area. Further evaluation will be necessary.

Priority Section #3, Las Vegas Metropolitan Area – Alternative BB/QQ – the proposed segment traveling north to south from United States Highway 15 to United States Highway 515 by Boulder City travels through a private mine area and the critical habitat Rainbow Gardens ACEC

area, through the Lake Mead National Recreation Area, and through the River Mountains ACEC. These areas have been set aside for critical habitat and T&E species protection. These areas are of critical concern (maps enclosed).

At this beginning level of evaluation, it is difficult without further evaluation, to identify all the critical elements within these areas. Due to the extent of critical T&E species and habitat in these areas, the BLM would prefer the expansion of existing roads and already disturbed areas as opposed to the development of new roads.

The BLM appreciates the opportunity to comment and would like to continue to be involved in the planning process. The BLM looks forward to continuing to partner with the Nevada Department of Transportation on this important Study. If you have any questions, you may contact Dorothy Jean Dickey, Realty Specialist, by e-mail at ddickey@blm.gov or by phone at (702) 515-5119.

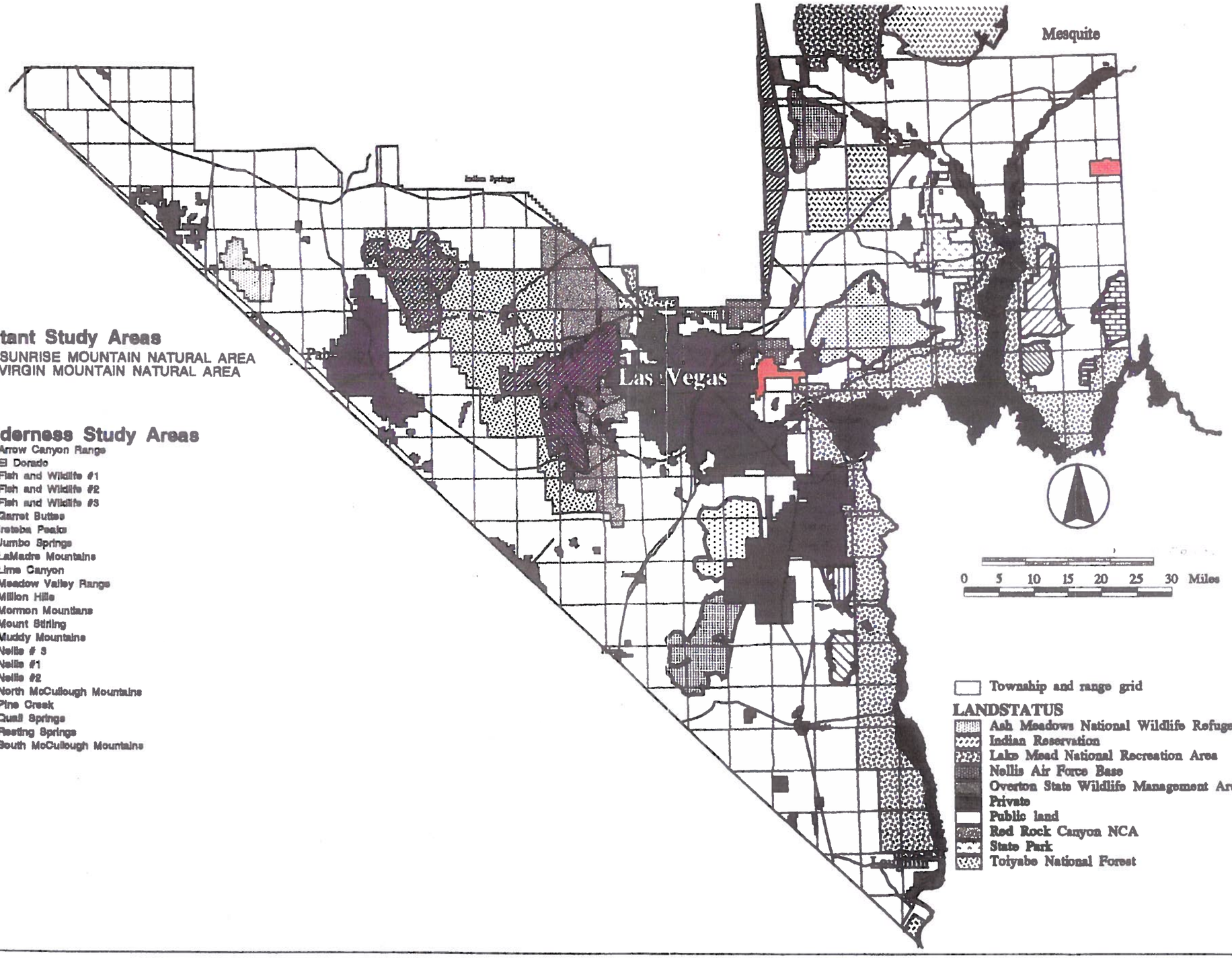
Sincerely,

Catrina Williams
Assistant Field Manager
Division of Lands

Enclosures

Resource Management Plan

Bureau of Land Management
Las Vegas District



The data contained herein is for informational purposes only. No liability is assumed as to the accuracy of the data or for purposes other than originally intended.

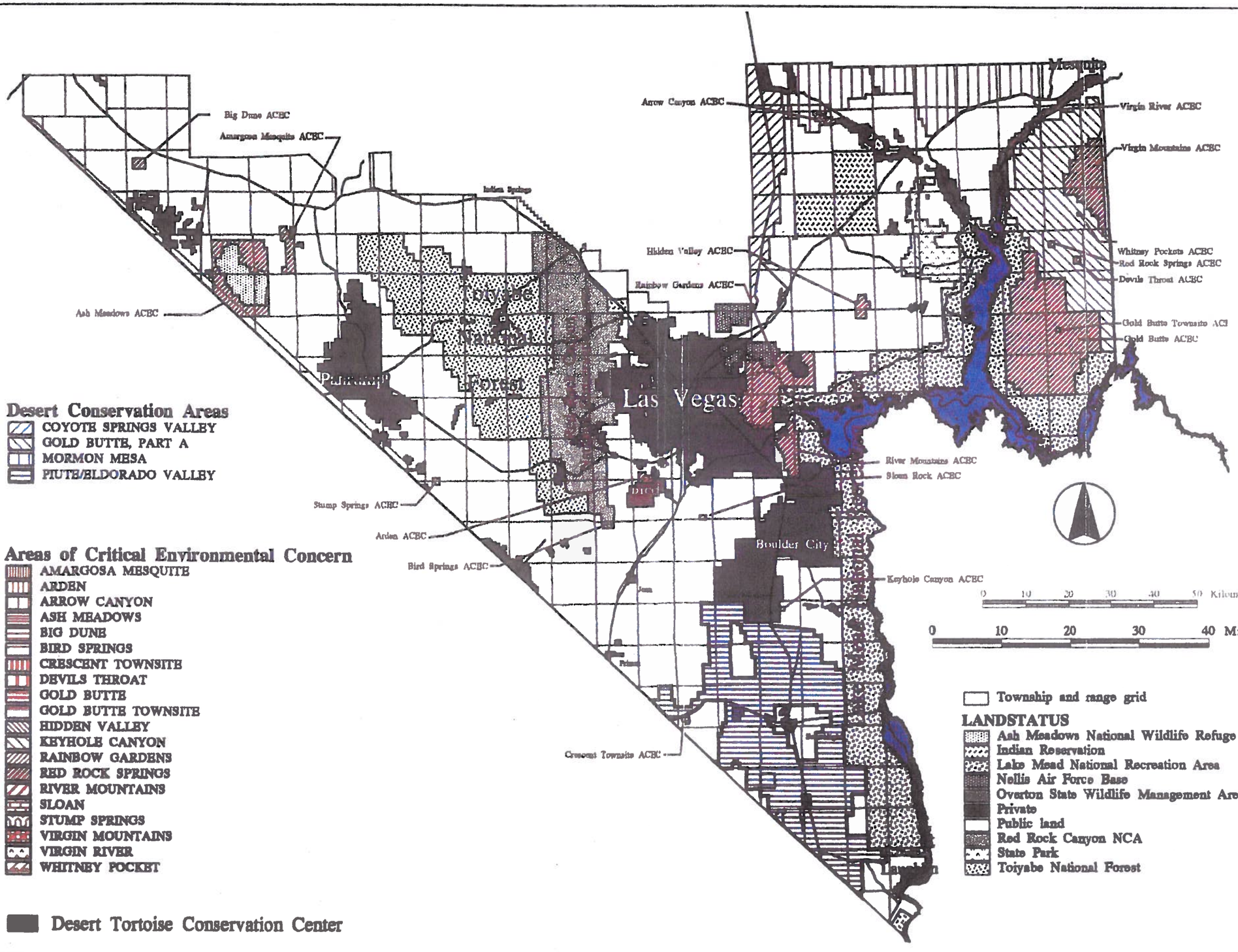
The data was prepared using the BLM's ESRI ARC/INFO geographic information system and maps plotted using the ESRI ArcView system.

Map # 2-6

Prepared July 11, 1997

Resource Management Plan

Bureau of Land Management
Las Vegas District



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The data was prepared using the BLM's ESRI ARC/INFO geographic information system and maps plotted using the ESRI ArcView system.

Map # 2-7

Prepared May 10, 1997

United States Department of the Interior

BUREAU OF RECLAMATION
Lower Colorado Regional Office
P.O. Box 61470
Boulder City, NV 89006-1470

IN REPLY REFER TO:
LC-2620
ENV-6.00

DEC 10 2013

VIA ELECTRONIC MAIL ONLY

Ms. Sandra Rosenberg, PIP
Nevada Department of Transportation
1263 South Stewart Street
Carson City, NV 89712
Email: srosenberg@dot.state.nv.us

Subject: Bureau of Reclamation's Comments for the Level 2 Alternative Screening for the Interstate 11 (I-11) and Intermountain Corridor Study (Study)

Dear Ms. Rosenberg:

Thank you for the opportunity to participate as a Stakeholder on the Study and to provide information for the Level 2 analysis. We understand that the Level 2 analysis will further evaluate Priority Corridor alternatives that were found to be feasible in the Level 1 analysis. The Level 2 analysis will aid in identifying a reasonable range of alternatives that are carried forward for future planning and environmental work, including evaluation through the National Environmental Policy Act Process (NEPA). We offer the enclosed comments and additional evaluation criteria, provided verbally to Mr. Dan Anderson of CH2M HILL on December 4, 2013, for use in the Level 2 screening of alternatives.

Reclamation's primary area of interest related to Priority Section 3, Las Vegas Metropolitan Area, is Alternative BB-QQ. This alternative on the east side of the Las Vegas Valley would bisect Reclamation lands withdrawn for the Robert B. Griffith Project located east of Henderson, Nevada. Although the specific alignment has not been identified yet, we understand that the corridor under consideration is approximately 1000 feet wide. Although no fundamental incompatibility with Reclamation project use (43 CFR 429.14) has been identified that would preclude initial consideration of this alignment, our initial review has identified potential conflicts and impacts.

While we anticipate that mitigation for impacts would be needed if Alternative BB-QQ is selected, specific mitigations for these identified conflicts and impacts are not identified at this point and would require analysis through the NEPA process. We appreciate the opportunity to provide this input and look forward to continuing to work with you on the Study.

If you have questions regarding the enclosed comments, please contact Ms. Faye Streier, National Environmental Policy Act Coordinator, at 702-293-8132 or fstreier@usbr.gov.

Sincerely,

For Valerie E. Simon, Chief
Resources Management Office

Enclosure

cc: Mr.Dan Andersen
CH2M HILL
2485 Village View Drive, Suite 350
Henderson, NV 89074
Dan.Andersen@ch2m.com
(w/enclosure via email only)

From: Robert Herr [mailto:Robert.Herr@cityofhenderson.com]
Sent: Friday, January 31, 2014 5:19 PM
To: Rosenberg, Sondra E
Cc: Robert Murnane; Stephanie Garcia-Vause; Tracy Foutz; Robert Herr
Subject: City of Henderson Comments

Sondra,

Thank you for discussing the I-11 project with me yesterday. Per our discussion, you requested general comments from the stakeholders and prefer to get those comments before the start of next week. This would be enable the comments to be referenced in general terms when the website for public comments goes live in about one week. The comments would reflect something similar to "the City of Henderson has serious concerns regarding this alignment". We would then have time to develop more detailed comments by the middle of February for inclusion in the official comments regarding the project.

Please accept this e-mail as notification that City of Henderson staff has significant concerns with alignment BB-QQ as reflected in the documents provided at the January 21, 2014 stakeholder meeting. We have concerns not limited to the following:

- Proximity of the proposed alignment to residential neighborhoods in the Old Vegas area
- Proximity of the proposed alignment to residential neighborhoods, Section 9 and Section 27 rural neighborhoods
- Proximity of the proposed alignment to the Tuscany, Calico Ridge and Lake Las Vegas neighborhoods, and other residential developments adjacent to Lake Mead Parkway
- Impacts to commercial developments adjacent to Lake Mead Parkway
- Impacts to the River Mountain Loop Trail, Lake Mead Trail, Golda Trailhead and other recreation facilities impacted by the proposed alignment
- Impacts to the Area of Critical Environmental Concern (ACEC) and open space areas in the River Mountains
- Impacts to the numerous power transmission lines in the proposed corridor and the potential to cause relocations.
- Numerous impacts resulting from creation of a new freeway corridor passing through existing residential and commercial properties where no such facility could have been reasonably anticipated.
- Regarding the Level 2 Evaluation Results by Category information provided at the meeting, I believe the Community Acceptance category scores should be changed from yellow, indicating moderate impact, for all alignments to N/A or simply blank with no coloration, with notation that Community Acceptance has not yet been sought or evaluated.

As stated above, these concerns are provided as a general listing of concerns and it is anticipated that we will be able to provide a more detailed listing and explanation of concerns within the next few weeks. Please notify me if there are any problems with this approach.

Finally, during our telephone conversation, you accepted my invitation for NDOT and the project team to give a project presentation to the Henderson City Council on March 4. In preparation for this, you requested a meeting between NDOT, the project consultants and City of Henderson staff. I was contacted by Dan Anderson from CH2M-Hill today and we will work to get something scheduled within the next week or two.

Please contact me by replying to this e-mail or at the number below should you have any questions or comments.

Thank you,
Robert Herr
City of Henderson
267-3038

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

CAROLYN G. GOODMAN
MAYOR

February 18, 2014

Ms. Sondra Rosenberg, PTP
Nevada Department of Transportation
1263 S. Stewart Street
Carson City, Nevada 897712

Dear Ms. Rosenberg:

Thank you for providing the City of Las Vegas the opportunity to review the alternative alignments for the proposed Interstate 11 (I-11) project through the Las Vegas Metropolitan Area. **Of the four alignments identified through Las Vegas, we strongly support the eastern most alignment and would oppose the three other alignments that would divert interstate truck traffic through the middle of our metropolitan area** for the following reasons:

1. Las Vegas is expected to continue its rapid growth rate for many years, and estimates exist of the population reaching 4 million by 2050. Our current freeway system on I-15, US 95, CC-215 is already at capacity and adding more interstate traffic, particularly interstate trucking traffic, would be detrimental to our current infrastructure and economic growth.

2. The valley has historically desired an eastern beltway but was never able to justify it. We believe this interstate project would best complete the Las Vegas Valley's freeway network with an east interstate bypass that would allow both trucking and vehicular traffic to bypass already congested freeways.

3. Traffic studies indicate that the future volumes of freight trucking on I-15 will clog up this major artery that is the life blood of Las Vegas and already at capacity. Our commerce relies heavily on tourism, and we therefore believe it is necessary to separate the bypass interstate traffic from local traffic.
4. Las Vegas is in a Federal Air Quality Non-Attainment Area; it is imperative to maintain maximize traffic speeds and minimize congestion. It is believed an interstate of this size would jeopardize our air quality status as well.

CITY OF LAS VEGAS
495 S. MAIN STREET
LAS VEGAS, NEVADA 89101

VOICE 702.229.6241
FAX 702.385.7960
TTY 702.386.9108
EMAIL cgoodman@lasvegasnevada.gov
WEBSITE www.lasvegasnevada.gov

5. The Eastern Alignment would directly connect and best serve the 20,000 acre Apex Industrial Park in northeast Las Vegas. The Apex Industrial Park one day could serve up to 300,000 employees at full build-out. APEX Industrial Park will be a major hub for the Union Pacific Railroad facilitating intermodal distribution, manufacturing, commercial, retail, research and development, and will also become a major hub for freight in the southwest.

Thank you very much for considering our comments regarding the proposed I-11 alignments. Please feel free to contact my office should you have questions regarding our concerns.

Sincerely,

Carolyn G. Goodman
Mayor, City of Las Vegas

cc: City Manager, Betsy Fretwell
Director of Administrative Services, Ted Olivas
Executive Director Community Development, Jorge Cervantes

RESOLUTION

A RESOLUTION SUPPORTING INTERSTATE 11 AND FUTURE NORTH- SOUTH EXTENSION THROUGH SPARKS/RENO IN WASHOE COUNTY

WHEREAS, Interstate 11 is intended to be a new high-capacity, multimodal transportation corridor connecting the metropolitan areas of Las Vegas, Nevada and Phoenix, Arizona; and

WHEREAS, the new Interstate has the potential to become a major north-south transcontinental corridor through the United States Intermountain West from Mexico to Canada; and

WHEREAS, for study purposes, the corridor is divided in five segments; three high priority segments between (and including) the Las Vegas and Phoenix metro areas, and two high-level visioning segments for possible future extensions from Las Vegas to Canada, and from Phoenix to Mexico; and

WHEREAS, the Nevada Department of Transportation is examining future connectivity north of Las Vegas through the State of Nevada; and

WHEREAS, the Regional Transportation Commission (RTC) of Washoe County strongly supports the connectivity of Interstate 11 from Las Vegas to Reno/Sparks in Washoe County; and

WHEREAS, connectivity of a nation's interstate system with a north and south connection will supplement and strengthen existing surface routes, relieve traffic and freight congestion, and enhance existing access points such as a major international airport and major railroad facilities; and

WHEREAS, Interstate 11 through Reno/Sparks will serve to support the region's many warehousing and distribution companies that depend on convenient and reliable delivery of packages, parcels and mail for delivery domestically and abroad; and

NOW, THEREFORE, BE IT RESOLVED by the Regional Transportation Commission of Washoe County to support the north-south connectivity of Interstate 11 through Reno/Sparks in Washoe County; and urge the state and Nevada's congressional delegation to advocate for this critical connection.

CERTIFICATE

The undersigned, duly qualified Chairperson of the Regional Transportation Commission of Washoe County, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting held on April 18, 2014.

Bonnie Weber

Bonnie Weber, Chair
Regional Transportation Commission

STATE OF NEVADA)
§
COUNTY OF WASHOE)

This instrument was acknowledged before me on May 2, 2014, by Bonnie Weber, Chair of the Regional Transportation Commission.

Notary Public

DENISE I. [illegible]PSON
Notary Public-State of Nevada
APPT. NO. 08-8382-2
My App. Expires October 17, 2016

SOUTHERN NEVADA WATER AUTHORITY
1001 South Valley View Boulevard • Las Vegas, NV 89153
(702) 258-3939 • snwa.com

May 19, 2014

Nevada Department of Transportation
1263 South Stewart Street
Carson City, Nevada 89712

Attention: Sondra Rosenberg, PTP

SUBJECT: INTERSTATE 11 (I-11) AND INTERMOUNTAIN WEST CORRIDOR STUDY – ALIGNMENTS THROUGH THE LAS VEGAS VALLEY AND POTENTIAL IMPACTS TO SOUTHERN NEVADA WATER AUTHORITY AND LAS VEGAS VALLEY WATER DISTRICT INFRASTRUCTURE

The Southern Nevada Water Authority (Authority) is a cooperative regional water agency, which treats and distributes water to Southern Nevada water purveyors through the Southern Nevada Water System. The Las Vegas Valley Water District (District) receives water from the Authority and distributes it directly to users in Las Vegas Valley. The Authority and District have reviewed the three corridor alignments for the subject project, which is proposed to be routed from Phoenix, Arizona and through the Las Vegas Valley, ultimately going to northern Nevada.

This letter is to inform the Nevada Department of Transportation (NDOT) that the Authority and the District have major water treatment and transmission facilities within easements throughout the Las Vegas Valley that will be impacted by all three (3) alternatives. Of particular concern to the Authority is "Alternative BB-QQ", which at its conceptual stage encroaches on the Authority's existing rights-of-way west of the River Mountains, including the River Mountains Water Treatment Facility, Foothills Pumping Station, five (5) major pipelines, and a powerline alignment. The Authority also owns land and rights-of-way outside the Las Vegas Valley. Future I-11 alignments through the state could impact other Authority facilities and rights-of-way throughout the state.

A set of maps has been enclosed for your review displaying the three (3) proposed I-11 alignments through the Las Vegas Valley with the Authority's and District's facilities overlaid on them. All three (3) alignments impact the Southern Nevada Water System and Las Vegas Valley Water District facilities.

Because of potential impacts to facilities and land interests both in and outside the Las Vegas Valley, the Authority and the District would like to closely coordinate with NDOT during the planning, design, and construction phases of the I-11 project to cooperate with NDOT, while protecting the Las Vegas Valley's critical water infrastructure.

Please contact Michael Dishari at (702) 258-3171 for stakeholder coordination meetings and project design submittal. Should you have any other questions, please contact me at (702) 258-3178.

Sincerely,

Doa J. Meade, P.E.
Engineering Services Manager

DJM:MR:mhy:lac
Attachment

cc: Michael A. Dishari
John M. Evans
Lisa M. Luptowitz
Laura B. Jacobsen
Gregory P. Kodweis
Kenneth A. Albright
Richard W. Giltner
David L. Johnson

I-11 CORRIDOR EVALUATIONS
POTENTIAL FACILITY CONFLICTS

East Valley Lateral
Whitney Lateral
Pittman Lateral
East Valley Lateral
Pittman Lateral
Henderson Lateral
South Valley Lateral
South Valley Lateral
Boulder City Lateral
Boulder City Raw Water Lateral

Foothills Pumping Facility
River Mountains Tunnels
River Mountains Water Treatment Facility
Lake Mead National Recreation Area Regulating Tanks 2, 2A
Booster Pump Station 1A
Alfred Merritt Smith Water Treatment Facility
Pumping Plants 2A,2B,2C Forebays 2,2A
FLOOD CONTROL Northeast C-1 Detention Basin
FLOOD CONTROL East C-1 Detention Basin
FLOOD CONTROL Equestrian Detention Basin
Horizon Ridge Reservoir
Boulder City Pumping Plants 7,7B
Well 55
Well 43
McCarran Int'l Airport

Outerbelt Corridor - East 1 (Alternative BB-QQ)
Outerbelt Corridor - East 1 (Alternative BB-QQ)
I-515 (Alternative Z)
Future I-515
Clark County 215 (Alternative Y)
C-452

Lake Mead
Lake Mead National Recreation Area
Boulder Beach Campgrnd
Las Vegas Bay Rd
Saint Louis Ave
Sahara Ave
Desert Inn Rd
Flamingo Rd
Russell Rd
Patrick Ln
Sunset Rd
Warm Springs Rd
Robindale Rd
Windmill Ln
Wigwam Pky
Horizon Ridge Pky
Horizon Dr
Van Wagenen St
Water St
Athens Ave
Adams Blvd
Arizona St
Utah St
Wyoming St
Alaska Ave
Boulder Hwy
Nevada Hwy
Desert Wetlands Park
Silver Bowl Sports Complex
Sunset Park
Paseo Verde Library
Hemenway Park
Wetlands Park
Las Vegas Paiute Golf Resort
Wynn Golf Course
Sands Ave
Koval Ln
Swenson St
Maryland Pky
Paseo Monaco
Sandhill Rd
Mountain Vista St
Eastern Ave
Whitney Ranch Dr
Stephanie St
Pecos Rd
Gibson Rd
Valle Verde Dr
Pacific Ave
College Dr
Boulder City
Henderson
Las Vegas
North Las Vegas
Nellis Air Force Base
Clark County

Legend

- Sites
- SNWA Facilities
- LVVWD Facilities
- Power Facilities

I-11 Alternatives

- Existing Corridor
- New Corridor

VICINITY MAP
SHEET 4
SHEET 2
SHEET 3
SHEET 1

The information depicted on this map represents data collected from various sources by the Southern Nevada Water Authority and is intended for planning purposes only.

0 3,960 Feet
0 1,207 Meters

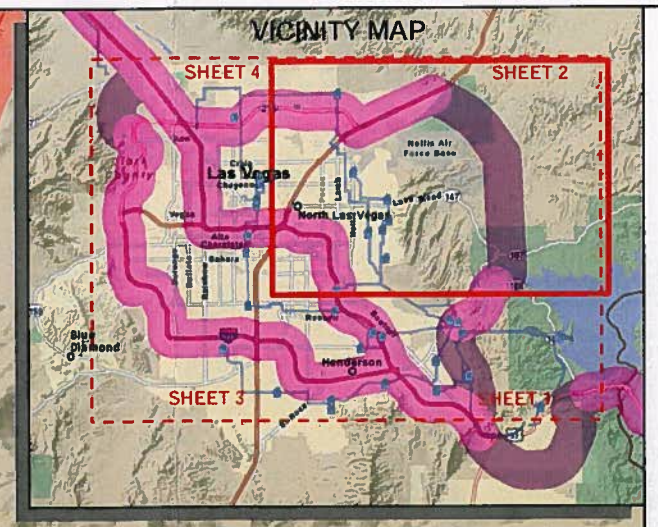
MAP ID: 64177_DPR
STAFF: JMS
DATE: 14-MAY-2014

SHEET 1 OF 4

SOUTHEAST LAS VEGAS VALLEY

I-11 CORRIDOR EVALUATIONS
POTENTIAL FACILITY CONFLICTS

VICINITY MAP



North Valley Lateral
Lamb Pumping Facility
Future ISWP
East Valley Lateral
GRAND TETON RCFC
Revere Surge Tanks
I-15
Speedway Blvd
Las Vegas Motor Speedway
Las Vegas Dunes National Recreation Lands
Outerbelt Corridor - North (Alternative BB-QQ)
Nellis Air Force Base
Shadow Creek Golf Course
Lone Mountain Rd
Craig Rd
NELLIS AFB
Cheyenne Ave
Sunrise Vista Golf Club
North Las Vegas Lateral
Carey Ave
Owens Ave
Stewart
Bonanza
Bonanza Rd
McKnight Rd
I-515 (Alternative Z)
Clark Ave
Charleston Blvd
Saint Louis Ave
Sahara Ave
East Valley Lateral
Desert Inn Rd
Campbell
Flamingo Rd
Whitney Lateral
Lake Mead National Recreation Area
Lake Mead

Legend

- Sites
- SNWA Facilities
- LVVWD Facilities
- Power Facilities

I-11 Alternatives

- Existing Corridor
- New Corridor

The information depicted on this map represents data collected from various sources by the Southern Nevada Water Authority and is intended for planning purposes only.

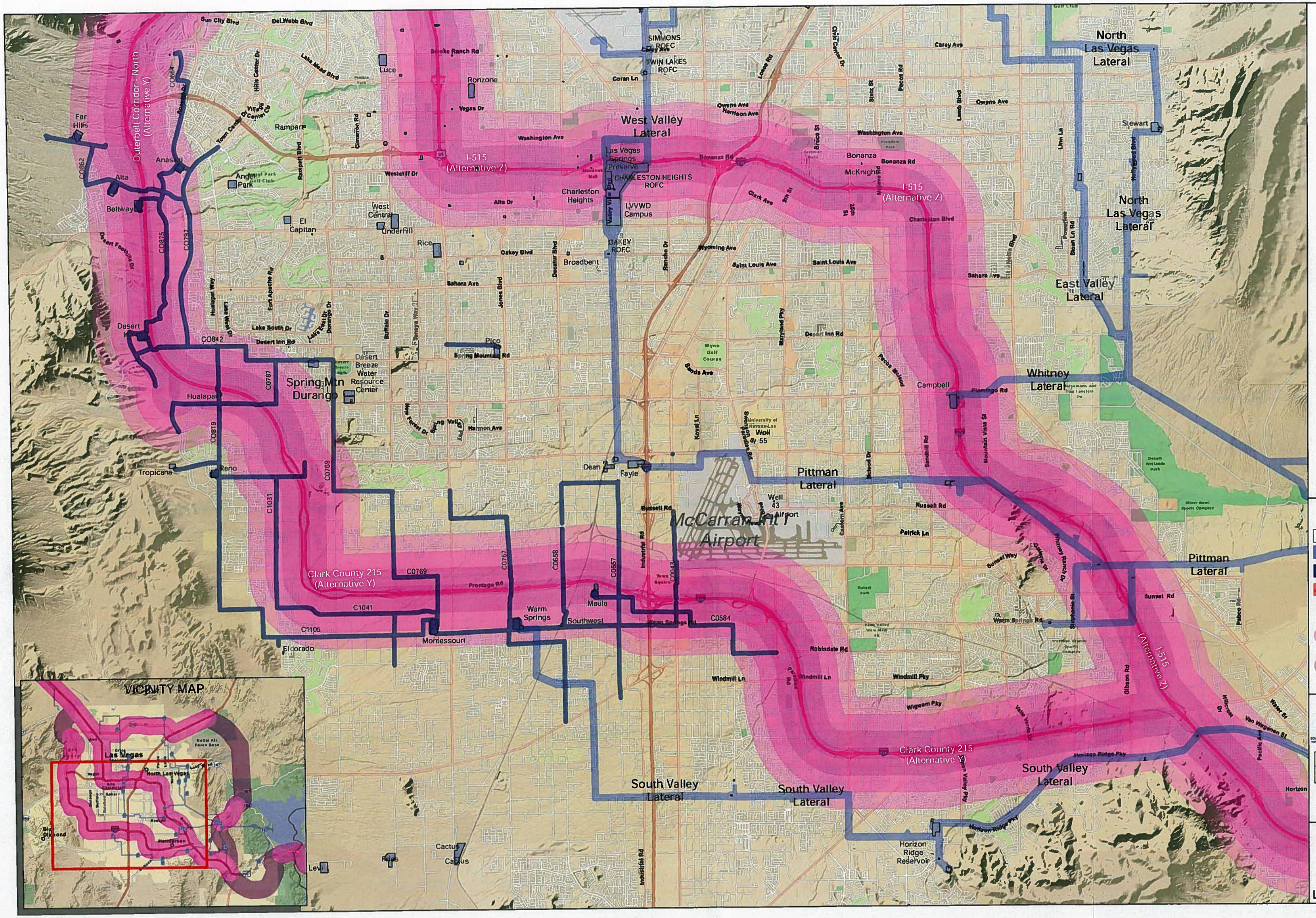
0 3,960 Feet
0 1,207 Meters

MAP ID: 64177_DPR
STAFF: JMS
DATE: 14-MAY-2014

SHEET 2 OF 4

NORTHEAST LAS VEGAS VALLEY

I-11 CORRIDOR EVALUATIONS
POTENTIAL FACILITY CONFLICTS



I-11 CORRIDOR EVALUATIONS
POTENTIAL FACILITY CONFLICTS

Three Lakes (Deferred Project)
Log Cabin
US 95
Outerbelt Corridor - North (Alternative Y)
Tule Springs
Floyd Lamb State Park
Decatur Pumping Facility
Revere Surge Tanks
North Valley Lateral
GRAND TETON ROFC
Lamb Pumping Facility
Future ISW
Elkhorn
Dorrell
Rome
Bath
Cliff Edge
CO858
CO699
US 95
North Valley Lateral
DEER SPRINGS ROFC
East Valley Lateral
Centennial Pkwy
Centennial
CO651
Tropical
Tropical Satellite
Clark County 215 (Alternative BB-QQ)
North Valley Lateral
CO1045
CO838
CO837
Alpine Ridge Way
Grand Canyon
Cheyenne
Fort Apache
Ann Rd
Lone Mountain Rd
Craig Rd
Alexander Rd
Gowan
Cheyenne Ave
Sun City Blvd
Del Webb Blvd
Lake Mead Blvd
Luce
Ronzone
Vegas Dr
Brooke Ranch Rd
GOWAN PRF
Carlton Square ROFCS
SIMMONS ROFC
TWIN LAKES ROFC
Coran Ln
Owens Ave
Harrison Ave
Washington Ave
Bonanza Rd
Carey Ave
Oquendo Ave
NELLIS ROFC 8B
Far Hills
Outerbelt Corridor - North (Alternative Y)
CO862
CO684
Anasazi
Alta
Rampart
Lindell Rd
Town Center Dr
Village Center Cir
Angel Park
Angel Park Golf Club
Beltway
El Capitan
West Central
Undertill
Rice
Westcliff Dr
Alta Dr
I-515 (Alternative Z)
West Valley Lateral
Las Vegas Springs Preserve
CHARLESTON HEIGHTS ROFC
Charleston Heights
LVVWD Campus
OAKEY ROFC
Broadbent
Oakey Blvd
Sahara Ave
Desert Foothills Dr
CO835
CO832
CO842
Lake South Dr
Desert Inn Rd
Pico
Saint Louis Ave
Wyoming Ave
Charleston Blvd
Clark Ave
McKnight
Shadow Creek Golf Course
Lone Mountain Rd
Craig Rd
Cheyenne Ave
Carey Ave
Oquendo Ave
Lamb Blvd
Decatur Blvd
Jones Blvd
Rancho Dr
Buffalo Dr
Tenaya Way
Durango Dr
Fort Apache Rd
Hualapai Way
Lake East Dr
Lake West Dr
Allen Ln
Bruce St
Sloan St
Decatur Blvd
Las Vegas Blvd
Nellis Blvd
Maryland Pkwy
Lamb Ln
Powerline
Jones Ln
Rancho Dr
Valley View Blvd
Sahara Ave
Desert Inn Rd

SHEET 4
SHEET 2
SHEET 3
SHEET 1
VICINITY MAP

Legend

- Sites
- SNWA Facilities
- LVVWD Facilities
- Power Facilities

I-11 Alternatives

- Existing Corridor
- New Corridor

The information depicted on this map represents data collected from various sources by the Southern Nevada Water Authority and is intended for planning purposes only.

0 3,960 Feet
0 1,207 Meters

MAP ID: 64177_DPR
STAFF: JMS
DATE: 14-MAY-2014

SHEET 4 OF 4

NORTHWEST LAS VEGAS VALLEY

RESOLUTION NO. 7975

RESOLUTION SUPPORTING INTERSTATE 11 AND FUTURE NORTH-SOUTH EXTENSION THROUGH THE CITIES OF RENO AND SPARKS IN WASHOE COUNTY.

WHEREAS, Interstate 11 (I-11) is intended to be a new high-capacity, multimodal transportation corridor connecting the metropolitan areas of Las Vegas, Nevada and Phoenix, Arizona; and

WHEREAS, the new Interstate has the potential to become a major north-south transcontinental corridor through the United States Intermountain West from Mexico to Canada; and

WHEREAS, for study purposes, the corridor is divided in five segments; three high priority segments between (and including) the Las Vegas and Phoenix metro areas, and two high-level visioning segments for possible future extensions from Las Vegas to Canada, and from Phoenix to Mexico; and

WHEREAS, the Nevada Department of Transportation is examining future connectivity north of Las Vegas through the State of Nevada; and

WHEREAS, the City of Reno strongly supports the connectivity of Interstate 11 from Las Vegas to the Cities of Reno and Sparks in Washoe County; and

WHEREAS, connectivity of a nation's interstate system with a north and south connection will supplement and strengthen existing surface routes, relieve traffic and freight congestion, and enhance existing access points such as a major international airport and railroad facilities; and

WHEREAS, I-11 through Reno and Sparks will serve to support the region's many warehousing and distribution companies that depend on convenient and reliable delivery of packages, parcels and mail for subsequent delivery domestically and abroad; and

NOW, THEREFORE, BE IT RESOLVED by the City of Reno to support the north-south connectivity of Interstate 11 through the cities of Reno and Sparks in Washoe County, and urges the state and Nevada's congressional delegation to advocate for this critical connection.

Upon motion by Council Member Zadra, seconded by Council Member Jardon, the foregoing resolution was adopted this 28th day of May, 2014, by the following vote of the Council:

AYES: Zadra, Jardon, Delgado, Dortch, Cashell
NAYS: Brekhus
ABSTAIN: None ABSENT: Schieve

APPROVED this 28th day of May, 2014.

ROBERT A. CASHELL, SR., MAYOR

ATTEST:

LYNNETTE R. JONES
CITY CLERK

CITY OF RENO CORPORATE SEAL WASHOE COUNTY, NEVADA

IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 7129
Boise ID 83707-1129

(208) 334-8000
itd.idaho.gov

May 30, 2014

The Honorable Mike Crapo
United States Senate
239 Dirksen Senate Office Building
Washington, DC 20510

Dear Senator Crapo:

At its meeting on May 22, the Idaho Transportation Board learned about the I-11 Intermountain West Corridor study. At least three alternate routes are being reviewed to link Las Vegas to Canada.

The board requests your support for the US-93 option, also known as "Route C". It is the shortest route and presumably the least expensive to construct. It provides motorists with two options when it connects to I-84 in the Twin Falls vicinity: east to I-15 or west to I-5 and then north into Canada.

Additionally, with efforts underway to allow permitted vehicle weights up to 129,000 pounds on select Idaho Interstates, passage of this legislation would support the US-93 option. These vehicles could travel unimpeded to I-15 and then into Canada, enhancing economic opportunities. Currently, I-15 north of Idaho Falls is under-utilized. Also, thanks to the GARVEE Program, the Idaho Transportation Department is in the process of completing major improvements to I-84 in the greater Boise area. We believe Idaho's transportation system would be able to accommodate the projected increased traffic in either direction well into the future.

We appreciated Farhana Hibbert's attendance at our meeting in Pocatello. Again, please support "Route C" of the I-11 Intermountain West Corridor study. Not only would it be the least expensive alternative, but it could benefit Idaho's economy.

Sincerely,

JERRY WHITEHEAD
Chairman
Idaho Transportation Board

Cc: White Pine County, Nevada
The Honorable Butch Otter, Governor of Idaho
City of Twin Falls
Twin Falls County

From: Brenda Gilbert [mailto:Brenda@becnv.com]
Sent: Tuesday, June 03, 2014 4:22 PM
To: Rosenberg, Sondra E
Cc: 'James Eason (jeason@co.nye.nv.us)'; 'Chris Mulkerns (tpu@frontiernet.net)'; Eileen Christensen
Subject: Town of Tonopah Testimony to NDOT Board RE Western Nevada I-11 Path

Sondra:
Following is a transcript of comments I made at the June 2, 2014 NDOT Board of Directors meeting at the request of James Eason and the Town of Tonopah.

I have been asked by James Eason, Manager of the Town of Tonopah to tell you the Town of Tonopah heartily supports designation of the western Nevada alternative of an Intermountain West corridor following Highway 95 north from Las Vegas as a segment of U.S. Interstate 11. The Town of Tonopah is drafting a resolution for approval by their Board which codifies their support for the designation.

An I-11 designation would benefit the Town of Tonopah and the State of Nevada because it:

- Connects the two population and commerce centers of Nevada
- Supports development of an electric vehicle charging network to enhance tourism
- Improves safety of the route
- Allows development of infrastructure to support “cross-dock” areas for the trucking industry
- Ties together Nellis, Fallon, Hawthorne, and Creech defense facilities
- Ties together airport facilities designated for the unmanned aerial vehicle industry
- Avoids areas in the flight path utilized to transport live ordinance
- Facilitates improvements to “feeder” highways like Highway 6 which connects Bishop California with Ely and Salt Lake City, Utah

Upon designation of the western corridor as I-11, the Town of Tonopah intends to begin a marketing campaign designed to build upon existing industry while attracting new industry consistent with the Governor’s Economic Development Plan. For example, the nation’s only active lithium extraction operation lies along this route. Presence of a robust transportation corridor that enhances connectivity regionally, nationally, and internationally would enable development of a fully integrated supply chain for lithium batteries.

The Town of Tonopah has reached out to its neighbors to begin discussions it hopes will lead to collaboration benefiting all of Nevada. The Town of Tonopah respectfully requests this Board approve support for the western alternative at its earliest opportunity.

Please let me know if you have any comments or questions regarding these statements.

Regards,
Brenda

Brenda Gilbert
Program Manager

BEC Environmental, Inc.
PO Box 11083
Reno, NV 89510

(775) 345-5261
(877) 770-3975
Email: Brenda@becnv.com

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 99TH AIR BASE WING (ACC)
NELLIS AIR FORCE BASE NEVADA

JUN 06 2014

Colonel Barry R. Cornish
Commander
4430 Grissom Ave, Ste 101
Nellis AFB NV 89191-6520

Ms. Sondra Rosenberg, PTP
Nevada Department of Transportation
1263 South Stewart Street
Carson City NV 89712

Dear Ms. Rosenberg

On behalf of Nellis Air Force Base (AFB), I would like to express my appreciation for including Nellis AFB as a stakeholder in the evaluations for the "Las Vegas Metropolitan Section" of the Interstate 11 potential alignments. The considerable efforts that the Nevada Department of Transportation has expended thus far to ensure all stakeholders have a voice in the planning process are commendable. I am deeply grateful that Nevada Department of Transportation addressed our concerns regarding Air Force mission impacts that would result from implementation of Alternative BB or Alternative QQ by eliminating those potential routes from further consideration.

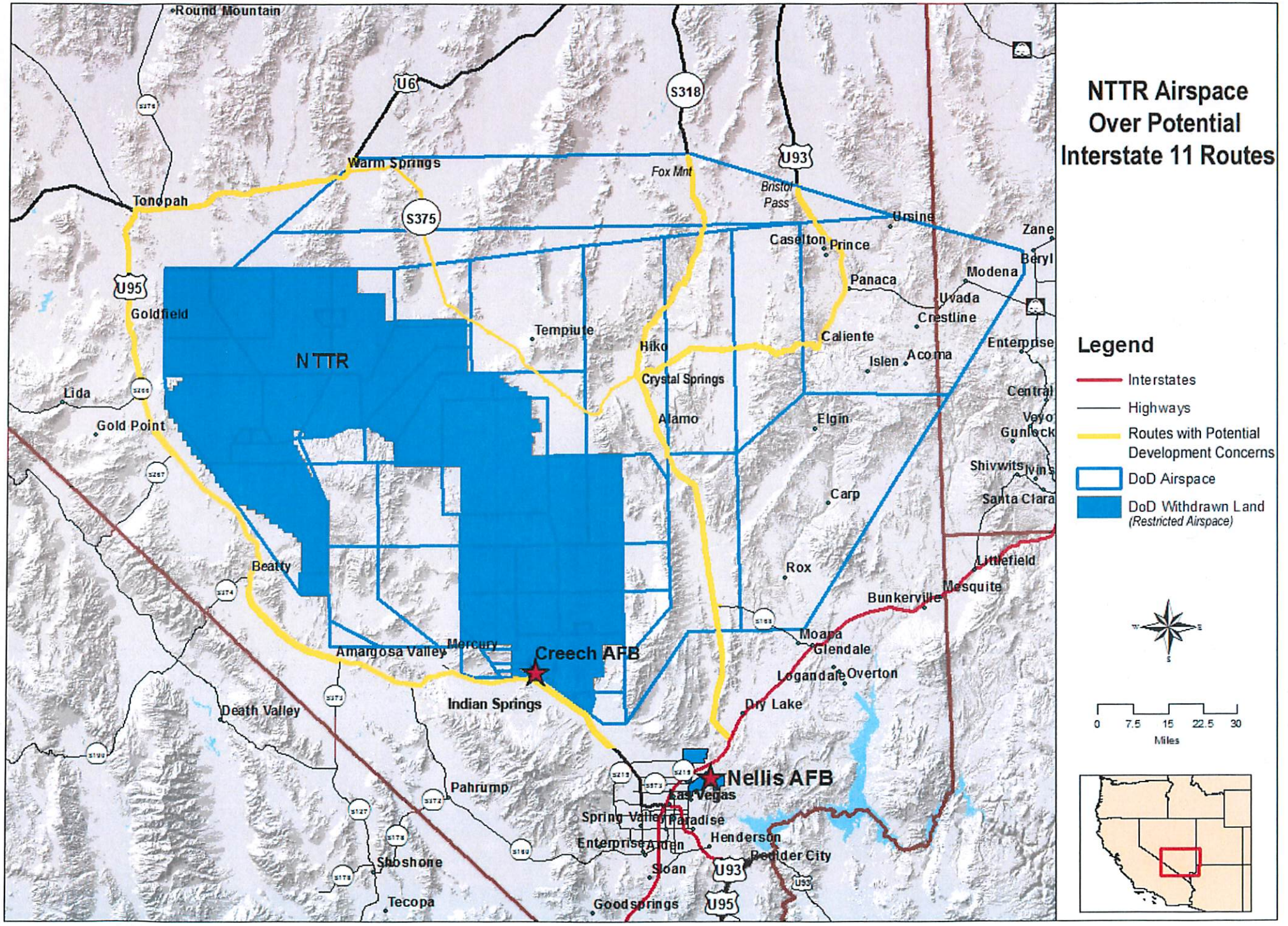
It is essential that any development near Nellis AFB and the Nevada Test and Training Range (NTTR) is compatible with the USAF mission. As the attached map illustrates, US 93 travels under NTTR Military Operations Area (MOA) airspace from just north of the I-15 exit to Bristol Pass, about 15 miles north of Pioche. SR 318 travels under MOA airspace from Crystal Springs to a point about three miles north of Fox Mountain. SR 375 travels under MOA airspace from Crystal Springs to Tonopah. US 95 is adjacent to restricted NTTR airspace. Incompatible development that might be enabled or fostered by an interstate highway could have serious impacts to the USAF test and training mission and thus to national security.

Nellis AFB looks forward to continuing as a partner in the Interstate 11 evaluations. I believe your efforts will result in selection of a route that will prove advantageous to all concerned.

Sincerely

BARRY R. CORNISH
Colonel, USAF

Attachment:
Map of NTTR Airspace over Potential Interstate 11 Routes


NTTR Airspace Over Potential Interstate 11 Routes
Legend
Interstates
Highways
Routes with Potential Development Concerns
DoD Airspace
DoD Withdrawn Land
(Restricted Airspace)
0 7.5 15 22.5 30
Miles
NTTR
Creech AFB
Nellis AFB
Round Mountain
Warm Springs
Tonopah
Goldfield
Lida
Gold Point
Beatty
Amargosa Valley
Mercury
Death Valley
Indian Springs
Pahrump
Shoshone
Tecopa
Tempiute
Hiko
Crystal Springs
Alamo
Fox Mnt
Bristol Pass
Caselton
Prince
Ursine
Panaca
Caliente
Elgin
Carp
Rox
Zane
Beryl
Modena
Uvada
Crestline
Enterprise
Islen
Acoma
Central
Veyo
Gunlock
Shivwits
Ivins
Santa Clara
Littlefield
Mesquite
Bunkerville
Moapa
Glendale
Logandale
Overton
Dry Lake
Las Vegas
Paradise
Spring Valley
Henderson
Boulder City
Enterprise
Arden
Sloan
Goodsprings
U6
S318
U93
S375
U95
S375
S267
S374
S373
S190
S372
S127
S178
S160
S176
S169
S215
S573

Highway 95 RDA
City of Fallon + Mineral County + Pershing County
c/o 555 W. Williams Ave., Fallon NV 89406

June 16, 2014

Sondra Rosenberg, PTP
I-11 Study Project
Nevada Department of Transportation
1263 S. Stewart Street
Carson City, NV 89512

Re: Highway 95 RDA Endorsement of I-11 Western Alignment

Dear Ms. Rosenberg:

The Highway 95 Regional Development Authority, a collaborative effort of the City of Fallon, Mineral County and Pershing County for the economic development of the partner communities, supports the efforts of the I—11 (Intermountain West) Transportation Corridor.

We believe that a north-south transportation corridor which would include Highway 95 would benefit not only the States of Nevada and Arizona, but most particularly the communities along the western alignment – Fallon, Hawthorne and Lovelock. Commerce flowing between Mexico and Canada, through Nevada, would be an economic benefit that will enable our Nevada communities to grow and prosper.

We look forward to the continued efforts of the study committee and the Nevada Department of Transportation to make the I-11 Western Alignment a reality.

Sincerely,
Bob Shriver, Director
Highway 95 RDA

Churchill
Economic Development Authority

448 West Williams Avenue
P.O. Box 1236
Fallon, NV 89407
P: (775) 423-8587
www.ceda-nv.org
ceda@ceda-nv.org

June 17, 2014

Sondra Rosenberg, PTP
I-11 Study Project
Nevada Department of Transportation
1263 South Stewart Street
Carson City, Nevada 89512

Re: Highway 95 RDA Endorsement of I-11 Western Alignment

Dear Ms. Rosenberg,

The Churchill Economic Development Authority was created under an interlocal agreement between the City of Fallon and Churchill County to further the economic and community development efforts of the community. We are writing today to support the effort of the I-11 Transportation Corridor.

Certainly a north-south transportation corridor that includes Highway 95 would benefit not only the States of Nevada and Arizona, but most particularly the remote, rural communities along the western alignment – not just our Fallon/Churchill County community, but also Hawthorne, Lovelock, and Winnemucca. Commerce flowing between Mexico and Canada through Nevada would be an economic benefit that will enable our Nevada communities to grow and prosper.

We look forward to the continued efforts of the study committee and the Nevada Department of Transportation to make the I-11 Western Alignment a reality, and hope that you will include us in your efforts.

Sincerely,

Rachel Dahl
Executive Director

Item F-5

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
REQUEST FOR COMMISSION ACTION

Date Submitted: June 25, 2014 **Meeting Date:** July 9, 2014

To: Regional Transportation Commission

From: Patrick Pittenger, Transportation Manager

2014.RTC.R-1

Subject Title: For Possible Action: To adopt Resolution No._____ expressing support for the construction of Interstate 11 (I-11) from Phoenix, Arizona to Las Vegas, Nevada with a future extension through Carson City, utilizing the existing I-580 corridor.

Staff Summary: The Nevada and Arizona Departments of Transportation (NDOT and ADOT) will soon be finalizing the I-11 and Intermountain West Corridor Study, which evaluates a proposed multi-modal interstate facility between the Phoenix and Las Vegas metropolitan areas. The proposed facility is envisioned as a segment of a larger international facility that would ultimately provide a direct connection between Mexico and Canada. Though an alignment has yet to be determined, the proposed resolution supports a future extension of I-11 through Carson City.

Type of Action Requested: (check one)
(☐) None – Information Only
(☒) Formal Action/Motion

Recommended Commission Action: I move to adopt Resolution No._____ expressing support for the construction of Interstate 11 (I-11) from Phoenix, Arizona to Las Vegas, Nevada with a future extension through Carson City, utilizing the existing I-580 corridor.

Explanation for Recommended Action: The I-11 and Intermountain West Corridor Study is nearly complete, and the groundwork has been laid for the planning process to begin for a future interstate facility between the Phoenix and Las Vegas metropolitan areas. This facility is anticipated to be a segment of a larger one that will ultimately connect Mexico to Canada. The alignment of a future extension has yet to be determined, but local governments such as the Regional Transportation Commission of Washoe County and the Town of Tonopah have already passed resolutions supporting the extension of I-11 through their respective jurisdictions.

A logical alignment would utilize I-580, which has recently been extended from south Reno to connect with the Carson City Freeway, and is currently being extended to U.S. Highway 50 West (Spooner Junction). Should a future extension of I-11 run through Carson City, the economic benefits to Carson City and the greater region would be numerous. In addition, the I-580 facility would be more integrated into the Interstate

highway system and motorists would have a safer and more efficient means of travel to and from Carson City and the surrounding area.

Applicable Statue, Code, Policy, Rule or Policy: N/A
Fiscal Impact: N/A
Explanation of Impact: N/A
Funding Source: N/A
Alternatives: N/A
Supporting Material: Resolution, NDOT presentation on the I-11 and Intermountain West Corridor Study

Prepared By: Dan Doenges, Senior Transportation Planner

Reviewed By: _____ Date: 6/30/14
(Transportation Manager)

_____ Date: 6/30/14
(Public Works Director)

_____ Date: 6/30/14
(Finance Director)

_____ Date: 6/30/14
(District Attorney's Office)

Commission Action Taken:

Motion: adopt 1) BB Aye/Nay
2) RMC 3-0

_____ (Vote Recorded By)

RESOLUTION NO. 2014-RTC-R-1

A RESOLUTION EXPRESSING SUPPORT FOR INTERSTATE 11 AND A FUTURE NORTH-SOUTH ALIGNMENT THROUGH CARSON CITY

WHEREAS, Interstate 11 is intended to be a new high-capacity, multimodal transportation corridor connecting the metropolitan areas of Las Vegas, Nevada and Phoenix, Arizona; and

WHEREAS, the new Interstate has the potential to become a major north-south transcontinental corridor through the United States Intermountain West from Mexico to Canada; and

WHEREAS, for study purposes, the corridor is divided into five segments; three high priority segments between (and including) the Las Vegas and Phoenix metro areas, and two high-level visioning segments for possible future extensions from Las Vegas to Canada, and from Phoenix to Mexico;

WHEREAS, the Nevada Department of Transportation is examining future connectivity north of Las Vegas through the State of Nevada; and

WHEREAS, the City of Carson City strongly supports the connectivity of Interstate 11 from Las Vegas to the City of Carson City; and

WHEREAS, connectivity of the nation's interstate system including a significant north and south connection via Interstate 11 will supplement and strengthen existing surface routes, relieve traffic and freight congestion, and enhance existing access points to important multi-modal ports; and

WHEREAS, Interstate 11 in western Nevada and through Carson City will serve to support the economy of the State's Capital and improve the connectivity and accessibility to the Capital from other areas of the State of Nevada and beyond; and

WHEREAS, Interstate 11 through Carson City would utilize the existing Interstate 580 which is a significant existing facility; and

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///

///

///

NOW, THEREFORE, BE IT RESOLVED, that the City of Carson City supports the north-south connectivity of Interstate 11 through the City of Carson City and urges the state and Nevada's congressional delegation to advocate for this critical connection.

Upon motion by Commissioner Brad Bonkowski, seconded by Commissioner Robert McQueary, the foregoing Resolution was passed and adopted this 9th day of July, 2014 by the following vote:

AYES: Commissioner Brad Bonkowski
Commissioner Robert McQueary
Chairperson John McKenna

NAYS: None.

ABSENT: Vice Chairperson James Smolenski

ABSTAIN: None.

JOHN McKENNA, Chair
Carson City Regional Transportation Commission

ATTEST:

for: ALAN GLOVER, Clerk-Recorder
Carson City, Nevada

July 11, 2014

Marily M. Mora, A.A.E.
President / CEO

Sondra Rosenberg, PTP
Federal Programs Manager
I-11 & Intermountain West Corridor Study Project Manager
Nevada Department of Transportation
1263 South Stewart Street
Carson City, Nevada 89712

Re: Interstate 11 (I-11) and Intermountain West Corridor Study

Dear Ms. Rosenberg:

The Reno-Tahoe Airport Authority (RTAA) was pleased to participate in the two-year Interstate 11 (I-11) and Intermountain West Corridor Study, jointly led by the Nevada Department of Transportation (NDOT) and the Arizona Department of Transportation (ADOT). The I-11 and Intermountain West Corridor has the potential to open up significant commerce, tourism, and international trade opportunities across the western states and will improve the safety and time travel reliability of the movement of people and goods between Mexico and Canada. The RTAA concurs with the overall findings of this study and supports further collaboration among current and new federal, state, regional, local, public, and private partners.

As owner and operator of the Reno-Tahoe International Airport, the 66th busiest commercial airport in the nation, which serves as a regional conduit for business, leisure and air cargo transportation, and the Reno-Stead Airport, a general aviation airport, which supports the emerging unmanned autonomous systems (UAS) industry as an Federal Aviation Administration (FAA) designated test site, the RTAA advocates for the continuation of the congressionally-delegated corridor north via the "Northern Nevada Future Connectivity Corridor" along US 95 and US 395 through the cities of Reno and Sparks. A northerly extension through Reno and Sparks will connect Nevada's largest population centers while also relieving traffic and freight congestion. Furthermore, it will improve connectivity between air and ground transportation options, increase rail capacity by closing gaps in the existing north/south network, and most importantly, strengthen existing industry, transportation, and economic activity centers in Reno, Sparks, Tahoe Reno Industrial Center (TRIC), Fernley Industrial Park, and Las Vegas.

NDOT and ADOT have demonstrated true collaboration and outstanding stakeholder outreach during this multi-phase, bi-state study, and the RTAA looks forward to being an active participant in further efforts to advance the I-11 and Intermountain West Corridor.

Sincerely,

Marily M. Mora

Marily M. Mora, A.A.E.
President/CEO

MMM/lkb
CC: Dean Schultz, A.A.E., RTAA Executive Vice President/COO
Jamie McCluskie, RTAA Vice President of Planning, Engineering & Environmental Mgmt.
Tina W. Iftiger, RTAA Vice President of Airport Economic Development
Brian Kulpin, RTAA Vice President of Marketing and Public Affairs

CITY OF HENDERSON
240 Water Street
P. O. Box 95050
Henderson, NV 89009-5050

July 14, 2014

Ms. Sondra Rosenberg
Nevada Department of Transportation
1263 South Stewart Street
Carson City, NV 89712

Subject: I-11 and Intermountain West Corridor Study
City of Henderson Comments

Dear Ms. Rosenberg:

Please accept the following comments to be included in the official record of the referenced project. The City of Henderson reiterates previous statements of strong support for the overall I-11 corridor. We strongly believe I-11 will expand the economic vitality of the Las Vegas region by connecting the two largest metropolitan areas in the country not currently connected by an interstate highway.

The following comments should not be construed as a statement against the advancement of the I-11 corridor. Rather, the comments reflect concerns with the criteria and judgments made by the NDOT team in conceptually evaluating the alternatives within the Las Vegas Valley. We also express concern with the efforts of the NDOT team to provide opportunities for discussion and input from the Public, particularly with those that could be most impacted.

I. Public Outreach and Comments

A series of public meetings were scheduled to receive comments on the documents recently released on the project website, representing the final comment period for this study. City of Henderson staff, in the comment letter submitted during the February Virtual Public Meeting requested that, due in large part to the advent of the new BB-QQ

alignment proposal, any subsequent public comment period include a "face to face" meeting in Henderson. NDOT originally acknowledged this request but failed to schedule a meeting in Henderson during the current public involvement period. As has been stated several times throughout the study period and in fact is stated again in the current project documents, the NDOT Team recommends the BB-QQ alignment as the preferred alignment for the Las Vegas metropolitan area. It is highly objectionable that the NDOT team would make such a recommendation without providing for direct public discussion and input from those most affected.

II. Evaluation Results: Las Vegas Metropolitan Area

The following comments pertain to the evaluation results that can be found in the "Technical Memorandum: Level 2 Evaluation Results Summary – DRAFT", dated June 2014 (hereinafter referred to as "Study"). Much of the information referenced below can be found on pages 15-16 and pages 57-75 of that document. The comments are organized in order of the Evaluation Category, page 15.

- Modal Interrelationships: The study evaluated opportunities for a combined highway, rail and utility corridor. This appears to be a relevant strategy for the largely undeveloped corridors between the metropolitan areas, but is a less valid consideration when evaluating the urbanized areas which are already served by rail corridors. In the Las Vegas metropolitan area, only alignment BB-QQ is shown as a "Feasible I-11 Highway / Rail / and Utility Corridor" (ref. Figure 9, page 13). However, when questioned by City staff in the May stakeholder meeting, Ms. Rosenberg stated that due to the cost of crossing the Colorado River, it was not feasible to consider a new alignment for rail entering the Las Vegas Valley and following the I-11 alignment. Therefore, including modal interrelationships as an evaluation criterion for the Las Vegas Valley alternatives inappropriately skews the overall evaluation and comparison of the alignments.
  ***Recommendation**: Remove "Modal Interrelationships" from the Evaluation Categories for the Las Vegas Valley alignments or identify the criteria as not applicable for the Las Vegas metropolitan area.*
- Economic Vitality: Alternative Y is ranked "Less Favorable".
  - This ranking does not appear to acknowledge the LTA areas in West Henderson or the approximate 2,500 acres of commercial and industrial land use in the Clark County CMA along the southern beltway.
  - It does not address access to McCarran International Airport, Henderson Executive Airport or the confluence of rail lines that occurs in the southwest part of the valley.
  - It also does not address the fact that much of the industrial operators wish to be positioned as close as possible to the southern California market and not

have to pass through the congestion of the spaghetti bowl. This congestion can be the difference between a driver being able to make the round trip in a single day.

***Recommendation**: Give credence to existing commercial and industrial areas in the southwest part of the valley which are located more proximate to the Los Angeles "Megapolitan" area.*

- Transportation Plan / Policies: Alternatives Y, Z and BB-QQ are ranked "Moderately Favorable".
  - The approach for this category states, "Qualitative analysis: based on how much of the alternative is documented in transportation plans." Alternatives Y and Z have significant improvements planned for each as documented in the Regional Transportation Plan (RTP). Alternative Y was constructed to accommodate up to 5 lanes of traffic in each direction such that bridges over the I-215 were built to span this planned widening. It is difficult to understand how a new alternative (BB-QQ) could rank equally to existing alignments with planned improvements included in the RTP.

  ***Recommendation**: Re-evaluate the rankings for the alternatives based on the stated evaluation criteria and approach.*
- Environmental Sustainability: Alternative BB-QQ is ranked "Less Favorable". Page 72 of the Study states the following for the BB-QQ alignment:
  - "Per NDOW, occupied Bighorn sheep distribution exists within portion of the project area."
  - "Per BLM, segments 58 and 68 *(of Alternative BB-QQ)* traverse the Rainbow Gardens and River Mountains ACEC's and the LMNRA. Northern beltway within close proximity to Eglington Plant Preserve."
  - "Per BOR, potential conflicts and impacts with vital infrastructure of the SNWA system and proposed power transmission corridors. Recreational impacts including possible disruption of River Mountains Loops Trail."

  ***Recommendation**: Re-evaluate the ranking for the BB-QQ alternative based on the stated extensive impacts. Consider "Least Favorable" ranking.*
- Land Use and Ownership: Alternative BB-QQ is ranked "Somewhat Favorable". The Approach for this ranking criteria states, "Qualitative analysis: based on consistency with land use and resource plans" and, "Qualitative analysis: based on compatibility with land ownership patterns….".
  - As stated above, the BB-QQ alternative passes through occupied bighorn sheep distribution; traverses the Rainbow Gardens, River Mountains ACEC's and the LMNRA; the northern beltway passes within close proximity to Eglington Plant Preserve; the alignment passes through rural neighborhood preservation areas, passes through the Old Vegas, Cadence, Lake Las Vegas,

Lakemoor Canyon and other residential developments adjacent to Lake Mead Parkway; passes through commercial developments adjacent to Lake Mead Parkway; impacts the River Mountain Loop Trail, Lake Mead Trail, Golda Trailhead and other recreation and open space facilities.

***Recommendation**: Re-evaluate the ranking for the BB-QQ alternative based on the stated extensive impacts and non-compliance with any existing land use plans or ownership. The only possible ranking is "Least Favorable".*

- Community Acceptance: Alternative BB-QQ is ranked "Moderately Favorable". The NDOT Team conservatively approximated that fully seventy-five percent (75%) of the comments received from the public regarding the impressions of Alternative BB-QQ "Strongly Oppose" the Alternative and seventy-two percent (72%) "Strongly Disagree" with Alternative BB-QQ being a reasonable alternative that could be carried into more detailed, future studies. The City of Henderson and several of the federal resource agencies are on record with significant concerns about the impacts of the alignments. It is not understood how the NDOT Team could come up with a "Moderately Favorable" ranking for Community Acceptance for BB-QQ. It is also misleading to publish a ranking as being representative when there has not been a community based public meeting to discuss and solicit input on the Alternatives with those that could be impacted.

  ***Recommendation**: Properly reflect Community Acceptance ranking based on comments received and properly represent the limited level of outreach done in the communities that could be impacted.*

- Cost: Alternatives Y and BB-QQ are ranked "Somewhat Favorable", Alternative Z is ranked "Least Favorable". The cost of Alternative Z is stated to be $2.863B and the threshold for reaching Least Favorable ranking is arbitrarily set at $2.8B, resulting in the Least Favorable (most costly) ranking. Alternative BB-QQ received a "planning level" estimate of $1.16B.
  - CoH staff has previously requested the costing assumptions for Alternative Z. The I-515 alternative has already been studied for widening to accommodate growing traffic volumes resulting from growth in the Las Vegas Valley. The costs for this widening and for the reconstruction of the aging viaduct downtown are not attributable to the I-11 designation and thus should not be a factor in this study. The costs for the widening and maintenance must be undertaken regardless of what alternative is selected and thus should be removed from the cost consideration of Alternative Z. *The RTP list of projects as included in Appendix H of the Study reflects $1.390 billion for "I-515 Charleston Ave to US 95 at Rancho Dr: widen to 10 lanes, HOV lanes and interchanges". This cost should not be included in the cost comparison for the Study.*

- In addition, the NDOT Project Team was unable to respond to questions about how much additional traffic is added to each of the alignments as a result of the I-11 designation and the assumed increase in interstate traffic. It would appear that this information would be necessary to determine the level, and thus cost, of improvement needed for each Alternative. Without this information, it is difficult to determine what improvements are needed and conduct an appropriate cost comparison

***Recommendation**: Better identify traffic volumes resulting from interstate connectivity (not local traffic growth, which must be addressed regardless of the I-11 project). Use this data to determine the necessary level of improvements. Prepare costs based on the needed level of improvements. Do not include costs necessitated by local traffic growth or maintenance of aging infrastructure.*

III. Summary of Recommended Reasonable and Feasible Corridors – Las Vegas Metropolitan Area Section (Page 75).

After reading the four paragraphs that comprise this section of the Study, it appears there is a strong bias toward the BB-QQ alignment as evidenced by the statement, "Alternative BB-QQ appears to be the strongest alternative".

- For the BB-QQ alternative, the Study states, "While somewhat out-of-direction for travel between Phoenix and Reno and points beyond, this alternative provides a more direct route from Phoenix to the major logistics facilities and land uses in the metropolitan area (located in the northeast corner of the Valley)…".
- However, for Alternative Y, this out of direction travel is portrayed as a negative, "it might not be used as a north-south interstate trade corridor because it is somewhat out of direction and lacks regional logistics facilities and land uses…".
    - This comment apparently is directed toward the industrial area around the Speedway but does not acknowledge the LTA areas in West Henderson or the approximate 2,500 acres of commercial and industrial land use in the Clark County CMA along the southern beltway.
    - It does not address access to McCarran International Airport, Henderson Executive Airport or the confluence of rail lines that occurs in the southwest part of the valley.
    - It also does not address the fact that much of the industrial operators wish to be positioned as close as possible to the southern California market. This proximity can be the difference between a driver being able to make the round trip in a single day.

In closing, I wish to be very clear that it is not the City's intent to pit one alternative against the other. Although many of the above comments may appear to concentrate on the rankings of the BB-QQ alternative, the goal of these comments is to try to "level the playing field" toward an unbiased, factual evaluation of all three alternatives. One of the strongest statements in the Study states, "Alternative BB-QQ appears to be the strongest alternative". I believe it is much too early in the process to be recommending one alternative over the other or predetermine an alternative outside of the NEPA process. As evidenced by the length of this letter, the conceptual nature of the Study, and the limited level of involvement of the public that could be most impacted, we have a lot to learn about each of the alternatives.

Thank you for the opportunity to comment and for the efforts of the NDOT Team on this Study.

Thank you,

Robert Herr
Assistant Director of Public Works

RH:cm

cc: Robert Murnane, Senior Director Public Works, Parks and Recreation
Stephanie Garcia-Vause, Community Development and Services Director
Javier Trujillo, Intergovernmental Relations Manager
Daniel Fazekas, Planner II

July 15, 2014

HENDERSON CHAMBER OF COMMERCE

HENDERSON DEVELOPMENT ASSOCIATION

Sondra Rosenberg
Nevada Department of Transportation (NDOT)
1263 South Stewart Street
Carson City, NV 89712

Subject: I-11 and Intermountain West Corridor Study
Henderson Chamber of Commerce Comments

Ms. Rosenberg,

Thank you for the community outreach NDOT has conducted in regards to the I-11 and the Intermountain West Corridor Study. The Henderson Chamber of Commerce (HCC), representing over 1000 area businesses, is strongly in favor of the Interstate 11 project connecting the Phoenix and Las Vegas metropolitan areas. The project will have a tremendously positive economic development and diversification impact on our community.

However, before any recommendation can be made as to freeway alignment preference involving the BB-QQ, Alternatives Y (I-215) and Z (I-515), the HCC believes further comprehensive analysis and study is required to understand all the potential impacts. Comments are as follows:

- In referring to the City of Henderson's letter dated March 7, 2014, the HCC agrees that "any subsequent studies of the BB-QQ alignment must also include study of Alternatives Y and Z. Any study or comparison of costs shall be an "apples to apples" comparison where identified costs should only be those directly attributable to I-11 traffic and shall not include costs to upgrade or rehabilitate a facility that would have been required to be modified as part of routine maintenance or rehabilitation, or would have required expansion due to growth in the metropolitan area."
- Analysis of potential impacts should be broadened to include: traffic studies involving local distribution hubs and centers of commerce to identify what percentage of traffic may continue to utilize existing freeways regardless of which Alternative is designated; NEPA criteria and considerations; evaluate social and economic impacts of all Alternatives. Furthermore, develop a uniform, clear and understandable system for weighing, scoring and evaluating all factors pertaining to each Alternative.
- Generally speaking, many of the HCC's members have expressed concern specifically about the BB-QQ alignment as it circumvents the City of Henderson,

T 702.565.8951 F 702.565.3115 590 South Boulder Highway Henderson, NV 89015

therefore being perceived as detrimental to the existing business community in Henderson.

- If a Stakeholder and Technical Advisory Committee is developed to assist with input, the Henderson Chamber of Commerce requests a seat on the Committee.

Again, this is not a statement favoring one alignment over another. The HCC is stating that more comprehensive analysis is required before an educated recommendation can be made.

Thank you for your continued work on this economically essential project for Southern Nevada.

Sincerely,

Scott Muelrath
President and C.E.O.
Henderson Chamber of Commerce

T 702.565.8951 F 702.565.3115 590 South Boulder Highway Henderson, NV 89015

NYE COUNTY RESOLUTION NO. 2014-26

A RESOLUTION SUPPORTING INTERSTATE 11 AND FUTURE NORTH-SOUTH EXTENSION WITHIN & THROUGH NYE COUNTY

WHEREAS, Interstate 11 is intended to be a new, high-capacity, multi-modal transportation corridor connecting the metropolitan areas of Las Vegas, Nevada and Phoenix, Arizona; and

WHEREAS, the new Interstate has the potential to become a major-north-south transcontinental corridor through the United States Intermountain West from Mexico to Canada; and

WHEREAS, for study purposes, the corridor is divided into five segments; three high-priority segments between (and including) the Las Vegas and Phoenix metro areas, and two high-level visioning segments for possible future extensions from Las Vegas to Canada, and from Phoenix to Mexico; and

Whereas, The Nye County Board of Commissioners strongly supports a more robust connectivity of Las Vegas and the Reno/Sparks area, the two economic centers of the State of Nevada, by Interstate 11 as it would benefit Nye County and the State of Nevada.

NOW, THEREFORE, BE IT RESOLVED by the Nye County Board of County Commissioners to support the north-south connectivity of Interstate 11 because it would benefit Nye County and the State of Nevada in the following ways:

- It connects the two major urban population and commerce centers of Nevada;
- It improves highway safety between the two major urban population and commerce centers of Nevada;
- It supports the development of an electric vehicle charging network to enhance tourism;
- It promotes the development of new infrastructure to support warehousing, manufacturing, and "cross docking" areas for the transportation industry;
- It ties together Nellis, Creech, Tonopah, Hawthorne and Fallon defense training industries;

- It ties together airport facilities within the State of Nevada for the unmanned aerial vehicle industry;
- It avoids areas in the flight path utilized by the Department of Defense to transport live ordnance;
- It facilitates improvements to connect "feeder" highways like Highway 6 which runs East-West through Tonopah connecting California and Utah, and potential alternative routes like Poleline Road from Tonopah to Fallon;
- It facilitates a Pahrump Valley bypass from Ivanpah to Lathrop Wells that would enhance economic development in the Pahrump Valley and reduce congestion and divert through going hazardous material traffic from the north/south I-15/I-11 traffic from the Las Vegas Valley;
- The presence of a robust transportation corridor that enhances connectivity regionally, nationally, and internationally would enable development of a fully integrated transportation and supply chain management system to enhance cost-efficient movement of goods and personnel within the State of Nevada and to develop manufacturing, warehousing, and market penetration for the sale of those goods.

APPROVED this 15th day of July, 2014.

NYE COUNTY BOARD OF COUNTY COMMISSIONERS:

Dan Schinhofen, Chairman

ATTEST:

Sandra L. Merlino, Nye County Clerk
and Ex-Officio Clerk of the Board

RESOLUTION NO. 17-2014

BOARD OF CHURCHILL COUNTY COMMISSIONERS
CHURCHILL COUNTY, NEVADA

AND

RESOLUTION NO. 14-29

CITY COUNCIL
FALLON, NEVADA

A JOINT RESOLUTION SUPPORTING THE INTERSTATE-11 CORRIDOR AND FUTURE EXTENSION THROUGH NORTHERN NEVADA

BE IT HEREBY RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS, CHURCHILL COUNTY, NEVADA AND THE CITY COUNCIL, FALLON, NEVADA:

WHEREAS, Interstate-11 is intended to be a new high-capacity multimodal transportation corridor connecting the metropolitan areas of Las Vegas, Nevada and Phoenix, Arizona, and

WHEREAS, Interstate-11 is envisioned to ultimately become a major north-south transcontinental corridor through the United Sates Intermountain West from Mexico to Canada, and

WHEREAS, for study purposes, the Interstate-11 corridor is divided into five segments, being three high priority segments between Las Vegas and Phoenix and two high-level visioning segments for possible future extensions from Phoenix to Mexico and Las Vegas to Canada, and

WHEREAS, Churchill County and the City of Fallon fully support the future connectivity of Interstate-11 from Las Vegas to Canada, and

WHEREAS, Churchill County and the City of Fallon strongly support the ultimate selection of the proposed eastern corridor of Interstate 11 passing through northern Nevada, and

WHEREAS, Churchill County and the City of Fallon are entirely confident that the future extension of Interstate-11 from Las Vegas to Canada passing through Churchill County and continuing through northern Nevada would offer a multitude of economic development benefits and transportation logistics benefits to our communities and the State of Nevada.

NOW, THEREFORE BE IT RESOLVED, that Churchill County and the City of Fallon do hereby proclaim their strongest support for the future extension of the Interstate I-11 corridor passing through Churchill County and continuing through northern Nevada.

This resolution shall be effective by the City Council on the ____ day of August, AD, 2014.

PROPOSED AND ADOPTED this _____ day of August, AD, 2014.

THOSE VOTING AYE: _____

_____

_____

THOSE VOTING NAY: _____

_____

_____

CITY COUNCIL

_____

By: Council Chair

This resolution shall be effective by the Churchill County Commissioners on the 16th day of July, AD, 2014.

PROPOSED AND ADOPTED this 16th day of July, AD, 2014.

THOSE VOTING AYE: Pete Olsen

Harry Scharmann

Carl Erquiaga

THOSE VOTING NAY: N/A

N/A

N/A

CHURCHILL COUNTY BOARD
OF COMMISSIONERS

By: Chairperson

ATTEST:

Deputy Clerk of the Board

Churchill County
Agenda Report

Agenda Item: # 2:30

Date Submitted: July 10, 2014 Agenda Date Requested: July 16, 2014

To: Board of Churchill County Commissioners
From: Eleanor Lockwood, County Manager
Subject Title: **Consideration and possible action re:** A joint resolution with the City of Fallon supporting the Interstate-11 corridor and future extension through Northern Nevada

Type of Action Requested: (check one)
(X) Resolution ( ) Ordinance
( ) Formal Action/Motion ( ) Other – Informational Only

Does this action require a Business Impact Statement?

Recommended Board Action: I move to approve Resolution 17-2014 supporting the Interstate-11 corridor and future extension through Northern Nevada

Discussion: The potential for the Interstate-11 corridor connecting the metropolitan areas of Las Vegas, Nevada and Phoenix, Arizona, and ultimately expanding to become a major north-south transcontinental corridor through the United States Intermountain West from Mexico to Canada would create a multitude of economic development benefits and transportation logistics benefits to many communities and the State of Nevada as a whole. Therefore, County Manager Lockwood contacted the City of Fallon to coordinate a joint resolution by the City of Fallon and Churchill County. The City Council is scheduled to consider approval of the joint resolution at their July 15, 2014 meeting. If approved, the joint resolution will be attached for consideration by the Board of County Commissioners.

Prepared By: Eleanor Lockwood Date: July 10, 2014

Reviewed By: Eleanor Lockwood Date: July 10, 2014
Eleanor Lockwood, Churchill County Manager

Date: 7-11-14
Churchill County Deputy District Attorney

Date: 7/10/14
Alan Kalt, Churchill County Comptroller

The submission of this agenda report by county officials is not intended, necessarily, to reflect agreement as to a particular course of action to be taken by the board; rather, the submission hereof is intended, merely, to signify completion of all appropriate review processes in readiness of the matter for consideration and action by the board.

Board Action Taken:
Motion: Approved

1) Pete Olsen
2) Harry Scharmann

Aye/Nay
X
X
X

Pamela J Moore

(Vote Recorded By)

The submission of this agenda report by county officials is not intended, necessarily, to reflect agreement as to a particular course of action to be taken by the board; rather, the submission hereof is intended, merely, to signify completion of all appropriate review processes in readiness of the matter for consideration and action by the board.

Sandra Rosenberg, PTP
Nevada Department of Transportation
1263 S. Stewart Street
Carson City, NV 89712
SRosenberg@dot.state.nv.us

July 18, 2014

RE: I-11 Study comments

Dear Ms. Rosenberg,

Thank you for the opportunity to offer comments on the I-11 Corridor Study. We have a number of concerns about the study and the preliminary conclusions and/or choices.

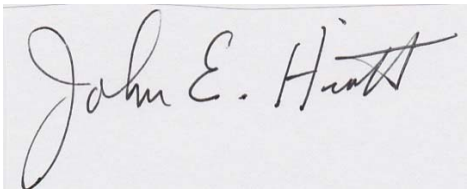
We understand that Congress directed this study and set some of the parameters of the study. That said, we are concerned that some of the basic assumptions underlying this planning exercise may be faulty. It appears to us that current traffic trends are being extended into the future in a linear fashion without much consideration for the rapid changes that are taking place with regard to the carbon footprint of both the manufacturing and transportation of goods. With the exception of the Las Vegas-Phoenix segment, by the time the corridor is built the regionally transportation needs as far as truck traffic is concerned may be significantly different than they are today. This uncertainty needs to be clearly stated.

Based on our experience as motorists driving between Las Vegas and Phoenix, current traffic levels don't warrant full upgrade to Interstate status. Upgrades to 4 lane capacity between I-40 and Phoenix and completion of the Boulder City bypass would provide most of the advantages of Interstate standards at a much lower cost.

In the Las Vegas area we feel that the proposed east leg segment (segment BBQQ) is a huge mistake and should be dropped from further consideration. The physical and political obstacles are huge for what is essentially a truck bypass around Las Vegas. The elevation difference between Railroad Pass and the Las Vegas Wash at the crossing point is about one thousand feet which is not going to be very attractive to truckers and the bridge across the Las Vegas Wash will be very expensive. In addition, the public opposition from around the country to putting a highway through a National Park Unit when there are other options available will be huge.

The plan website still talks about a multi-modal corridor including a railroad component. We think it is time to admit that in the intermountain West major highways and rail corridors rarely are close together for any significant distance due to the difficulty grades pose for railroads. We also think that it is telling that (as far as we know) that there has been little or no railroad involvement in this planning process to date.

Sincerely,



John E. Hiatt
Vice Chair
Desert Wetlands Conservancy
8180 Placid Street
Las Vegas, NV 89123

July 18, 2014

Sondra Rosenberg, PTP
Nevada Department of Transportation
1263 S. Stewart St.
Carson City, NV 89712

RE: I-11 and Intermountain West Corridor Study

Dear Ms. Rosenberg:

The Las Vegas Metro Chamber of Commerce is supportive of the efforts undertaken by the Nevada Department of Transportation and the Arizona Department of Transportation regarding Interstate 11 (I-11) and the Intermountain West Corridor Study. The designation, funding and construction of I-11 is a long-standing policy priority of the Metro Chamber. It will strengthen our national and regional transportation infrastructure systems. The Metro Chamber believes that I-11 is an economic and transportation infrastructure game changer for the Intermountain West Region, and the entire economy of the United States because of the metropolitan communities that it will connect.

As the largest business organization in Nevada with nearly 5,500 members employing more than 230,000 Nevadans, the Metro Chamber believes the implementation and construction of this important high-capacity, multimodal transportation interstate project will increase the effectiveness of the movement of goods and passengers along the proposed interstate and transportation corridor. I-11 is vital to the overall economic success of our region and will bolster the nation's options for additional trade routes and trading opportunities with Mexico and Canada.

I-11 is an integral component to the economic revitalization of Southern Nevada and will increase the competitiveness of the business climate not only of Southern Nevada but of the Intermountain West Region. Transportation projects are proven economic enablers and can serve as an economic catalyst for Southern Nevada. A competitive business climate spurs job creation and supports economic diversification efforts. I-11 would link communities, bolster economic diversification efforts, increase capacity, reduce congestion, improve safety, decrease travel time, and strengthen commercial capabilities throughout the region and along the transportation corridor.

This project would offer a unique opportunity to leverage existing resources to stimulate job growth and expansion in Nevada not only in the important area of tourism and travel, but in the further development of other major industry sectors such as health care, aerospace, logistics, distribution and technology. These industries need a dependable, reliable and efficient transportation corridor to be successful. As a high-capacity, multimodal transportation interstate project, I-11 could be used

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to expand freight trucking, cargo, trade, manufacturing and distribution centers along the corridor and in Southern Nevada.

From a geographical perspective, Southern Nevada is an ideal location in establishing and expanding ground and air transportation distribution centers to support international trade and cargo centers in Los Angeles and Long Beach, California. These two ports of international trade are considered to be some of the busiest in the world and are economic engines for the nation. Linking ports of trade to distribution centers enables economic development and integrates regional economies. In addition, as these established ports reach capacity, I-11 can be a strategic link to new ports, ensuring the Western United States has long-term distribution capabilities.

This project is important to international trade with Canada and Mexico. I-11 would be a very important segment to the CANAMEX Corridor, as this project has the potential to connect the world's fastest emerging economies in Latin America and Asia. Southern Nevada is part of the Southwest Triangle Region, which includes Los Angeles, Las Vegas and Phoenix. This region is expected to be one of the strongest and most robust regions in the United States.

Nationally, trade supports about one in every five jobs, the expansion of trade will result in additional jobs in the region. Canada is the largest trading partner with the United States. As a result, over 8 million jobs in the United States depend on the trade with Canada. Mexico is the second trading partner with the United States. It is estimated that the $24 billion economic impact generated by I-11 and transportation corridor will generate approximately 24,000 jobs in the region.

Federal interstate projects have demonstrated the importance of connecting communities throughout the nation. I-11 would continue that legacy by providing greater connectivity in the Intermountain West Region. In Arizona, I-11 would connect areas such as Maricopa County, Wickenburg, Phoenix, and Tucson and to the United States/Mexico Border. In Nevada, the Metro Chamber supports the expansion Northern Nevada Corridor that would connect Las Vegas and Reno and extending I-11 to the United States/Canadian border. The Metro Chamber recognizes that the project is in early phases of development and implementation, however, we must work together to address issues and concerns that our partners may have as we move forward to make I-11 a reality.

In regards to proposed alternatives, it is important to elevate and consider all options that are being proposed and select the option that is best for our community. This includes objectively considering the "BB-QQ Alternative" in the eastern portion of the Las Vegas Valley and not prematurely eliminating options since this project is still early in the process. In looking at these options, we must take into consideration the increasing congestion and capacity levels that exist along the 215 Beltway and U.S. 95.

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The increasing congestion along these existing routes is an increasing concern to our businesses to effectively do business in terms of traffic management, mobility and safety in Southern Nevada. Employers and employees need effective modes of transportation to successfully conduct business. Congestion can be a crippling factor to a region's economy and hinder economic growth, job creation and productivity. Economic opportunities can be lost if businesses do not have access to the necessary transportation systems. This is why options like BB-QQ need to be considered based on objectivity, long-term practicality and fact-based criteria.

The Nevada Department of Transportation and the Regional Transportation Commission of Southern Nevada are working on the initial phase of I-11, which is a proposed four lane limited access freeway extending 15 miles from I-515 at Foothill Drive to US-93 at the Hoover Dam Exit. This phase of the project is an exciting development for Southern Nevada and demonstrates our commitment to the construction of Nevada's portion of I-11.

I would like to acknowledge and express my appreciation for the extensive efforts that have been undertaken in regards to the transparent process and the solicitation of broad community engagement that has been utilized during this study.

Thank you for allowing the Las Vegas Metro Chamber of Commerce to offer its ongoing support for the I-11 and Intermountain West Corridor Study. If I can be of any assistance or provide you with any additional information, please do not hesitate to contact me at 702.641.5822.

Sincerely,

L. Brian McAnallen
Vice President of Government Affairs

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John Lampros, Chairman
Laurie Carson, Vice Chairman
Mike Lemich, Commissioner
Richard Howe, Commissioner
Mike Coster, Commisssioner

Linda Burleigh, Ex-Officio Clerk of the Board

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wpcommission@mwpower.net

White Pine County
Board of County Commissioners

July 23th, 2014

Nevada Department of Transportation
Board of Directors
1263 South Stewart Street
Third Floor Conference Room
Carson City, Nevada 89712

RE: Notice of Public Meeting
I-11 Intermountain West Corridor Discussion

Honorable Governor Sandoval and Board:

White Pine County would like to thank NDOT Federal Program Manager Sondra Rosenberg and her team for the work completed in conducting the Evaluation Assessment Study undertaken per the I-11 Intermountain West Corridor Initiative. Nevada will see a great benefit to the State's economy with the implementation of a new federal designated highway.

Comments have been provided by our Commission in regards to the possible comparison of highway US-93 to US-95 for the potential Northern Nevada alignment for preliminary review. Both avenues provide benefits for Nevada. It has been stated that cluster markets aligned with the Governor's Office of Economic Development's State Plan should be the driving focus behind Nevada's participation in the right of way designated.

It is our understanding Eastern Nevada will play a huge role in diversifying the State's economy with renewable energy projects; i.e. Pattern Energy – Spring Valley Wind 150 mW wind farm development, juniper biomass utilization for biofuels conversion into diesel additives for mining operations, Gridflex Energy 750 mW water pump storage facility, and a conceptual 120 mW photovoltaic solar farm development on Nevada's oldest air field, Yelland Field. Mining is not a stand alone Industry.

Agriculture has always been a good way of life for Eastern Nevadans. White Pine is working with the Nevada Institute of Autonomous Systems (NIAS) to approve Yelland Field and a 2,000 acre public land parcel for utilization. The Oil and Gas Industry have leased over 1.25M acres of public lands for exploration and/or extraction. The growth of these Industries will prove to diversify Nevada's economy, creating new jobs, sale tax revenues and royalties for the State.

The White Pine County Commission is asking the Nevada Department of Transportation Board of Directors to consider US-93 in all future NDOT studies to be conducted per the I-11 Intermountain West Corridor Initiative related to Cost Benefit Analysis, Economic Benefit Analysis, Environmental Studies, Multi-modal Utilization, Right of Way Feasibilities, etc.

Based on our initial data collection on costs provided to Sondra Rosenberg through public comment, White Pine County believes US-93 will cost an estimated 40% less ($7.24B) than US-95 to improve.

Secondly, US-93 allows two Canadian destination points for termination of transported goods by heavy tractor trailer traffic into Vancouver and Calgary. Heavy truck traffic between Las Vegas and Chubbuck, Idaho may prefer to travel on US-93 over I-15 now as per the CANAMEX Initiative based on only a 22 mile difference rather than fighting heavy traffic from Provo, through Salt Lake City, then into Ogden, Utah.

Wells and Ely, Nevada both have 160 acre Industrial Parks ready for occupancy. I-80 provides east – west transportation of goods as well as the City of Ely owned 128 mile-short-line rail with a Union Pacific and BNSF terminal rail yard in Elko County. The designation of I-11 will inspire I-70 to be considered for extension from I-15 in Cove Fort, Utah, along the Delta Highway into Ely, Nevada, continuing west on US-6 into Tonopah, then into Bishop, CA.

There are many pro's and con's to both Northern Nevada avenues for consideration. We ask that US-93 be considered for further study based on many opportunities for federal dollars that may request applications for funding availability in future U.S. Transportation bills.

We encourage your Board to request written comments from the Oregon Department of Transportation and Idaho Transportation Department before identifying any Northern Nevada Alternative as priority.

By analyzing both avenues, their costs, benefits, and how each align with a true Mexico to Canada supported federal highway system, we have full confidence the right choice for future designation will have been thoroughly reviewed and the final designation will be what's not only best for Nevada, but for our neighboring states as well. It may take a multi-state collaborative effort to apply for federal funding to take on this capital improvement project, based on segments of phases of development.

Thank you for the opportunity to allow White Pine Board of County Commissioners to submit this written comment for the record.

Chairman – John S. Lampros

Vice-Chairwoman Laurie Carson

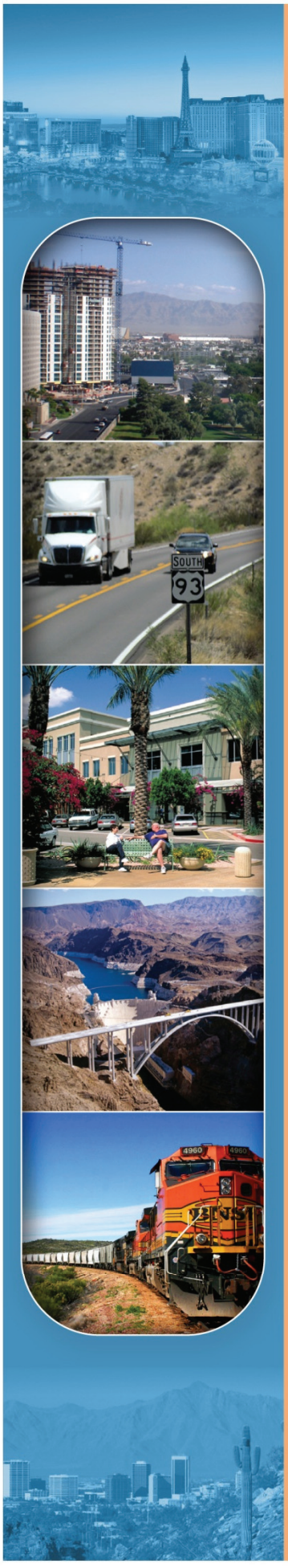
Mike Coster - Commissioner

Richard Howe - Commissioner

Mike Lemich - Commissioner

Appendix D:

Public Engagement Summary Report



I-11 & INTERMOUNTAIN WEST CORRIDOR STUDY

I-11 & Intermountain West Corridor Study

Project Engagement Summary Report

Prepared for

NEVADA DOT ADOT

In partnership with

Maricopa Association of Governments

Regional Transportation Commission of Southern Nevada

Federal Highway Administration

Federal Railroad Administration

August 2014

I-11 AND INTERMOUNTAIN WEST CORRIDOR STUDY

Project Engagement Summary Report

Prepared for

Nevada Department of Transportation

and

Arizona Department of Transportation

August 2014

CH2MHILL® and AECOM

In association with:
HDR, Inc., ESI Corporation, and Partners for Strategic Action, Inc.

DISCLAIMER

The contents of this planning document are based on information available to the Arizona Department of Transportation and the Nevada Department of Transportation (herein referred to as the Sponsoring Agencies) as of the date of this report.

The Sponsoring Agencies' acceptance of this high-level, long-range planning study does not constitute a final decision regarding the study recommendations or a commitment to fund any such improvements. Additional project-level environmental impact assessments and/or studies of alternatives will be necessary.

The Sponsoring Agencies do not warrant the use of this report, or any information contained in this report, for use or consideration by any third party. Any use or reliance by third parties is at their own risk.

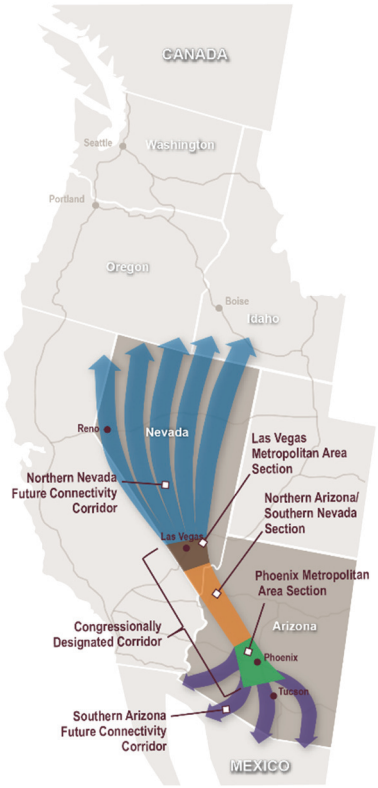
The Arizona and Nevada departments of transportation worked together on a two-year Interstate 11 (I-11) and Intermountain West Corridor Study (Corridor) that included corridor-level planning of a possible Interstate link between Phoenix and Las Vegas (Congressionally designed as I-11), and high-level visioning for potentially extending the Corridor north to Canada and south to Mexico. This Feasibility Study evaluated the long-range north-south transportation needs in the Intermountain West and identified planning-level Corridors that could address the needs. The Feasibility Study used the Planning and Environmental Linkages (PEL) process which incorporates National Environmental Policy Act (NEPA) principles in transportation planning studies so the information and decisions made can be used to inform future NEPA studies. The planning study has many components, but the PEL component focuses on documenting the following areas:

- Preliminary Purpose and Need Statement including goals and objectives (the focus of this document)
- An overview of the environmental setting
- Identification of a study area and general modes to be studied
- Identification of a range of alternative solutions
- Identification of screening criteria and the elimination of unreasonable alternatives
- Identification of a reasonable range of alternatives
- Identification of sensitive areas, unresolved issues, and potential mitigation to inform future NEPA studies
- Stakeholder and public involvement

Since the Feasibility Study is high level and long-range in nature, the information and decisions will need to be revisited, updated, and refined when detailed alignments are identified in future NEPA studies.

CONTENTS

Engagement Summary

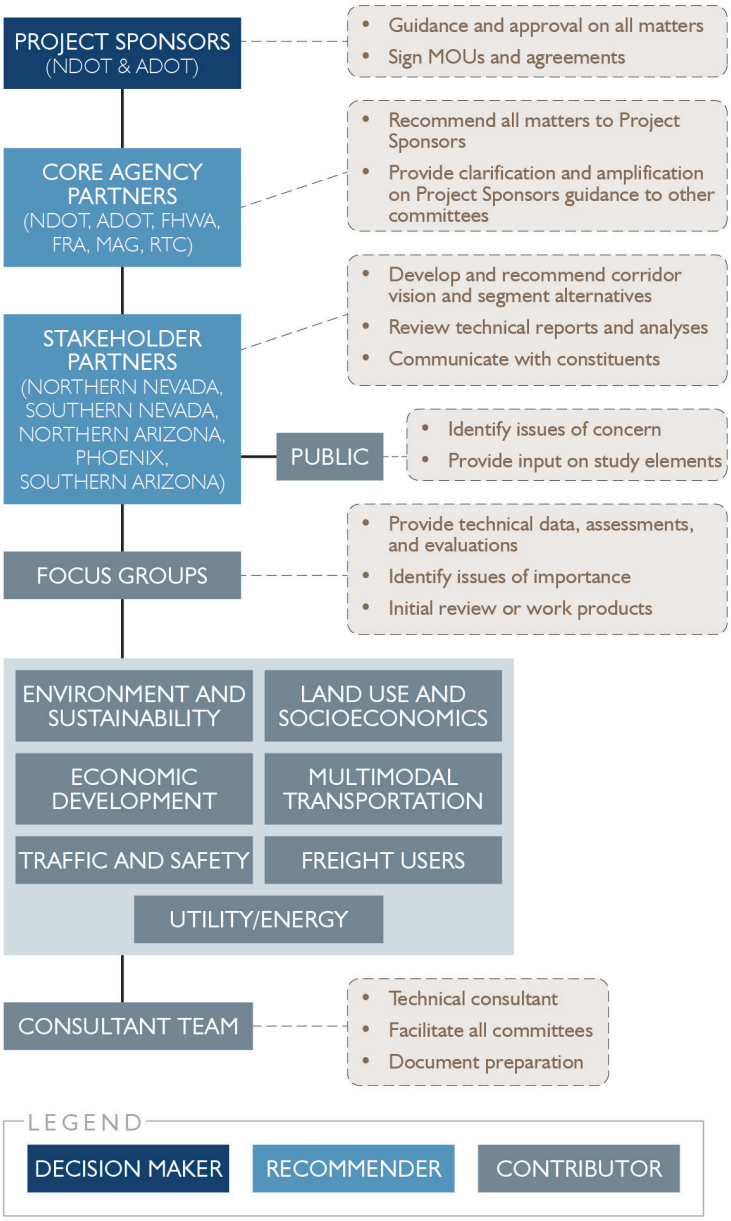


I-11 and Intermountain West Corridor Study Area

The Arizona and Nevada departments of transportation worked together on a two-year Interstate 11 (I-11) and Intermountain West Corridor Study (Corridor) that included detailed corridor planning of a possible Interstate link between Phoenix and Las Vegas (Congressionally designed as I-11), and high-level visioning for potentially extending the Corridor north to Canada and south to Mexico. Congress recognized the importance of the portion of the Corridor between Phoenix and Las Vegas and designated it as future I-11 in the recent transportation authorization bill, Moving Ahead for Progress in the 21st Century Act (MAP-21). The purpose of the Study was to determine whether sufficient justification exists for a new high capacity, multimodal transportation corridor, and if so, to establish and characterize the likely routes.

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. Therefore, the study involved discussion with a wide-range of stakeholders and individuals to best reflect regional needs (see Figure 1). The study team used 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 were 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. In total, 750 representatives from more than 350 Stakeholder Partner organizations participated in 61 meetings and events during the study. Over 650 individuals signed in at 10 public meetings conducted at different times and locations throughout the study area, in addition to nearly 3,000 comments received through virtual meetings and online submissions.

Figure 1: Study Stakeholders and Associated Roles



While attendees at public meetings and participants in online "virtual" forums were not required to provide contact information, the scope of participation from those that did indicate engagement not just from across the states of Arizona and Nevada, but from 10 other states and Canada. Figure 2 depicts the scope of participation as reported by attendees.

Figure 2: Public and Virtual Meeting Participation by Reported Location

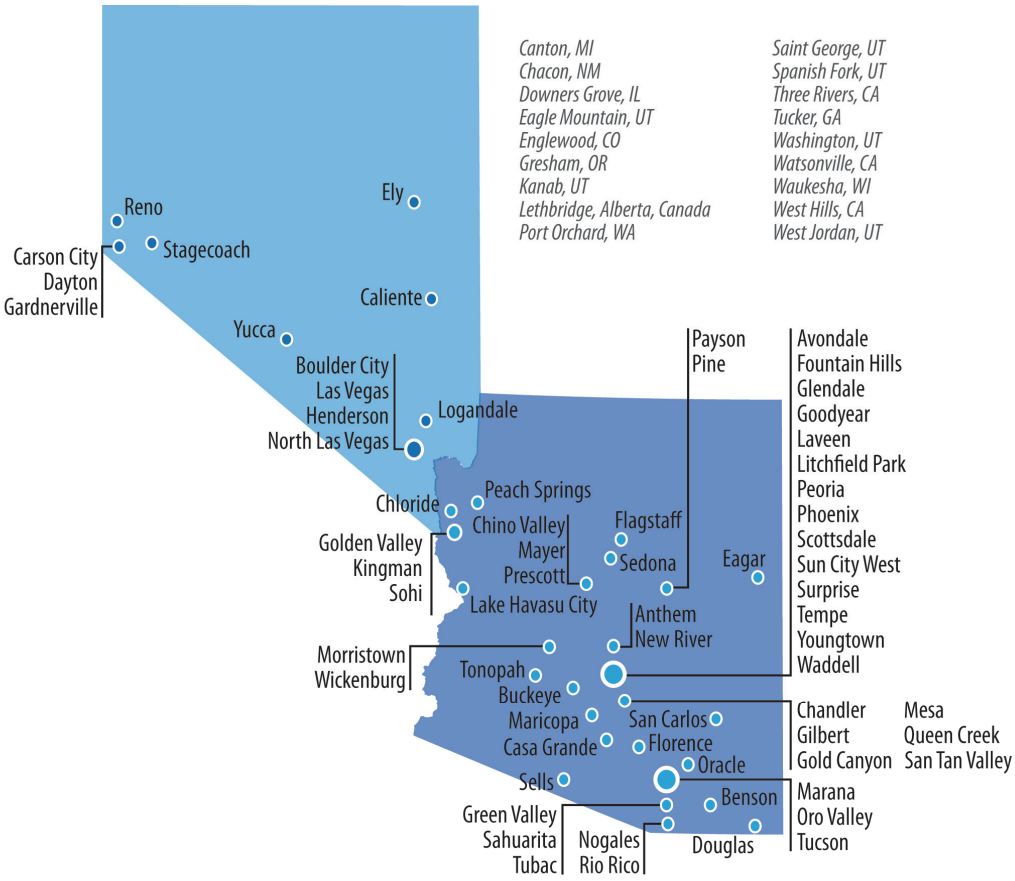


Table 1 lists the formal stakeholder and public meetings held during the project.

Table 1. Stakeholder and Public Meetings

Date(s)	Meeting	Location(s)	Attendees
9/26/12	Stakeholder Partners Meeting	Surprise, Kingman, Las Vegas, Carson City, Webinar	205
10/18/12 10/23/12	Public Information Meeting	Henderson Phoenix	193
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	Funding, Financing and Alternative Delivery Focus Group	Surprise, Las Vegas, Carson City, Webinar	34
7/16/13 7/17/13 7/22/13	Stakeholder Partners Meeting: Evaluation Criteria	Tucson Surprise Reno	175
8/12/13 8/13/13 8/13/13 8/14/13 8/15/13	Stakeholder Partners Meeting: Universe of Alternatives	Carson City Kingman Tucson Surprise Las Vegas	193
10/8/13 10/9/13 10/10/13 10/16/13 10/17/13	Stakeholder Partners Meeting/Public Information Meeting: Recommended Alternatives	Avondale Kingman Tucson Carson City Las Vegas	166/274
11/21/13	Environmental and Resource Agency Coordination Meeting	Phoenix, Las Vegas, Carson City	42
1/21/14 1/22/14 1/23/14	Stakeholder Partners Meeting: Level 2 Screening	Surprise Las Vegas Kingman	166
February – March, 2014	Public Information Meeting: Level 2 Screening	Online	2,028
3/19/14	Stakeholder Partners Meeting: Recommended Alternatives	Tucson, Surprise, Kingman, Las Vegas, Reno, Webinar	149
5/21/14	Stakeholder Partners Meeting: Draft Corridor Concept Report	Tucson, Buckeye, Kingman, Las Vegas, Carson City, Webinar	183
6/18/14 6/25/14 6/26/14	Public Information Meetings: Draft Corridor Concept Report	Tucson Buckeye Las Vegas Online	253

In addition to these meetings, the study team met with the Core Agency Partners, stakeholder groups, and other interests and responded to several requests for presentations to entities including the Inter-Tribal Council of Arizona and Inter-Tribal Council of Nevada, tribal governments, regional transportation commissions, councils of government, metropolitan planning organizations, municipalities, and other organizations. A list of stakeholder agencies and organizations that participated in study-sponsored meetings and events can be found in the appendix of this report.

The engagement efforts with stakeholders and the public produced thousands of pages of comments and ideas. Individual meeting and event reports were produced during the project to memorialize feedback received; each report was posted online[1] (www.i11study.com) for stakeholder and public review. Table 2 lists the meeting summary reports produced under unique titles.

Table 2. Meeting Summary Reports

Date	Report Title
September 2012	Stakeholder Partners Meeting Summary
October 2012	Public Information Meetings Summary
January 2013	Utility/Energy Focus Group Meeting Summary
January 2013	Economic Development Focus Group Meeting Summary
January 2013	Freight Users Focus Group Meeting Summary
February 2013	Environment and Sustainability Focus Group Meeting Summary
February 2013	Land Use and Community Development Focus Group Meeting Summary
February 2013	Corridor Operations Focus Group Meeting Summary
February 2013	Funding, Financing and Alternative Delivery Focus Group Meeting Summary
July 2013	Phases I and II Public Involvement Report
July 2013	Stakeholder Partners Meeting (Evaluation Criteria) Summary Report
August 2013	Stakeholder Partners Meeting (Universe of Alternatives) Summary Report
October 2013	Stakeholder Partners Meeting (Level 1 Screening) Summary Report
October 2013	Public Information Meetings Summary Report
November 2013	Environmental and Resource Agency Coordination Meeting
January 2014	Stakeholder Partners Meeting (Level 2 Screening) Summary Report
March 2014	Virtual Public Meeting Summary Report
March 2014	Stakeholder Partners Meeting (Recommendations) Summary Report
May 2014	Stakeholder Partners Meeting (Draft Corridor Concept) Summary Report
June 2014	Public Information Meetings (Draft Corridor Concept) Summary Report

[1] In the future, should the dedicated website be discontinued, study documents will be available on agency websites www.azdot.gov and www.nevadadot.gov

Summary of Phase I and II Feedback

Phase I and II of the study focused on Corridor visioning and investigated whether there was justification for pursuing a multimodal corridor through the Intermountain West. As such, feedback received during these phases focused more broadly on opportunities and issues of a future I-11.

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 Southwest Triangle of Las Vegas, Phoenix/Tucson (the Sun Corridor) and Southern California. As manufacturing and labor activities in the Pacific Rim, Central and South America, and Mexico evolve and nearshoring and integrated manufacturing 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.

Phoenix Public Meeting

Funding and Financing

Considerable feedback focused on concerns related to the availability or potential sources of Corridor funding. While tolling was the tool most frequently discussed—with some in favor, others against—appreciation for unique and alternative Corridor delivery options was acknowledged. While some dismissed the Corridor because of the potential capital cost alone,

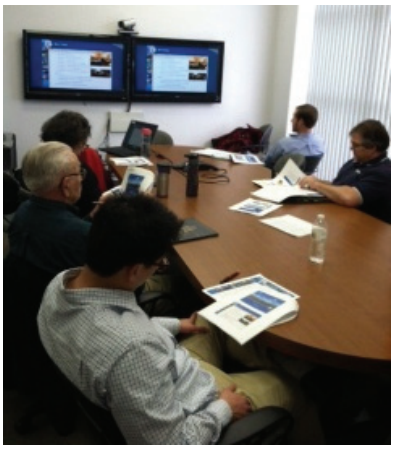
others underscored the importance of having an informed dialogue on the financial implications for designing, building and maintaining a future I-11.

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 highway 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, including consideration of other modes instead, such as a rail corridor.

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. Feedback provided noted that while working with local jurisdictions to identify a future I-11 in land use plans is a good first step, 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 also offered as a more sustainable planning strategy.



Carson City Focus Group

Corridor Design

Feedback received demonstrates 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, telecommunications and fiber optics) and energy (including liquid/natural gas, 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 were 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. Many noted 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.

Alignments

While Phases I and II of this study did not evaluate potential alternatives for a future I-11, public and stakeholders were anxious to propose potential alignments. 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 Congressionally Designated Corridor (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.

Constraints

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

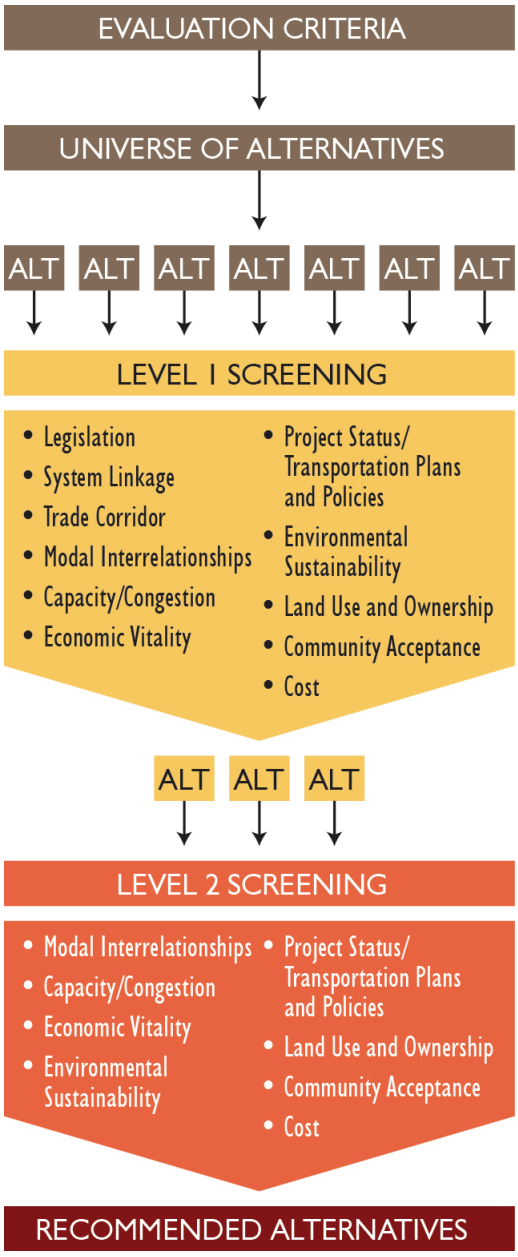
Buckeye Public Meeting

Summary of Phase III Feedback

After finding sufficient justification for a potential multimodal Corridor through the Intermountain West, Phase III of the study focused on Corridor details, including recommending corridor alternatives and developing a business case and implementation plan. As such, feedback received during Phase III focused largely around specific alternatives. Figure 3 depicts the alternative analysis process facilitated during Phase III.

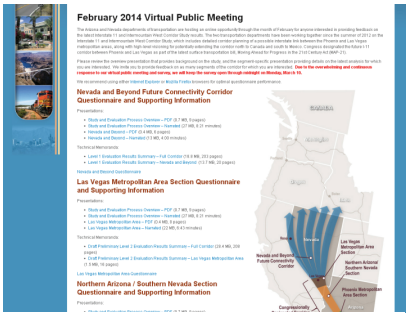
Feedback received indicated considerable support for I-11. Those in favor of moving forward with the corridor cite benefits of a diversified economy and growth of jobs, as well as improved freight mobility and safety. Comments opposed to or concerned with an I-11 Corridor focused on environmental disturbance and impact, with significant support for multimodal solutions for the movement of people and goods through the region, and/or use of existing corridors to avoid further disruption of natural spaces and sensitive environments.

Figure 3: Phase III Alternative Analysis Process



Southern Arizona

Feedback indicated support for I-11 and connecting the Corridor to Mexico through Nogales north to Tucson, although feedback varied as to whether a new corridor/infrastructure should be pursued or to improve the existing infrastructure (I-10, I-19) in the already established trade corridor. Supporters cited benefits including economic development as well as improved trade and connectivity with Mexico—a key trading partner. Concerns regarding the environment impact, and, specifically, opposition to an alignment through the Avra Valley, were also articulated, although consideration for a multimodal corridor was suggested as a potential solution.



Screen Capture of February 2014 "Virtual" Public Meeting

Phoenix Metropolitan Area

There was support for an I-11 and Intermountain West Corridor around the west side of the Valley, providing for a more direct connection from Tucson to Kingman by passing through or near Casa Grande and Wickenburg, and avoiding the congested freeways through the center of the Phoenix metropolitan area. While several comments were offered in regards to impacts on Wickenburg, consensus as to impacts and/or a preferred alternative was not achieved.

Northern Arizona/Southern Nevada

Feedback indicated strong support for an alternative maximizing use of existing infrastructure. While there was some support for using I-17 and I-40 via Flagstaff, most of the feedback expressed support for continuing the planned improvements on the US 93 corridor. Providing adequate access to adjust properties and utilities was often expressed.

Las Vegas Metropolitan Area

There was strong support for I-11, however, varying options were expressed on whether it was better to improve existing infrastructure or if that strategy would overburden already congested corridors. Those that articulated support for an alternative east of the Las Vegas metropolitan area (an alignment referred to as "BB-QQ" during the study) believed it would support mobility by "closing the loop" around the Valley. Significant feedback was received from Henderson-area residents, articulating strong opposition for an eastern corridor that could potentially pass nearby rural preservation areas and a portion of Lake Mead National Recreational Area; many fear such an alternative would negatively impact residential neighborhoods as well as environmental and recreational assets.

Northern Nevada

Feedback for northern Nevada generally supports an I-11 Corridor extending north of Las Vegas roughly following the US 95 corridor and connecting to the Reno-Carson City-Sparks region. Counties in eastern Nevada articulated support for a route roughly following the US 93 corridor.

Appendix

The following Stakeholder Partner agencies participated and signed in at one or more study meetings or events. This list may not be inclusive of all agencies that participated formally or informally during the study.

2424 Investors
Arizona Automobile Hobbyist Council
Arizona Department of Transportation
Aggregate Industries
Ak-Chin Indian Community
Akers and Associates
Altar Valley Conservation Alliance
Ames Construction, Inc.
ARC Consulting
Archaeology Southwest
Arizona Chamber of Commerce and Industry
Arizona Commerce Authority
Arizona Construction Association
Arizona Department of Environmental Quality
Arizona Forward
Arizona Game and Fish Department
Arizona Governor's Office of Energy Policy
Arizona Public Service
Arizona State Land Department
Arizona Transit Association
Arizona Wildlife Federation
Associated Minority Contractors of America
Arizona State University Foundation
Audubon Arizona
Bario Sapo Community
BEC Environmental
Brookings Mountain West
Brownstein Hyatt Farber Schreck
Buckeye Chamber of Commerce
City of Bullhead City (Arizona)
Bullhead Regional Economic Development Authority
Bureau of Indian Affairs
Bureau of Land Management
Bureau of Land Management, Nevada State Office
Bureau of Land Management, Arizona State Office
Bureau of Land Management, Phoenix District
Bureau of Land Management, Southern Nevada
Caesers Entertainment
California-Nevada Super Speed Train Commission
Caltrans

CAN-DO Coalition
Central Arizona Economic Development Foundation
Carson Area Metropolitan Planning Organization
Carson City
CarterCommunications
Cascabel Conservation Association
Casita Luminosa
Churchill County Communications
Center for Biological Diversity
Central Arizona Governments
Central Yavapai Metropolitan Planning Organization
CenturyLink
Churchill County (Nevada)
Churchill Economic Development Authority
Citizens for Picture Rocks
Citizens Transportation Advisory Committee
City of Apache Junction (Arizona)
City of Avondale (Arizona)
City of Boulder City (Nevada)
City of Casa Grande (Arizona)
City of Chandler (Arizona)
City of Douglas (Arizona)
City of Eloy (Arizona)
City of Fallon (Nevada)
City of Fernley (Nevada)
City of Flagstaff (Arizona)
City of Glendale (Arizona)
City of Globe (Arizona)
City of Goodyear (Arizona)
City of Henderson (Nevada)
City of Kingman (Arizona)
City of Lake Havasu City (Arizona)
City of Las Vegas (Nevada)
City of Litchfield Park (Arizona)
City of Maricopa (Arizona)
City of Mesquite (Nevada)
City of Nogales (Arizona)
City of North Las Vegas (Nevada)
City of Phoenix (Arizona)
City of San Luis (Arizona)
City of Sparks (Nevada)
City of Surprise (Arizona)
City of Tucson (Arizona)
City of West Wendover (Nevada)
City of Yuma (Arizona)
Clark County (Nevada)
Coalition for Sonoran Desert Protection
Coconino County (Arizona)
Colorado River Indian Tribes
COMPASS: Community Planning Association of Southwest Idaho

Congressman Steven Horsford's Office
Congresswoman Dina Titus
Cox Communications
Cynthia Lester Consulting
Dean Barlow
Desert National Wildlife Refuge Complex
Desert Tortoise Council
Deserves, LLC
Diamond Ventures, Inc.
Dibble Engineering
Dignity Health-St. Rose Dominican
Dolphin Bay
Douglas County (Nevada)
Dueling Gardens Community Gardens
Duncan and Son Lines, Inc.
Economic Development Authority of Western Nevada
El Dorado Holdings
Engineering & Environmental Consultants
Esmeralda County (Nevada)
Federal Highway Administration, Arizona Division
Federal Highway Administration, Nevada Division
Flagstaff Metropolitan Planning Organization
Focus Commercial Group
Fresh Produce Association of the Americas
Friends of Nevada Wilderness
Friends of the Sonoran Desert National Monument
Frontier Communications
G&C Consulting LLC.
Gila River Indian Community
Glendale Community College
Goldwater Institute
Good Standing Outreach
Governor's Office of Nevada
Governor's Office of Arizona
Grand Canyon Chapter of Sierra Club
Great Basin Fire Science Delivery Project
Greater Phoenix Chamber of Commerce
Harrah's Ak-Chin Resort & Casino
Harsch Investment Properties
Havasupai Tribe
Help, Inc.
Henderson Chamber of Commerce
Holman's of Nevada, Inc.
House of Representatives-Rep. Ann Kirkpatrick
Hualapai Tribe
Hubbard & Hubbard
Huitt-Zollars, Inc.
IBA & Associates
Idaho Department of Transportation
Imagine Greater Tucson

Inter Tribal Council of Arizona
Interntational Union of Operating Engineers, Local #12
Inter-Tribal Council of Nevada
International Union for Conservation of Nature
Jacobs Engineering Group
Jaynes Corporation
Jemison Surveying
JMA Architects
Jokake Companies
Keeling Law Offices
Kimley-Horn and Associates
Kingman Airport Authority, Inc.
Kingman Area Chamber of Commerce
Kingman Visitor Center
Kittelson & Associates
Knight & Leavitt Associates, Inc.
Laborer's Local 872
Lake Havasu Metropolitan Planning Organization
Lake Industries
Lake Tahoe Visitors Authority
Land Advisors Organization
Las Vegas Chamber of Commerce
Las Vegas Convention & Visitors Authority
Las Vegas Metropolitan Police Department
Las Vegas Monorail
Las Vegas Review Journal
Las Vegas Valley Water District
Southern Nevada Water Authority
League of Women Voters
Lincoln County (Nevada)
LKY Dev. Company, Inc.
Louis Berger Group
Marana Chamber of Commerce
Maricopa Association of Governments
Maricopa Chamber of Commerce
Maricopa County (Arizona)
Mayo & Associates
Metropolitan Pima Alliance
Mexican Consulate in Tucson
MGM Resorts International
Moapa Band of Paiutes
Mohave County (Arizona)
Mohave Electric Cooperative, Inc.
Morningside
Mother Road Harley-Davidson
MR Diversified, INC
Northern Arizona Council of Governments
National Nuclear Security Administration
National Park Service
Saguaro National Park

National Parks Conservation Association
Nationwide Car Shows
National Cathedral School Institute
Nevada Department of Transportation
Nellis Air Force Base
Nevada Department of Wildlife
Nevada General Construction
Nevada Highway Patrol
Nevada National Security Site
Nevada Natural Heritage Program
Nevada Resort Association
Nevada State Historic Preservation Office
Nevada State Legislature
Nevada State Office of Energy
Nevada Subcontractors Association
Nevadans for Clean Affordable Reliable Energy
Newland Real Estate Group
Nuclear Waste Repository Project Office
NV Energy
Nye County (Nevada)
One Nevada Credit Union
Outside Las Vegas Foundation
Paiute Pipeline Company
Pascua Yaqui Tribe
PGAL
Picture Rocks Community
Pima Association of Governments
Pima County (Arizona)
Pima Natural Resource Conservation District
Pinal County (Arizona)
Port of Tucson
Prescott Valley Economic Development Foundation
PSOMAS Engineering
Pyramid Lake Paiute Tribe
R.H. Bohannan and Associates
Rancho del Conejo Community Water Co-op, Inc.
Rancho Sahuarita
RC Willey Home Furnishings
Regional Transportation Commission of Southern Nevada
Regional Transportation Commission of Washoe County
Reinforcing Ironworkers Local 416
Reno-Tahoe Airport Authority
Republic Services
ReSeed Advisors
Rick Engineering Co.
Rural Transportation Advocacy Council
Southern Arizona Home Builders Association
Sahuarita Unified School District
Southern Arizona Logistics Education Organization
Salt River Project

San Carlos Apache Tribe
Sharpe and Associates
Sierra Club
Sierra Club, Grand Canyon Chapter
Sierra Club, Toiyabe Chapter
Sierra Vista Economic Development Foundation
Southern Nevada Building and Construction Trades Council
Snell & Wilmer
Snider Consulting Services, LLC
Sonoran Audubon Society
Sonoran Institute
Southern Arizona Leadership Council
Southern Nevada Homebuilders Association
Southern Nevada Transit Coalition-Silver Riders
Southern Nevada Water Authority
SouthWest Action Network
Southwest Gas Corporation
Southwest Valley Chamber of Commerce
Storey County (Nevada)
Sundt Construction
Sustainable Arizona
SW Engineering
WestConnect/Southwest Area Transmission
SWCA Environmental Consultants
SX Allottees Association
Tarantini Construction Co. Inc.
Teamsters Local 631
The Nature Conservancy
The Planning Center
The Skancke Company
Thomas R. Brown Foundations
Tohono O'odham Nation
City of Buckeye (Arizona)
Town of Florence (Arizona)
Town of Gardnerville (Nevada)
Town of Gila Bend (Arizona)
Town of Marana (Arizona)
Town of Oro Valley (Arizona)
Town of Pahrump (Nevada)
Town of Prescott Valley (Arizona)
Town of Sahuarita (Arizona)
Town of Wickenburg (Arizona)
Town of Youngtown (Arizona)
Truckee Meadows Water Authority
Tucson Airport Authority
Tucson Electric Power
Tucson Metro Chamber of Commerce
Tucson Realtors Association
Tucson Regional Economic Opportunities
Tucson Utility Contractors Association

The Wilderness Society
TY LIN International
U.S. Army Corps of Engineers
U.S. Bureau of Reclamation
U.S. Bureau of Reclamation, Lower Colorado Regional Office
U.S. EPA, Region 9
U.S. Fish and Wildlife Service
U.S. Fish and Wildlife, Pacific Southwest Region
U.S. Representative Dina Titus
ULI Arizona
Union Pacific Railroad
United States Postal Service
University of Arizona
University of Nevada, Las Vegas
UNLV Downtown Design Center
UNS Electric, Inc
Upper Santa Cruz Providers & Users Group
U.S. Department of Energy
U.S. Department of Agriculture
Valley Electric Association, Inc.
Western Arizona Council of Governments
Walter P Moore
Walton International
Washoe County (Nevada)
Western Area Power Administration
Western Arizona Economic Development District
Western Nevada Development District
WESTMARC
White Pine County (Nevada)
Wickenburg Regional Economic Development Partnership
Williams-Grand Canyon Chamber of Commerce
Wilson & Company
Wynn Resorts
Xerox CVO Services
Yavapai County (Arizona)
Yuma Metropolitan Planning Organization