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## I-11 & Intermountain West Corridor Study

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# Project Engagement Summary Report

Prepared for



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.



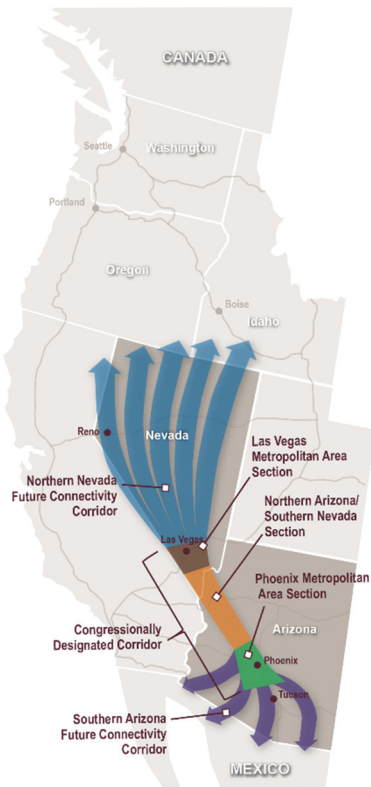
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# Engagement Summary



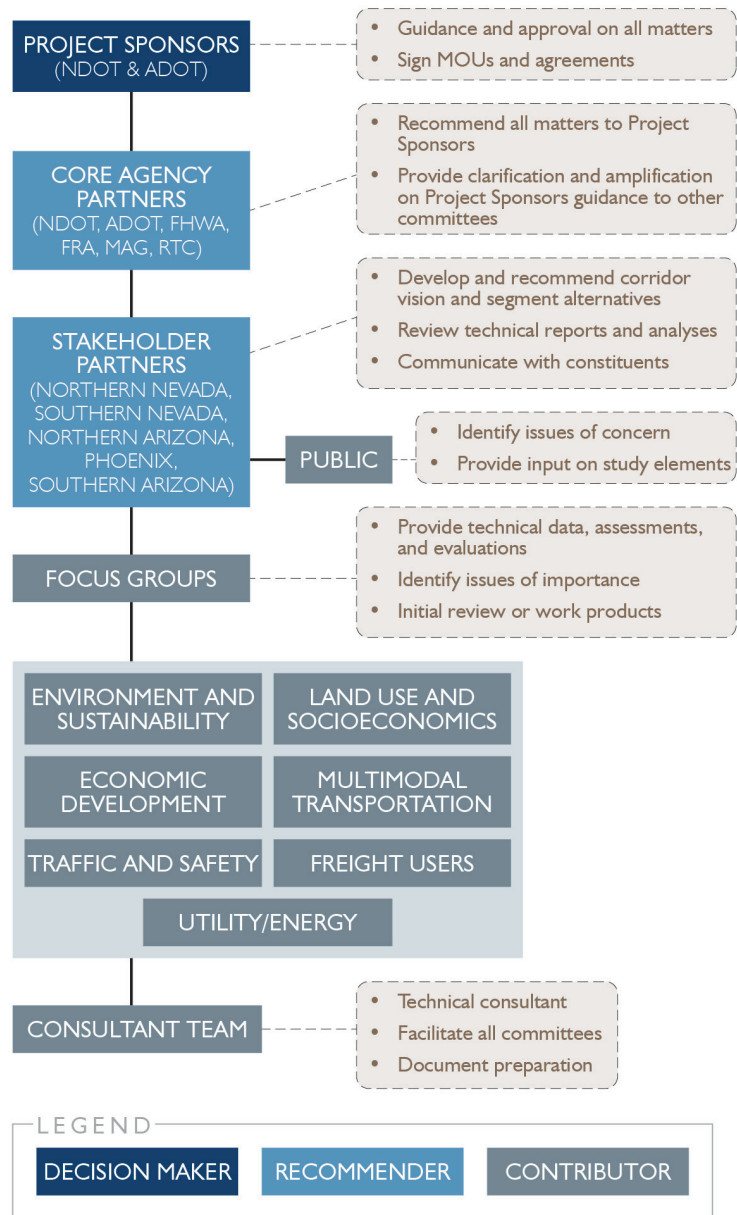
*I-11 and Intermountain West Corridor Study Area*

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

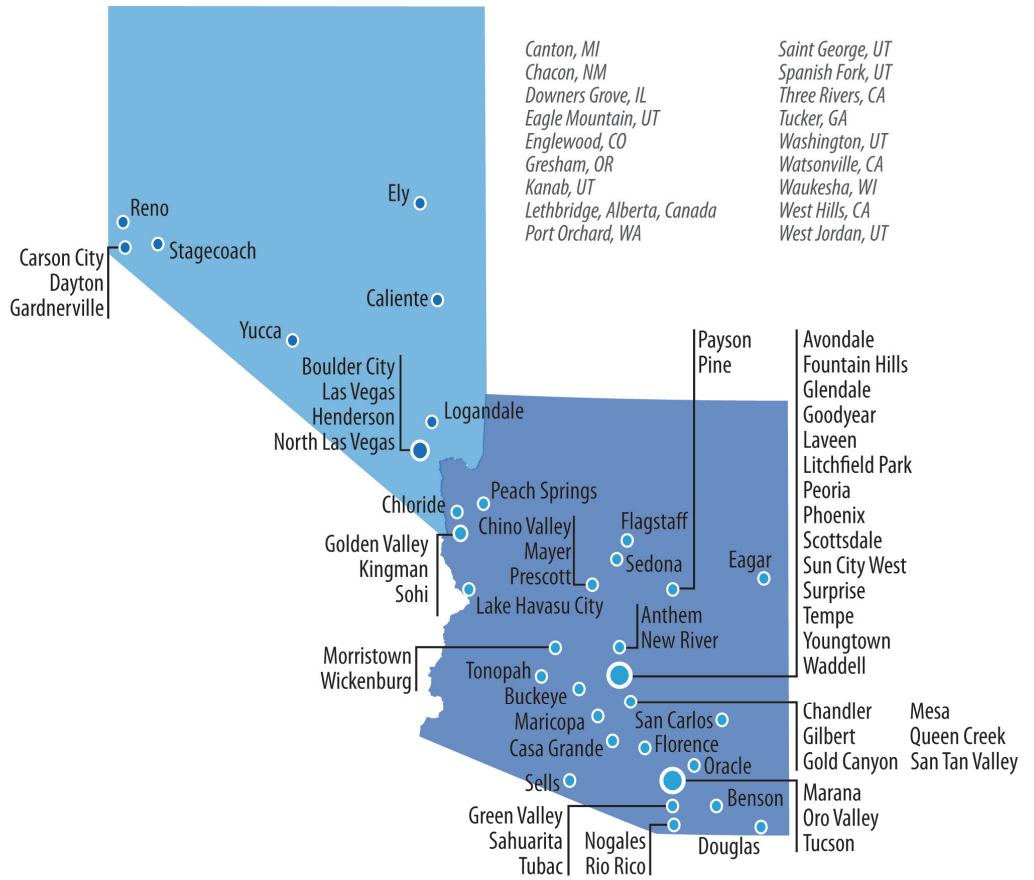


Table 1 lists the formal stakeholder and public meetings held during the project.

**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<sup>1</sup> ([www.i11study.com](http://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

<sup>1</sup> In the future, should the dedicated website be discontinued, study documents will be available on agency websites [www.azdot.gov](http://www.azdot.gov) and [www.nevadadot.gov](http://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.

### 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,



Phoenix Public Meeting



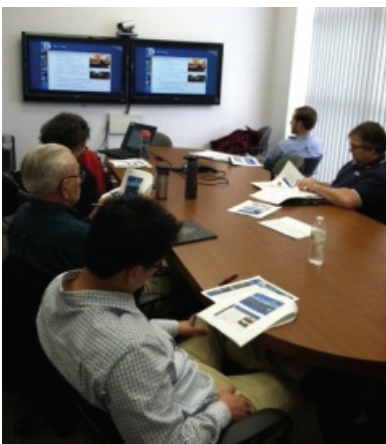
others underscored the importance of having an informed dialogue on the financial implications for designing, building and maintaining a future I-11.

## 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.

## Summary of Phase III Feedback

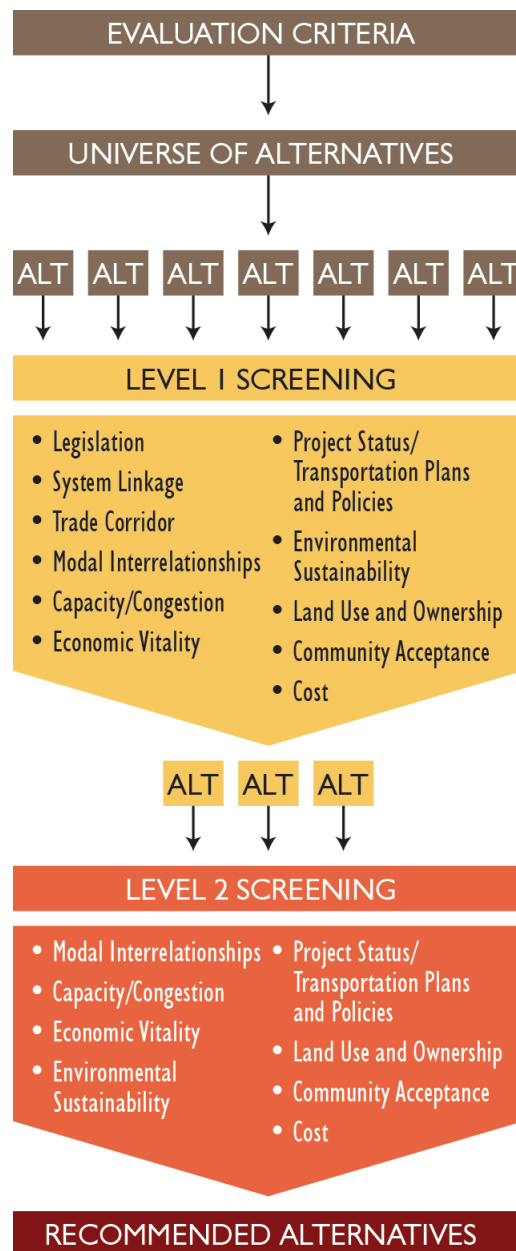
After finding sufficient justification for a potential multimodal Corridor through the Intermountain West, Phase III of the study focused on Corridor details, including recommending corridor alternatives and developing a business case and implementation plan. As such, feedback received during Phase III 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.



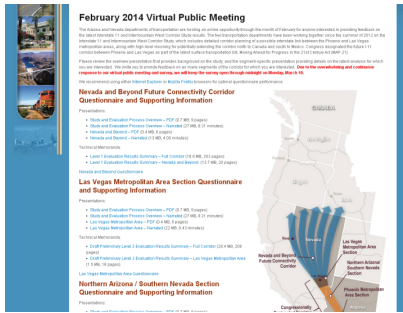
Buckeye Public Meeting

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  
Barrio Sapó 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  
Caesars 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  
International 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. Bohannon 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

