



APPENDIX D

Media Relations

Press Releases
Media Coverage
ADOT Director's Blog

Press Releases

Reporters/Editors: Attached is the map of the current Interstate 11 corridor study area.

For Immediate Release: April 20, 2017
Contact: ADOT Public Information Office
news@azdot.gov -or- 1.800.949.8057

Six public meetings planned in May to present I-11 corridor alternatives *Public comment sought for proposed alternatives for Nogales to Wickenburg corridor*

PHOENIX – As the Interstate 11 environmental study progresses and new proposed corridor alternatives have taken shape, the Arizona Department of Transportation is once again looking to the public and agencies to get involved and comment on the work that’s been done over the past year.

Six public meetings have been scheduled in May as part of ADOT’s commitment to study and get input on a 280-mile-long corridor stretching from Nogales to Wickenburg.

During the first year of this three-year study that began in March 2016, ADOT evaluated a wide range of alternatives – or possible routes – in order to narrow the choices to the recommended range of reasonable alternatives to be evaluated further in the Tier 1 Environmental Impact Statement. These alternative corridor options will be available for review and comment at the public meetings and during a 30-day public comment period.

The final set of corridor options, which will be determined after the public comment period, will be subject to further analysis as part of the Draft Tier 1 Environmental Impact Statement. A no-build option will also be evaluated.

I-11 is envisioned as a multimodal corridor connecting Arizona with regional and international markets while opening up new opportunities for mobility, trade, commerce, job growth and economic competitiveness. While the planning phase for this high-priority corridor is well underway, funding for further studies, design and construction has yet to be identified.

“As we look to invest and prioritize needs to improve Arizona’s transportation infrastructure, we must begin with planning for the future and how to better connect people, communities and markets,” ADOT Director John Halikowski said. “Our global competitiveness and high-paying jobs depend directly on our ability to move people, products and services quickly and efficiently throughout our state and beyond its borders. That’s why Interstate 11 is being considered as a critical component in Arizona’s freight and travel network.”

The alternative corridor options that will be presented for review were developed from several factors: input from last year’s public and agency scoping period, technical analysis, findings from previous studies, and public comment through emails, calls, mail and the study website.

The public comment period will begin on April 28. That’s when the latest study and meeting materials will be posted to the Interstate 11 website at i11study.com and an online mapping and comment tool will be activated. The comment period runs through June 2. The schedule for the six public meetings is here:

[Type text]

Tuesday, May 2

Arizona Riverpark Inn
777 W. Cushing St.
Tucson

Wednesday, May 3

Marana Middle School – cafeteria
11285 W. Grier Rd.
Marana

Thursday, May 4

Nogales High School – cafeteria
1905 N. Apache Blvd.
Nogales

Wednesday, May 10

Dorothy Powell Senior Adult Center – dining room
405 E. Sixth St.
Casa Grande

Thursday, May 11

Wickenburg Community Center
160 N. Valentine St.
Wickenburg

Tuesday, May 16

Buckeye Community Center – multipurpose room
201 E. Centre Ave.
Buckeye

All meetings, which will have an open house format, run from 5 to 7 p.m., with presentations beginning at approximately 5:15 p.m. Following the presentations, study team members will be available to answer questions. The same information will be presented at each meeting.

The recommended I-11 corridor would likely follow US 93 from the Hoover Dam bypass bridge south to Wickenburg. The 280-mile corridor that is the focus of the current environmental study begins in Wickenburg and runs west of the Phoenix metropolitan area, south to the Tucson area and then to Nogales.

ADOT is currently developing an Alternatives Selection Report to assess the corridor alternatives and options, along with opportunities and constraints. A Draft Tier 1 Environmental Impact Statement will evaluate in greater detail a reasonable range of corridor alternatives, including segments that could advance to design or construction as independent improvements or projects. There will be a no-build alternative as well. The Final Tier 1 Environmental Impact Statement, which would include a preferred corridor alternative or the no-build option, and the Record of Decision are expected in 2019.

Throughout the course of the study, the public, communities and other stakeholders will always have the opportunity to comment and help shape the proposed I-11 corridor. All comments are entered into the project record. Comments can be sent to:

- Email: I-11ADOTStudy@hdrinc.com

[Type text]

- Toll-free bilingual telephone hotline: 1-844-544-8049
- Mail:
Interstate 11 Tier 1 EIS Study Team
c/o ADOT Communications
1655 W. Jackson St., Mail Drop 126F
Phoenix, AZ 85007

For more information about the I-11 study, visit i11study.com/Arizona.

#

For Immediate Release: May 9, 2017
Contact: ADOT Public Information Office
news@azdot.gov -or- 1.800.949.8057

There's still time to attend a public meeting to review I-11 corridor alternatives *Three more meetings scheduled in the Nogales-to-Wickenburg study corridor*

PHOENIX – After three successful public meetings in Southern Arizona last week with more than 400 people in attendance, there is still time to get involved and comment on the Arizona Department of Transportation's Interstate 11 environmental study.

Three more public meetings are scheduled over the next week to present the proposed corridor alternatives that are included in the 280-mile-long I-11 study corridor that stretches from Nogales to Wickenburg.

During the first year of this three-year study that began in March 2016, ADOT evaluated a wide range of alternatives – or possible routes – in order to narrow the choices to the recommended range of reasonable alternatives to be evaluated further in the Tier 1 Environmental Impact Statement. These alternative corridor options are now available for review and comment at the public meetings and during a 30-day public comment period.

The final set of corridor options, which will be determined after the public comment period ends on June 2, will be subject to further analysis as part of the Draft Tier 1 Environmental Impact Statement. A no-build option will also be evaluated.

The remaining three public meetings include:

Wednesday, May 10

Dorothy Powell Senior Adult Center – dining room
405 E. Sixth St.
Casa Grande

Thursday, May 11

Wickenburg Community Center
160 N. Valentine St.
Wickenburg

Tuesday, May 16

Buckeye Community Center – multipurpose room
201 E. Centre Ave.
Buckeye

All meetings, which will have an open house format, run from 5 to 7 p.m., with presentations beginning at approximately 5:15 p.m. Following the presentations, study team members will be available to answer questions. The same information will be presented at each meeting.

[Type text]

The public comment period began on April 28. All study and meeting materials have been posted to the Interstate 11 website at i11study.com, along with an online mapping and comment tool. The comment period runs through June 2.

I-11 is envisioned as a multimodal corridor connecting Arizona with regional and international markets while opening up new opportunities for mobility, trade, commerce, job growth and economic competitiveness. While the planning phase for this high-priority corridor is well underway, funding for further studies, design and construction has yet to be identified.

The recommended I-11 corridor would likely follow US 93 from the Hoover Dam bypass bridge south to Wickenburg. The 280-mile corridor that is the focus of the current environmental study begins in Wickenburg and runs west of the Phoenix metropolitan area, south to the Tucson area and then to Nogales.

ADOT is currently developing an Alternatives Selection Report to assess the corridor alternatives and options, along with opportunities and constraints. A Draft Tier 1 Environmental Impact Statement will evaluate in greater detail a reasonable range of corridor alternatives, including segments that could advance to design or construction as independent improvements or projects. There will be a no-build alternative as well. The Final Tier 1 Environmental Impact Statement, which would include a preferred corridor alternative or the no-build option, and the Record of Decision are expected in 2019.

Throughout the course of the study, the public, communities and other stakeholders will always have the opportunity to comment and help shape the proposed I-11 corridor. All comments are entered into the project record. Comments can be sent to:

- Email: I-11ADOTStudy@hdrinc.com
- Toll-free bilingual telephone hotline: 1-844-544-8049
- Mail:
Interstate 11 Tier 1 EIS Study Team
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Phoenix, AZ 85007

For more information about the I-11 study, visit i11study.com/Arizona.

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Attention Editors/Reporters: Photos of the May 10 public meeting in Casa Grande for the Interstate 11 environmental study are attached. Please give photo credit to the Arizona Department of Transportation.

For Immediate Release: May 31, 2017
Contact: ADOT Public Information Office
news@azdot.gov -or- 1.800.949.8057

Only a few days remain to give input on I-11 corridor alternatives
June 2 marks comment deadline for latest study phase of proposed Nogales-to-Wickenburg corridor

PHOENIX – Six public meetings. Four agency meetings. More than 600 people in attendance. Hundreds of comments on a 280-mile-long corridor.

The Arizona Department of Transportation and the Federal Highway Administration are wrapping up a busy month seeking public input for the Interstate 11 environmental study between Nogales and Wickenburg. All comments are due by June 2 to be entered into the official public record and included in the final Alternatives Selection Report, which will recommend a reasonable range of corridor alternatives.

To make it easy for those who missed a meeting and still want to comment, all materials are available at i11study.com/Arizona, including an online mapping and comment tool, the fact sheet, and the public meeting presentation and display boards. Comments can be entered via the study website and can also be submitted by email, voicemail and postal mail by June 2 as follows:

- Email: I-11ADOTStudy@hdrinc.com
- Toll-free bilingual telephone information line: 1-844-544-8049
- Mail:
Interstate 11 Tier 1 EIS Study Team
c/o ADOT Communications
1655 W. Jackson St., Mail Drop 126F
Phoenix, AZ 85007

Members of the public and agencies can also review and comment on the recently published *Alternatives Selection Report: Evaluation Methodology and Criteria Report*, located on the documents page of the study website. The report outlines the approach for developing and screening corridor alternatives for Interstate 11 as work continues on the Alternatives Selection Report.

During the first year of this three-year study that formally began in May 2016, ADOT evaluated a wide range of corridor alternatives – or possible routes – in order to narrow the choices to the recommended range of reasonable alternatives to be evaluated further as part of the Tier 1 Environmental Impact Statement.

A Draft Tier 1 Environmental Impact Statement will evaluate the recommended range of reasonable corridor alternatives, including a no-build alternative. The Final Tier 1 Environmental Impact Statement, which would

[Type text]

include a preferred corridor alternative or the no-build option, and the Federal Highway Administration's Record of Decision are expected in 2019.

I-11 is envisioned as a multimodal, high-capacity transportation corridor connecting Arizona with regional and international markets while opening up new opportunities for mobility, trade, commerce, job growth and economic competitiveness. While the planning phase for this high-priority corridor is well underway, funding for further studies, design and construction has yet to be identified.

The recommended I-11 corridor would likely follow US 93 from the Hoover Dam bypass bridge south to Wickenburg. The 280-mile corridor that is the focus of the current environmental study begins in Wickenburg and runs west of the Phoenix metropolitan area, south to the Tucson area and then to Nogales.

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Media Coverage



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Nogales

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COMEY SAYS HE WAS FIRED BECAUSE OF RUSSIA INVESTIGATION

Public meetings for comment on Interstate 11 proposal

Published: Friday, April 21st 2017, 3:59 pm MST

Updated: Tuesday, May 2nd 2017, 8:07 pm MST

By Elizabeth Walton, Digital Content Producer [CONNECT](#)

TUCSON, AZ (Tucson News Now) - Interested in having your voice heard on the proposed Interstate 11? The Arizona Department of Transportation is giving you the chance in May, as the agency is once again looking for comments from both the public and various agencies.

There are five public meetings in May for input on the 280-mile-long corridor going from Nogales to Wickenburg, and eventually ending up in Las Vegas.

Locations and times for the meetings are as follows:

- Wednesday, May 3 - Marana Middle School – cafeteria (11285 W. Grier Road, Marana)
- Thursday, May 4 - Nogales High School – cafeteria (1905 N. Apache Boulevard, Nogales)
- Wednesday, May 10 - Dorothy Powell Senior Adult Center – dining room (405 E. Sixth Street, Casa Grande)
- Thursday, May 11 - Wickenburg Community Center (160 N. Valentine Street, Wickenburg)
- Tuesday, May 16 - Buckeye Community Center – multipurpose room (201 E. Centre Avenue, Buckeye)

All meetings, which will have an open house format, run from 5 p.m. to 7 p.m., with presentations beginning at approximately 5:15 p.m. Following the presentations, study team members will be available to answer questions. The same information will be presented at each meeting.

March 2016 began the first year of ADOT's three year study on the proposed Interstate, in which ADOT evaluated a wide range of alternatives ? or possible routes ? in order to narrow the choices to the recommended range of reasonable alternatives to be evaluated further in the Tier 1 Environmental Impact Statement. These alternative corridor options will be available for review and comment at the public meetings and during a 30-day public comment period.

I-11_Fact-sheet by Tucson News Now on Scribd

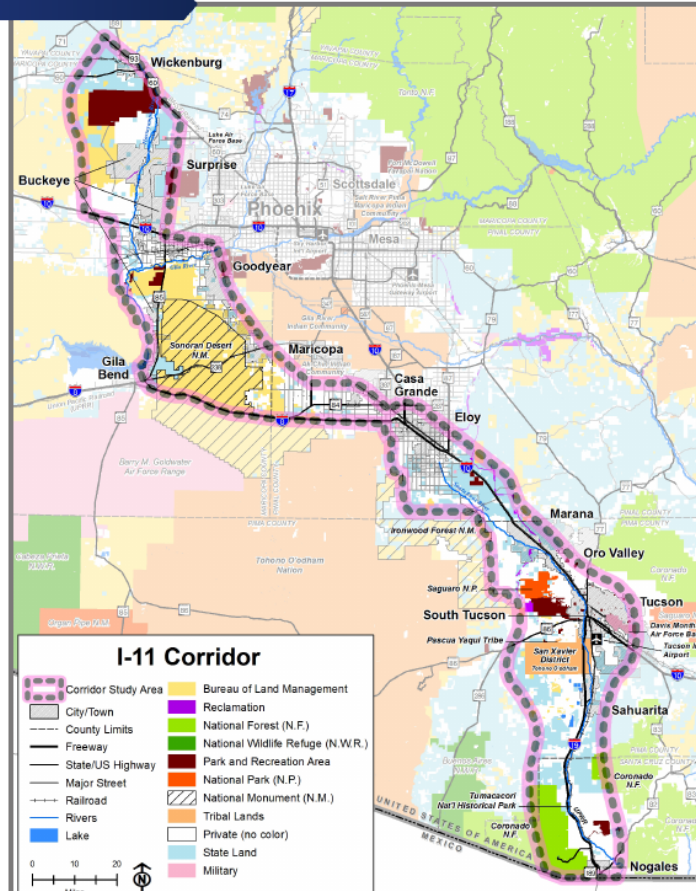


ABOUT INTERSTATE 11

In partnership with the Federal Highway Administration (FHWA) and regional planning agencies, the Arizona Department of Transportation (ADOT) has launched a three-year environmental study to select a corridor alternative for a portion of the Interstate 11 (I-11) Corridor, specifically between Nogales and Wickenburg.

STUDY GOALS

- Provide access-controlled, north-south transportation corridor
- Connect key metropolitan areas and markets in Arizona with Mexico and Canada
- Support improved regional mobility for movement of people, goods, and homeland security
- Provide enhanced transportation opportunities for economic vitality



The final set of corridor options, which will be determined after the public comment period, will be subject to further analysis as part of the Draft Tier 1 Environmental Impact Statement. A no-build option will also be evaluated.

I-11 is envisioned as a multimodal corridor connecting Arizona with regional and international markets while opening up new opportunities for mobility, trade, commerce, job growth and economic competitiveness. While the planning phase for this high-priority corridor is well underway, funding for further studies, design and construction has yet to be identified.

“As we look to invest and prioritize needs to improve Arizona’s transportation infrastructure, we must begin with planning for the future and how to better connect people, communities and markets,” ADOT Director John Halikowski said in a recent release. “Our global competitiveness and high-paying jobs depend directly on our ability to move people, products and services quickly and efficiently throughout our state and beyond its borders. That’s why Interstate 11 is being considered as a critical component in Arizona’s freight and travel network.”

The alternative corridor options that will be presented for review were developed from several factors: input from last year’s public and agency scoping period, technical analysis, findings from previous studies, and public comment through emails, calls, mail and the study website.

The public comment period will begin on April 28. That’s when the latest study and meeting materials will be posted to the Interstate 11 website at i11study.com and an online mapping and comment tool will be activated. The comment period runs through June 2.

The recommended I-11 corridor would likely follow US 93 from the Hoover Dam bypass bridge south to Wickenburg. The 280-mile corridor that is the focus of the current environmental study begins in Wickenburg and runs west of the Phoenix metropolitan area, south to the Tucson area and then to Nogales.



ADOT is currently developing an Alternatives Selection Report to assess the corridor alternatives and options, along with opportunities and constraints. A Draft Tier 1 Environmental Impact Statement will evaluate in greater detail a reasonable range of corridor alternatives, including segments that could advance to design or construction as independent improvements or projects. There will be a no-build alternative as well. The Final Tier 1 Environmental Impact Statement, which would include a preferred corridor alternative or the no-build option, and the Record of Decision are expected in 2019.

Throughout the course of the study, the public, communities and other stakeholders will always have the opportunity to comment and help shape the proposed I-11 corridor. All comments are entered into the project record.

Comments can be sent to:
Email: I-11ADOTStudy@hdrinc.com
Toll-free bilingual telephone hotline: 1-844-544-8049
Mail: Interstate 11 Tier 1 EIS Study Team
c/o ADOT Communications
1655 W. Jackson St., Mail Drop 126F
Phoenix, AZ 85007

For more information about the I-11 study, visit i11study.com/Arizona.

MOBILE USERS: Download our app on your [Apple](#) and [Android](#) devices.

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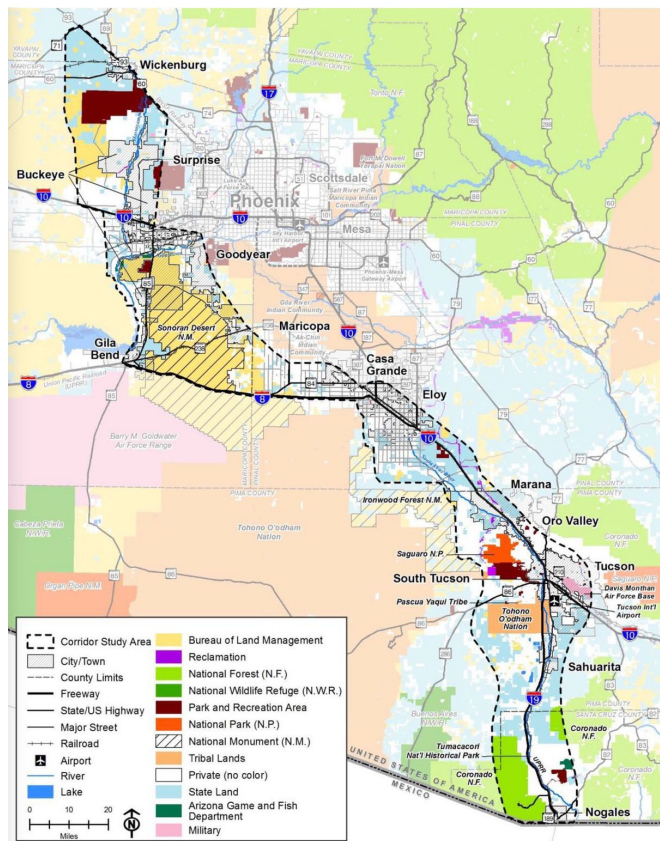
Casa Grande Dispatch Maricopa Monitor Coolidge Examiner Eloy Enterprise Florence Reminder & Blade-Tribune Arizona City Independent/Edition
San Tan Valley Sentinel Tri-Valley Dispatch

http://www.pinalcentral.com/arizona_city_independent/i--public-meeting-to-be-held-in-cg/article_e326e56b-2e21-59f7-a958-2293e8a76ca2.html

FEATURED TOP STORY

I-11 public meeting to be held in CG

Staff Reports Apr 21, 2017



Arizona Department of Transportation//

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CASA GRANDE — The Arizona Department of Transportation continues to move forward with planning a new interstate that could eventually connect Nogales, Arizona, to Las Vegas.

Pinal County residents will have an opportunity to express their opinions on the latest renderings and routes of the project. ADOT will hold a public meeting at the Dorothy Powell Senior Adult Center in Casa Grande from 5 to 7 p.m. on May 10.

The agency will also hold meetings in Tucson, Marana, Nogales, Wickenburg and Buckeye. Those who can't attend the meeting can also email, call or mail their comments to ADOT when the public comment period is open from April 28 to June 2. The project website is i11study.com.

The public will be able to examine the different options ADOT has set for the I-11 corridor, including how it would effect western Pinal County. The proposed corridor runs near Eloy, Casa Grande and the Ak-Chin Indian Community. ADOT is looking to narrow the alternatives to a final set that could then undergo rigorous review processes.

"I-11 is envisioned as a multimodal corridor connecting Arizona with regional and international markets while opening up new opportunities for mobility, trade, commerce, job growth and economic competitiveness," ADOT said in a press release. "While the planning phase for this high-priority corridor is well underway, funding for further studies, design and construction has yet to be identified."

The original purpose of the I-11 proposal was to figure out how to best connect the Phoenix metropolitan area with Las Vegas. That corridor of the highway would connect to U.S. 93 in Wickenburg, which then would take drivers straight to Las Vegas.

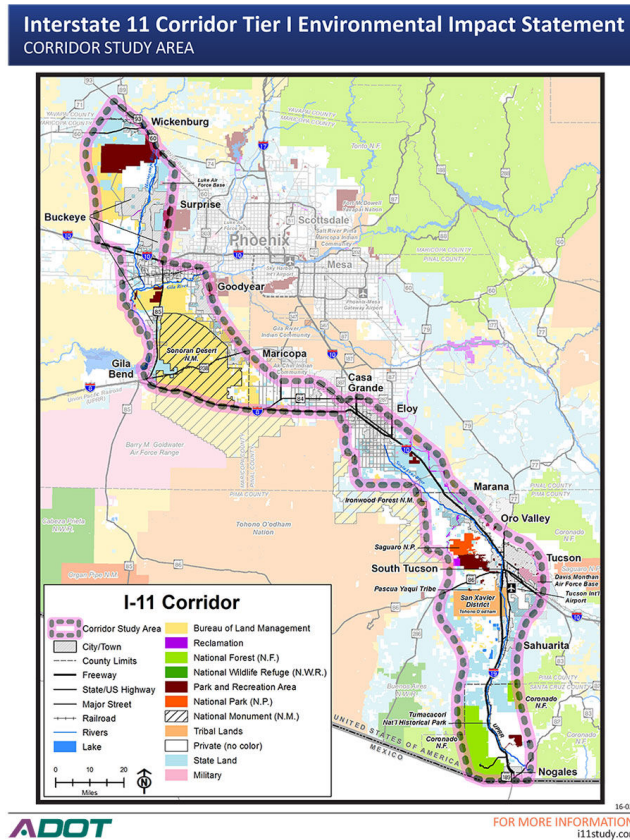
The project-specific contact information for ADOT is I-11ADOTStudy@hdrinc.com and 1-844-544-8049.

"As we look to invest and prioritize needs to improve Arizona's transportation infrastructure, we must begin with planning for the future and how to better connect people, communities and markets," ADOT Director John Halikowski said in the press release. "Our global competitiveness and high-paying jobs depend directly on our ability to move people, products and services quickly and efficiently throughout our state and beyond its borders. That's why Interstate 11 is being considered as a critical component in Arizona's freight and travel network."

http://www.nogalesinternational.com/news/meeting-planned-in-nogales-to-present-i--corridor-alternatives/article_82d38ca6-2bad-11e7-ae20-6fcaef7d2c98.html

Meeting planned in Nogales to present I-11 corridor alternatives

Nogales International Apr 28, 2017



ADOT image

The Arizona Department of Transportation is seeking public input on alternatives for a 280-mile-long corridor stretching from Nogales to Wickenburg.

Six public meetings have been scheduled in May as part of the environmental study process on the proposed Interstate 11, including one in Nogales.

It's scheduled for Thursday, May 4 at the Nogales High School cafeteria. The meeting, which will have an open house format, is set to run 5-7 p.m., with presentations beginning at approximately 5:15 p.m. Following the presentations, study team members will be available to answer questions.

The same information will be presented at each of the six meetings, ADOT said. The others are scheduled to be held in Buckeye, Casa Grande, Marana, Tucson and Wickenburg.

During the first year of this three-year study that began in March 2016, ADOT said, it evaluated a wide range of alternatives – or possible routes – in order to narrow the choices to the recommended range of reasonable alternatives. These alternative corridor options will be available for review and comment at the public meetings and during a 30-day public comment period.

The public comment period will begin on April 28. That's when the latest study and meeting materials will be posted to the Interstate 11 website at i11study.com and an online mapping and comment tool will be activated, ADOT said. The comment period runs through June 2.

The recommended I-11 corridor would likely follow US 93 from the Hoover Dam bypass bridge south to Wickenburg. The 280-mile corridor that is the focus of the current environmental study begins in Wickenburg and runs west of the Phoenix metropolitan area, south to the Tucson area and then to Nogales.

It's envisioned as a “multimodal corridor connecting Arizona with regional and international markets while opening up new opportunities for mobility, trade, commerce, job growth and economic competitiveness,” ADOT said in a news release.

ADOT hosting public meetings on proposed Interstate 11

Posted: May 01, 2017 9:41 AM
Updated: May 01, 2017 9:41 AM

Written By Melanie Hunter

Arizona Department of Transportation is asking for the public's input on the proposed alternatives for Interstate 11.

The 280-mile corridor would stretch from Nogales to Wickenburg.

ADOT began the three-year environmental study in March 2016.

According to ADOT, they have evaluated a range of possible routes for the interstate. The alternative options will be available for review and comment at the public meetings. This is part of a 30-day public comment period.

Six public meetings will be held in May. Three of those meetings will be in held in southern Arizona.

Tuesday, May 2

Arizona Riverpark Inn
777 W. Cushing St.
Tucson

Wednesday, May 3



Marana Middle School – cafeteria
11285 W. Grier Road
Marana

Thursday, May 4

Nogales High School – cafeteria
1905 N. Apache Blvd.
Nogales

For more information, [click here](#).



Melanie Hunter
@MelanieHunterTV

Follow

ADOT is hosting public meetings on the proposed Interstate 11 project. Share your input & ask questions this week.

9:02 AM - 1 May 2017

3 4

ADOT holds public meeting for I-11 Corridor

Posted: May 02, 2017 10:14 PM

Updated: May 03, 2017 4:08 AM

Written By Angelique Lizarde

TUCSON- It was a packed house for the first of six meetings held to discuss the future of Arizona Department of Transportation's proposed Interstate 11 Corridor.

"We have to look at congestion and job growth and economic opportunities. We want to keep Arizona competitive," said ADOT spokesperson, Laura Douglas.



ADOT officials said over the last year they've been working to see where Interstate 11 could potentially run between Nogales and Wickenburg. So far, they're focusing on three main sections of the corridor.

"We have options where we use existing infrastructure potentially, like I-10 and I-19. We would have other options that create new build opportunities. There's also an option of a no build, we would just improve our transportation infrastructure," said Douglas.

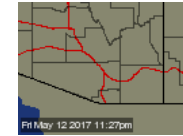
Some of those options can be found near Avra Valley, which some Tucsonans said raises major environmental concerns.

"The impact of a freeway in that location with the noise the lights, the extra development, the extra use of water in that area just doesn't seem appropriate," said Kevin Dahl.

But others are pleased with ADOT offering public input, which is imperative with a project of this size.

"It's going to happen no matter what happens. This process is a long way, I'll probably never see it in my lifetime," said Don Weaver.

For more information on the I-11 Corridor please visit <http://i11study.com/>



86°
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ADOT holding public meetings to discuss Interstate 11

Published: Tuesday, May 2nd 2017, 5:30 am MST

Updated: Tuesday, May 2nd 2017, 6:01 am MST

By Cynthia Washington, Multimedia Journalist [CONNECT](#)

TUCSON, AZ (Tucson News Now) - The Arizona Department of Transportation is in its second year of a three-year study looking at different options for a 280-mile route between Wickenburg and Nogales.

Interstate 11 is still in its very early stages.

Before it takes another step forward, ADOT wants to hear from the public.

ADOT is holding several public meeting about the interstate, starting Tuesday, May 2.

The goal is to narrow down the routes to one or two options by 2018.

Laura Douglas, a spokeswoman for ADOT, said the addition of this highway could mean a boost in business for southern Arizona.

"As we see a lot of population growth and job growth for Pinal and Pima counties, this will allow Arizona to have one more option in interstates to not only connect to other regions but also to the global marketplace," she said.

The locations and times of the public comment meetings are:

- Tuesday, May 2 at the Arizona Riverpark Inn (777 W. Cushing Street, Tucson)
- Wednesday, May 3 at Marana Middle School – cafeteria (11285 W. Grier Road, Marana)

- Thursday, May 4 at Nogales High School – cafeteria (1905 N. Apache Boulevard, Nogales)
- Wednesday, May 10 at Dorothy Powell Senior Adult Center – dining room (405 E. Sixth Street, Casa Grande)
- Thursday, May 11 at the Wickenburg Community Center (160 N. Valentine Street, Wickenburg)
- Tuesday, May 16 at the Buckeye Community Center – multipurpose room (201 E. Centre Avenue, Buckeye)

To read the latest study and meeting materials, click HERE: <http://bit.ly/2pBroa9>

Comments can also be posted through that site.

The comment period runs through June 2.

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Where should proposed Arizona Interstate 11 go? Public meetings to be held in May

BY: abc15.com staff

POSTED: 7:07 AM, May 2, 2017

TAG: [state](#)

Share Article

Officials are asking the public to give their opinion on plans for a proposed new Interstate 11 in Arizona.

Planning and work began last year and Arizona Department of Transportation officials have narrowed down possible routes for the Interstate 11 that would run 280 miles from Nogales to Wickenburg.

Those routes are now up for discussion.

The meetings are from 5 to 7 p.m. and include a presentation and question-and-answer period:

- Tuesday, May 2 - Arizona Riverpark Inn, 777 W. Cushing St., Tucson
- Wednesday, May 3 - Marana Middle School - cafeteria, 11285 W. Grier Rd., Marana
- Thursday, May 4 - Nogales High School - cafeteria, 1905 N. Apache Blvd., Nogales
- Wednesday, May 10 - Dorothy Powell Senior Adult Center - dining room, 405 E. Sixth St., Casa Grande
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- Tuesday, May 16 - Buckeye Community Center - multipurpose room, 201 E. Centre Ave., Buckeye

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Paving the way for CANAMEX, highway of the future



The proposed I-11 “highway of the future” calls for energy efficient rail and roadways. (Rendering courtesy of the Sonoran Institute)

By Ryan Santistevan | ([https://cronkitenews.azpbs.org?s=Ryan Santistevan](https://cronkitenews.azpbs.org?s=Ryan+Santistevan)) Cronkite News (<http://www.cronkitenews.azpbs.org>)
Wednesday, May 3, 2017

PHOENIX – Imagine a road trip in 2030 on a super interstate highway that stretches from Arizona’s border with Mexico to the U.S.-Canada border in Montana. And it won’t be just a road on which you drive your car, but an economic investment to the communities through which it passes.

Ian Dowdy, director of the Sun Corridor program, said the institute wanted to put the time to research, develop, and team up with other groups to make the proposed transcontinental highway, CANAMEX, something that will not be outdated by the time it’s built.

“It’s a really important project and I don’t think people will appreciate it in the way that they should,” Dowdy said.

In 2012 Congress approved a transportation omnibus bill, MAP-21. It was intended to provide direction on transportation funding. MAP-21 provided funding for the planning and study of possible corridor routes for I-11, according to the Sonoran Institute’s website. However, it didn’t provide funding for the highway itself.

Proposed I-11 Route ☆



(Map by Caity Hemmerle/Cronkite News)

Sonoran Institute's role

The mission of the Sonoran Institute is to connect communities to the natural resources that nourish and sustain them. Dowdy said the Sonoran Institute became involved with the CANAMEX project four years ago.

“In reality, we are in a role as an organization to give communities the tools that they need to make better decisions,” Dowdy said. “We think that people in communities want to preserve their natural landscapes and that they want a high quality of life and a strong economy. We want to accomplish all three of those things.”

He said in most situations communities are given a false narrative that they have to choose between a good economy and a good environment.

“We know that’s not a real choice,” Dowdy said. “People can actually have both. So we try to help communities make those decisions where they can achieve their ambitions and many of their ambitions.”

He said the project provided an opportunity to both combat the concerns that people have about climate change and would provide an excellent domestic source of energy.

He said there would be economic development in Arizona with the ability to expand the renewable energy economy.

Three universities get involved

Dowdy said who better to plan the future models than the future? Students from Arizona State University, the University of Arizona and the University of Nevada-Las Vegas became involved and were divided into studios at their universities to design the I-11 corridor of the overall CANAMEX highway.

In the spring of 2014, the three universities embarked on a multidisciplinary “design studio.” Students in landscape architecture, urban planning, architecture, and other disciplines collaborated to envision designs for different segments of I-11.

Linda Samuels, then director of the Sustainable City Project at UA and now Associate Professor of Urban Design at Washington University, was one of the leaders of the project. She said the standing challenge was to encourage students to really leverage their knowledge into something that could both be socially and environmentally productive.

"I was a participant in the Walton Sustainable Solutions Initiative 'sandpit' and our team emerged from this process," Samuels said. "We competed for a large grant to support implementation, but did not win the event."

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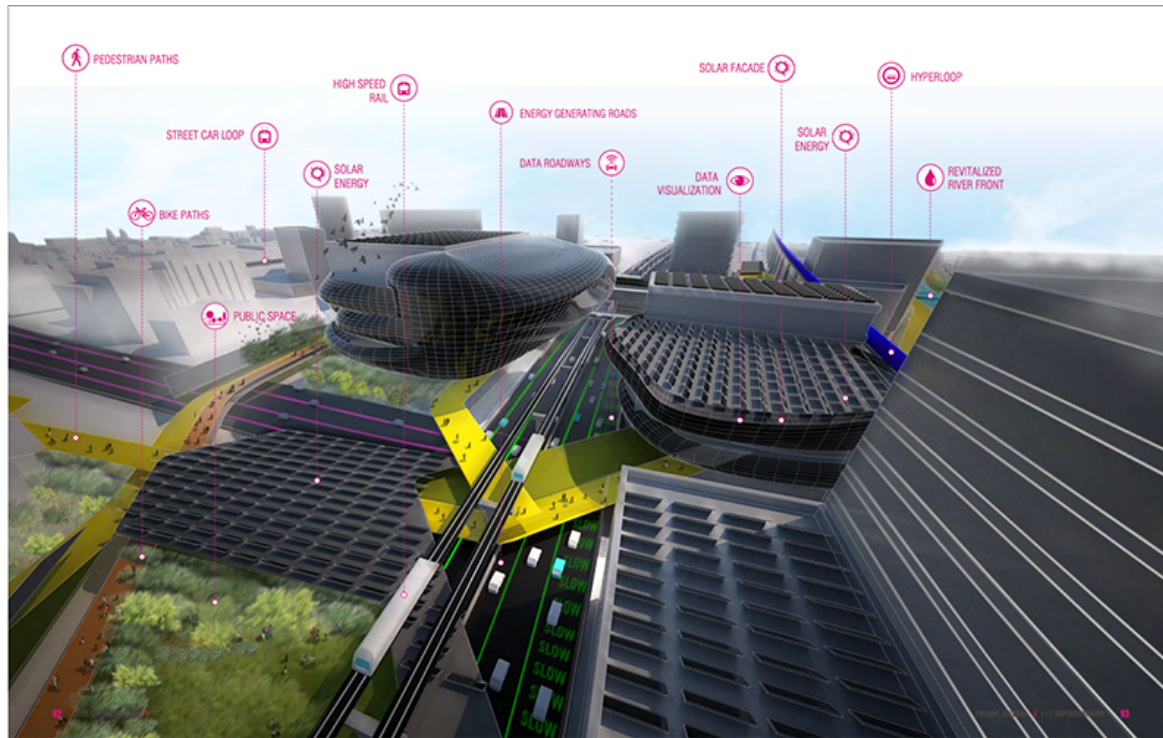
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Rendering of a pedestrian overpass for the proposed CANAMEX highway. (Rendering courtesy of the Sonoran Institute)



A rendering showing the various sustainable elements as the proposed I-11 passes through Tucson. (Rendering courtesy of the Sonoran Institute)

Looking down the road

Boyer said the sheer scale was the hardest part of the project. He also said that UA had an advantage of having a mixed class of architecture planning, landscape architecture and had a cross-pollination of background. In turn, it was difficult for the ASU students to understand how to break down the scale of the space that they were focused on.

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3. Episode 136: Interstate 11 - Should it ...

May 5, 2017

Episode 136: Interstate 11 - Should it Go Through Avra Valley?

Hear input from the state, and an Avra Valley resident; also, extending the RTA and new cell phone laws.
by [Andrea Kelly](#)  [TWEET](#)  [SHARE](#)

Metro Week - May 5, 2017



The Arizona Department of Transportation is studying the prospect of adding a new interstate, [called I-11](#), between Nogales and, eventually, Canada.

But the proposal has drawn opposition from Avra Valley residents, the scenic area northwest of Tucson nestled between I-10 and the Tucson mountains.

When the state studies new roadway possibilities, it evaluates environmental impacts, costs and feasibility, said Jay Van Echo, the state's I-11 study manager.

"We look to avoid impacts first off, then we look to minimize the impacts, then we look to mitigate the impacts," Van Echo said.

The Avra Valley impacts would be negative, said Robin Clark, a resident of that area.

"Our neighborhood would be heavily impacted by the increased air, noise and light pollution," said Robin Clark, who moved to Avra Valley to enjoy the scenic site.

Hear more from the Van Echo and Clark on this episode of *Metro Week*:

- **I-11 plans:** The Arizona Department of Transportation is studying the possibility of building a new interstate, called I-11, from Nogales to Wickenburg. We get an update from the Arizona Department of Transportation's study manager, **Jay Van Echo**. The state is [accepting comments](#) online, via phone, mail and email.
- **I-11 opposition:** Avra Valley residents are largely opposed to the proposed route under study for the I-11 project. **Robin Clark** explains her opposition. She started an [online petition](#) to oppose the routes that could impact Avra Valley, and it has received more than 1,000 signatures.
- **RTA update:** The [Regional Transportation Authority](#) is a 20-year plan to add lanes and build new roads in the metro area, paid for with a half-cent sales tax in Pima County. The RTA board is discussing the future of the program, and perhaps whether to ask voters to extend it beyond its initial 20-year lifespan. RTA Board Chairman **Tom Murphy**, who is also Sahuarita's mayor, explains what's going into the process to decide whether, and when, to ask voters for more years and more money in the plan.
- **Driving with a phone:** Pima County, Tucson, Oro Valley and the state, all have different rules about how much a driver can use a phone. **Murphy Woodhouse**, the transportation reporter for the Arizona Daily Star, breaks down the [new rules](#).

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FEATURED TOP STORY

Institute hopes proposed I-11 could be highway of the future

By RYAN SANTISTEVAN Cronkite News May 6, 2017 Updated May 11, 2017



Sonoran Institute

The proposed I-11 "highway of the future" calls for energy efficient rail and roadways.



PHOENIX — Imagine a road trip in 2030 on a super interstate highway that stretches from Arizona's border with Mexico to the U.S.-Canada border in Montana. And it won't be just a road on which you drive your car, but an economic investment to the communities through which it passes.

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In 2012, Congress approved a transportation omnibus bill, MAP-21. It was intended to provide direction on transportation funding. MAP-21 provided funding for the planning and study of possible corridor routes for Interstate 11, according to the Sonoran Institute's website. However, it didn't provide funding for the highway itself.

The mission of the Sonoran Institute is to connect communities to the natural resources that nourish and sustain them. Dowdy said the Sonoran Institute became involved with the CANAMEX project four years ago.

He said in most situations communities are given a false narrative that they have to choose between a good economy and a good environment.

“We know that’s not a real choice,” Dowdy said. “People can actually have both. So we try to help communities make those decisions where they can achieve their ambitions and many of their ambitions.”

He said the project provided an opportunity to both combat the concerns that people have about climate change and would provide an excellent domestic source of energy.

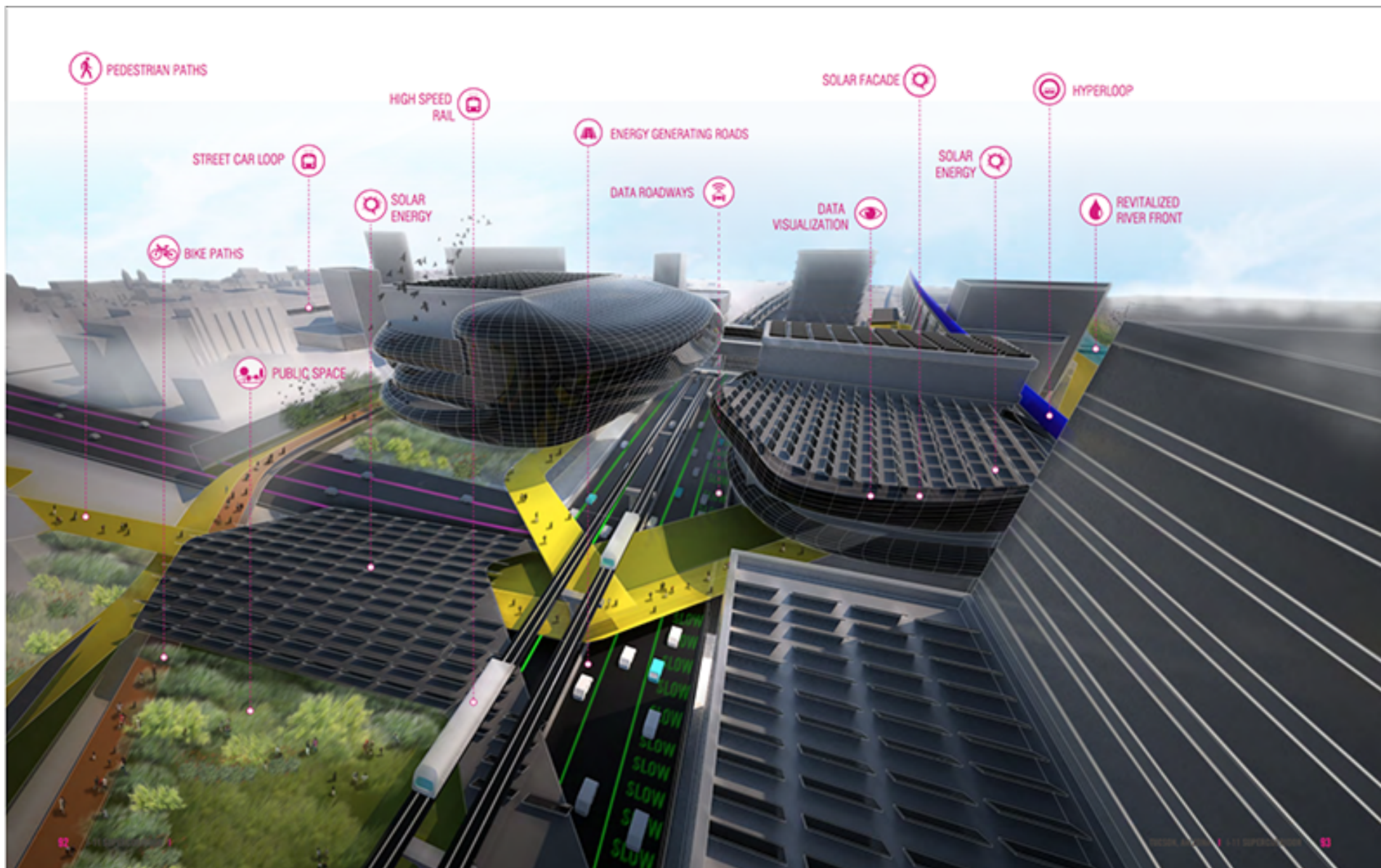
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Three universities get involved

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In the spring of 2014, the three universities embarked on a multidisciplinary “design studio.” Students in landscape architecture, urban planning, architecture, and other disciplines collaborated to envision designs for different segments of I-11.

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If not, “places like Texas, California, and Nevada will find a different route that will bypass Arizona, and Arizona runs the risk of becoming irrelevant from a transportation infrastructure planning standpoint,” Boyer said.



I-11 public meeting to be held in CG

Letter: I-11 is Un-American !

Albert Lannon, West side May 8, 2017

With the White House campaigning to bring American jobs back to the United States, many are wondering about the proposed Interstate 11 in Southern Arizona. According to ADOT's "Final Purpose and Need Memorandum" several goals of I-11 are to keep and send jobs across the border. Some are saying that I-11 in Southern Arizona is just plain un-American!

I-11 is to facilitate "nearshoring," attracting U.S. companies from China to Mexico where wages are now lower, and "integrated manufacturing," with research and development in the U.S. and manufacture and assembly in Mexico.

ADOT also projects stealing jobs from the West Coast to the expanding Port of Guaymas. They are willing to destroy Avra Valley communities, wildlife and tourism and existing I-10 corridor jobs to do it, even though double-decking just six miles of I-10 would save \$2 billion – ADOT's numbers.

Public comment, which has opposed any Avra Valley route, will be taken until June 2 at i11study.com/Arizona.

Albert Lannon

West side

Disclaimer: As submitted to the Arizona Daily Star.

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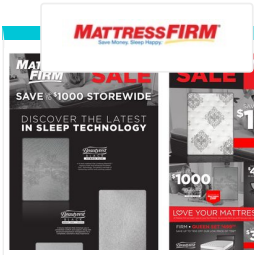
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Canamex


Ryan Santistevan -Cronkite News

Originally Published: May 9, 2017 5:55 a.m.


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Sonoran Institute’s role

The mission of the Sonoran Institute is to connect communities to the natural resources that nourish and sustain them. Dowdy said the Sonoran Institute became involved with the CANAMEX project four years ago.

“In reality, we are in a role as an organization to give communities the tools that they need to make better decisions,” Dowdy said. “We think that people in communities want to preserve their natural landscapes and that they want a high quality of life and a strong economy. We want to accomplish all three of those things.”

He said in most situations communities are given a false narrative that they have to choose between a good economy and a good environment.

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Paving the way for CANAMEX: I-11 - The Highway of the Future

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Mayor calls for City Council special meeting tonight

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Looking down the road

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Residents provide input on potential I-11 corridor

By Arielle Zionts

Nogales International May 9, 2017

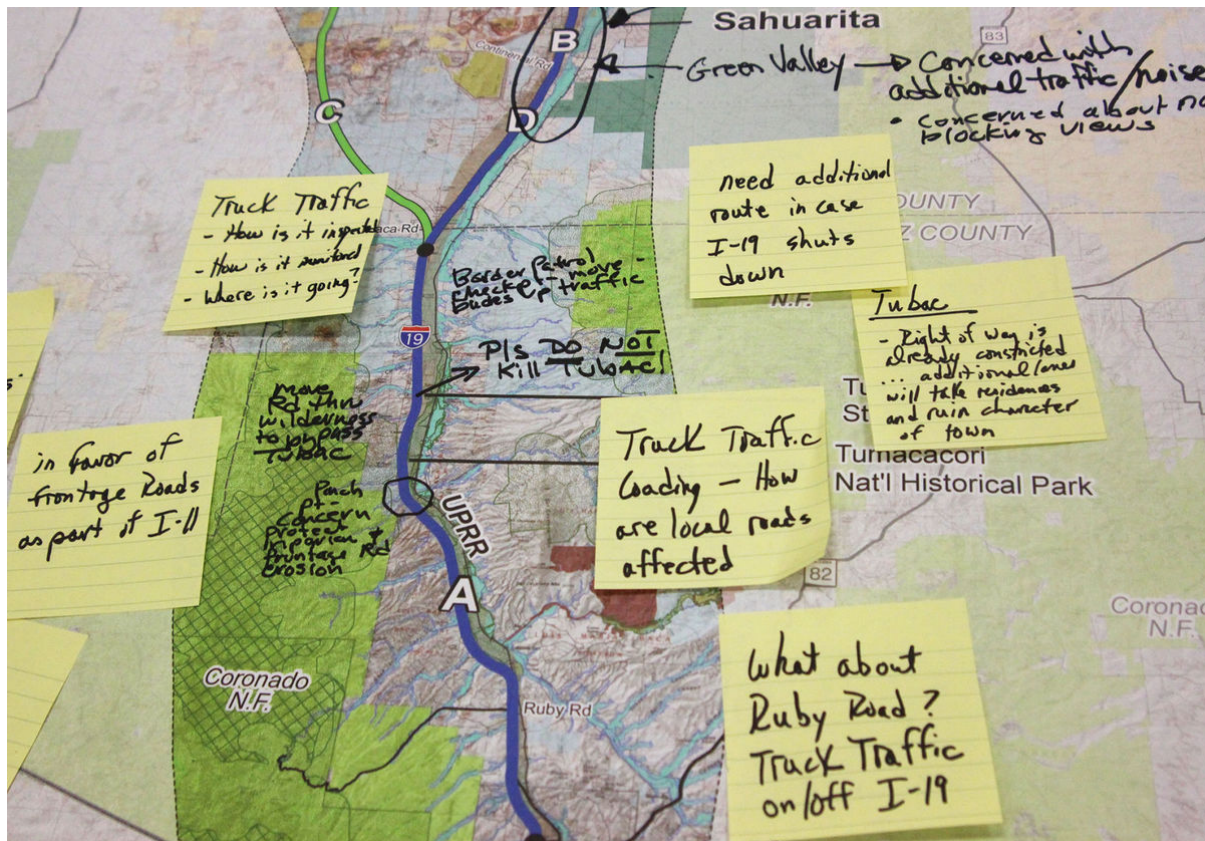


Photo by Arielle Zionts

Santa Cruz County residents provided feedback on the proposed I-11 corridor project.



Santa Cruz County residents expressed concerns about the possible environmental and aesthetic impacts of a proposed Interstate 11, as well as enthusiasm for the potential of the project, during a meeting Thursday about the proposed 280-mile-long transportation corridor that would run from Nogales to Wickenburg.

Representatives from the Arizona Department of Transportation presented various routes I-11 could follow during the meeting at Nogales High School, one of six such meetings planned this month around the state.

After receiving feedback from the public on the alternatives, the agency will select a number of routes to be examined during an environmental analysis slated to begin in July.

ADOT's expectation for the the project, it said in a 2016 news release, is that "Interstate 11 would support large-scale manufacturing, enhance movement of people and freight by vehicle and potentially rail, and be a corridor for trade, communications and technology." According to materials distributed at Thursday's meeting, ADOT is eyeing a route in Santa Cruz County that would follow the current path of Interstate 19 to Tucson. In one alternative that's still on the table, the I-11 corridor would split off from 1-19 at the northernmost end of Santa Cruz County and travel northwest, bypassing Tucson.

Jennifer Pyke, a member of the I-11 study team, said that depending on anticipated traffic patterns for 2035, the project's target planning year, the route could involve adding lanes to I-19.

Scott Vandervoet, a member of Friends of the Santa Cruz River, said that if new lanes were added to 1-19, it would be vital to make sure the expansion doesn't negatively impact the river and the Meadow Hills wetland in Nogales.

"The Meadow Hills wetland is a crucial wetland to the area, it's a historical wetland," he said.

Other concerns voiced via sticky notes attached to a map of potential routes included worries that new lanes would displace people and negatively impact the character of Tubac. There were also questions about erosion and riparian areas along the highway.

At least one sticky note expressed the positive view that the creation of I-11 could perhaps include an expansion of frontage roads for local use.

County Supervisor Bruce Bracker, who represents Tubac and areas of Rio Rico, was strongly in favor of the project due to its potential economic impact.

Bracker said that when he served as chairman of the Greater Nogales Santa Cruz County Port Authority, he advocated that I-11 begin in Nogales rather than another Arizona border town.

“It’s a continuation of the road that comes up from I-15 in Mexico to I-11 and then all the way into Canada. So it’s really about a West Coast trade route,” he said.

Bracker was referring to I-11 as improving the CANAMEX corridor, a series of highways and other roads linking Canada to Mexico.





Kathy Angel of Tubac said she was pleased that ADOT was asking for the public’s input, but her husband Leon wondered about the purpose of the highway “given the new (Trump) administration and the fact that they’re talking about getting rid of (the North American Free Trade Agreement) and ... tariffs against Mexican imports.”

Bracker said the project would outlive the Trump administration, while ADOT spokeswoman Laura Douglas said “this is so much more than just about the southern border.”

Maps of potential I-11 routes can be viewed at i11study.com and public comment on the project can be submitted until June 2 at i11comment.com, by email at 1-11ADOTStudy@hdrinch.com, by phone at (844) 544-8049 or via mail at Interstate 11 Tier 1 EIS Study Team c/o ADOT Communications, 1655 W. Jackson St., Mail Drop 126F, Phoenix, AZ 85007.

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May 9, 2017

Avra Valley I-11 Proposals Draw Opposition at Tucson Meetings

Citizens disagree with notion of building highway through deserts west of Tucson.
by [Zachary Ziegler](#) [TWEET](#) [f.SHARE](#)





People listening to a presentation at an ADOT public meeting on Interstate 11 in Tucson. (PHOTO: Zac Ziegler)

LISTEN

Proposed I-11 Routes ...

-3:17

There were not many open seats at a pair of meetings last week over proposed routes that would send Interstate 11 through the Tucson area.

Many of those in attendance were there to speak against two of the alternatives, which run west of Saguaro National Park West in the Avra Valley.

"I understand the need to provide ways for people to move around," said Kimberly Baeza, "But it doesn't have to come at the expense of our open landscapes and beautiful Sonoran Desert."

The meeting is part of the second step in selecting the route I-11 could take through Arizona. The freeway will connect Mexico and Nevada and may eventually reach Canada.

"It's not the time for more freeways," said Keith Bagwell. "It's time to spend our money more wisely on things that are not as environmentally destructive."



People discuss the proposed Interstate 11 routes with an I-11 staff member over a map of the Southern Arizona portion of the project. (PHOTO: Zac Ziegler)

In Southern Arizona, possibilities include further expansion of Interstates 10 and 19, bypassing Tucson via one of two routes through the Avra Valley, or a no-build option.

Many residents of Avra Valley, such as Jeff Huber, showed up to protest the plan to run a highway through their area.

“Avra Valley is a very quiet region in the state of Arizona. We all moved out here because of the quiet,” he said.

He said that quiet could be spoiled if an interstate runs through the area.

Of the 20 people interviewed at the meetings, none expressed a positive view of the Avra Valley routes.



Many attendees at the meetings wore these stickers in protest of two of the proposed alternatives. (PHOTO: Zac Ziegler)

Others in the crowd expressed their views on their clothing, wearing stickers that read, “No freeway in the Avra Valley.”

Arizona Department of Transportation officials were happy to have the crowds because they need the information those people can provide.

“We do very much value the people that live in these communities, that have the information, that ride and drive on these roads on a daily basis,” said the I-11 study manager Jay Van Echo.

Environmental damage was not the only concern expressed by people in the meetings. Some expressed the fear that any improvements that allow more goods to enter the U.S. from Mexico could have an effect on American jobs.

“When are we going to get smart about not supporting jobs for foreign countries and supporting bringing those jobs back to America?” said Frank Koch.



An assembled crowd waits for an ADOT presentation in Tucson. (PHOTO: Zac Ziegler)

Officials said they hear the opposition but federal law dictates that they explore all possible routes in order to find the most viable alternative.

“It’s not a popularity contest,” said Van Echo. “We do appreciate the opposing views, but there are also people that have pointed out that we do need an alternative to I-10 and I-19.”

Along with opposition, many attendees offered ideas that they think would be a better alternative than running a new interstate through the Avra Valley.

Along with opposition, many business owners noted that they think it would be a better alternative than running a new interstate through the area valley.

Buzz Davis suggested expanding and improving rail in the area.

"The purpose is to deal with trucks. The trucks should be taken off of the interstate," he said.

While rail is not a part of this study, it is being considered in another, and the two study managers routinely talk.

"We meet on a regular basis," said Van Echo. "We take the information that they have gleaned from the freight industry on where does the freight want to move, how's it coming across the Mariposa Port of Entry, where does it want to go within the state and interstate."

ADOT expects to select a route between August and November of 2019. There are no estimates on when construction will start or be completed.

Meetings continue May 10-16 in Casa Grande, Wickenburg and Buckeye. [A schedule of those meetings is available here.](#)

[Details on how to comment via website, email, phone or mail are available here.](#)





A crowd assembled at Marana Middle School to comment on proposed routes for Interstate 11. (PHOTO: Zac Ziegler)

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Avra Valley I-11 Proposals Draw Opposition at Tucson Meetings

Citizens disagree with notion of building highway through deserts west of Tucson

By Zachary Ziegler

There were not many open seats at a pair of meetings last week over proposed routes that would send Interstate 11 through the Tucson area.

Many of those in attendance were there to speak against two of the alternatives, which run west of Saguaro National Park West in the Avra Valley.

"I understand the need to provide ways for people to move around," said Kimberly Baeza, "But it doesn't have to come at the expense of our open landscapes and beautiful Sonoran Desert."

The meeting is part of the second step in selecting the route I-11 could take through Arizona. The freeway will connect Mexico and Nevada and may eventually reach Canada.

"It's not the time for more freeways," said Keith Bagwell. "It's time to spend our money more wisely on things that are not as environmentally destructive."

In Southern Arizona, possibilities include further expansion of Interstates 10 and 19, bypassing Tucson via one of two routes through the Avra Valley, or a no-build option.

Many residents of Avra Valley, such as Jeff Huber, showed up to protest the plan to run a highway through their area.

"Avra Valley is a very quiet region in the state of Arizona. We all moved out here because of the quiet," he said.

He said that quiet could be spoiled if an interstate runs through the area.

Of the 20 people interviewed at the meetings, none expressed a positive view of the Avra Valley routes.

Others in the crowd expressed their views on their clothing, wearing stickers that read, "No freeway in the Avra Valley."

Arizona Department of Transportation officials were happy to have the crowds because they need the information those people can provide.

"We do very much value the people that live in these communities, that have the information, that ride and drive on these roads on a daily basis," said the I-11 study manager Jay Van Echo.

Environmental damage was not the only concern expressed by people in the meetings. Some expressed the fear that any improvements that allow more goods to enter the U.S. from Mexico could have an effect on American jobs.

"When are we going to get smart about not supporting jobs for foreign countries and supporting bringing those jobs back to America?" said Frank Koch.

Officials said they hear the opposition but federal law dictates that they explore all possible routes in order to find the most viable alternative.

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Along with opposition, many attendees offered ideas that they think would be a better alternative than running a new interstate through the Avra Valley.

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ADOT expects to select a route between August and November of 2019. There are no estimates on when construction will start or be completed.

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#

http://www.willcoxrangenews.com/news/article_bfb6baf0-3592-11e7-ae11-6f0aa4995e61.html

There's still time to attend a public meeting to review I-11 corridor alternatives

ADOT May 10, 2017

Three more meetings scheduled in the Nogales-to-Wickenburg study corridor

PHOENIX – After three successful public meetings in Southern Arizona last week with more than 400 people in attendance, there is still time to get involved and comment on the Arizona Department of Transportation's Interstate 11 environmental study.

Three more public meetings are scheduled over the next week to present the proposed corridor alternatives that are included in the 280-mile-long I-11 study corridor that stretches from Nogales to Wickenburg.

During the first year of this three-year study that began in March 2016, ADOT evaluated a wide range of alternatives – or possible routes – in order to narrow the choices to the recommended range of reasonable alternatives to be evaluated further in the Tier 1 Environmental Impact Statement. These alternative corridor options are now available for review and comment at the public meetings and during a 30-day public comment period.

The final set of corridor options, which will be determined after the public comment period ends on June 2, will be subject to further analysis as part of the Draft Tier 1 Environmental Impact Statement. A no-build option will also be evaluated.

The remaining three public meetings include:

Wednesday, May 10

Dorothy Powell Senior Adult Center – dining room

405 E. Sixth St.

Casa Grande

Thursday, May 11

Wickenburg Community Center

160 N. Valentine St.

Wickenburg

Tuesday, May 16

Buckeye Community Center – multipurpose room

201 E. Centre Ave.

Buckeye

All meetings, which will have an open house format, run from 5 to 7 p.m., with presentations beginning at approximately 5:15 p.m. Following the presentations, study team members will be available to answer questions. The same information will be presented at each meeting.

The public comment period began on April 28. All study and meeting materials have been posted to the Interstate 11 website at i11study.com, along with an online mapping and comment tool. The comment period runs through June 2.

I-11 is envisioned as a multimodal corridor connecting Arizona with regional and international markets while opening up new opportunities for mobility, trade, commerce, job growth and economic competitiveness. While the planning phase for this high-priority corridor is well underway, funding for further studies, design and construction has yet to be identified.

The recommended I-11 corridor would likely follow US 93 from the Hoover Dam bypass bridge south to Wickenburg. The 280-mile corridor that is the focus of the current environmental study begins in Wickenburg and runs west of the Phoenix metropolitan area, south to the Tucson area and then to Nogales.

ADOT is currently developing an Alternatives Selection Report to assess the corridor alternatives and options, along with opportunities and constraints. A Draft Tier 1 Environmental Impact Statement will evaluate in greater detail a reasonable range of corridor alternatives, including segments that could advance to design or construction as independent improvements or projects. There will be a no-build alternative as well. The Final Tier 1 Environmental Impact Statement, which would include a preferred corridor alternative or the no-build option, and the Record of Decision are expected in 2019.

Throughout the course of the study, the public, communities and other stakeholders will always have the opportunity to comment and help shape the proposed I-11 corridor. All comments are entered into the project record. Comments can be sent to:

- Email: I-11ADOTStudy@hdrinc.com
- Toll-free bilingual telephone hotline: 1-844-544-8049
- Mail:

Interstate 11 Tier 1 EIS Study Team

c/o ADOT Communications

1655 W. Jackson St., Mail Drop 126F

Phoenix, AZ 85007

For more information about the I-11 study, visit i11study.com/Arizona.



Casa Grande Dispatch Maricopa Monitor Coolidge Examiner Eloy Enterprise Florence Reminder & Blade-Tribune Arizona City Independent/Edition
San Tan Valley Sentinel Tri-Valley Dispatch

http://www.pinalcentral.com/opinion/our_view/planning-for-i/article_dcf1402a-c01d-5205-8086-662a94f556e5.html

Planning for I-11

May 13, 2017

Arizona constantly adds residents, and the need for freeway capacity grows along with that. Interstate 10 is overdue for widening, and alternate routes are needed as well. Such improvements take a long time and a huge amount of money, which is in short supply. But that does not remove the need to plan — in fact, planning is more important because of it.

Interstate 11 has been widely discussed as an alternate to I-10, as a direct link to Las Vegas and also as a transnational route between the borders of Mexico and Canada. Funding sources remain unclear, and some people do not want a new right of way through undeveloped desert areas.

Yet the Arizona Department of Transportation is working seriously on planning for I-11. That could make the project “shovel ready” in a decade or so. The routes being studied would make I-11 very important to the commerce of Pinal County, Casa Grande and Maricopa.

One of a series of meetings on the project was held in Casa Grande last week and had a pretty good turnout of about 60 people. They heard about the project, and some offered ideas.

The comment period for I-11 routing runs through June 2. More information is available at <http://i11study.com/arizona>, where comments may be left. ADOT will consider the input and talk with local and tribal governments over the next year before returning for more dialogue with the public.

Of course, as we said, no funding has been identified. Along with that, no time frame for construction exists.

Decades ago, Valley residents were somewhat amazed by extensive plans for new freeways. Now, they have mostly been built and are well known to commuters in that area. And, as predicted during the planning, they are already overcrowded. But traffic in the Valley would be infinitely worse if those freeways had not been built.

Now is the time to plan for the future, and Pinal residents should make their views known.

Briefs: Santa Cruz County has I-11 questions

May 15, 2017

Santa Cruz County residents expressed concerns about the possible environmental and aesthetic impacts of a proposed Interstate 11, as well as enthusiasm for the potential of the project, during a meeting this month about the proposed 280-mile-long transportation corridor that would run from Nogales to Wickenburg.

Arizona Department of Transportation representatives presented proposed routes during the meeting at Nogales High School, one of six in May around the state.

After receiving feedback from the public on the alternatives, the agency will select a number of routes to be examined during an environmental analysis slated to begin in July.

According to materials distributed at Thursday's meeting, ADOT is eyeing a route in Santa Cruz County that would follow Interstate 19 to Tucson. In one alternative still on the table, the I-11 corridor would split off from I-19 at the northernmost end of Santa Cruz County and travel northwest, bypassing Tucson.

Jennifer Pyke, a member of the I-11 study team, said that depending on anticipated traffic patterns for 2035, the project's target planning year, the route could involve adding lanes to I-19.

Scott Vandervoet, a member of Friends of the Santa Cruz River, said that if new lanes were added to I-19, it would be vital to make sure the expansion doesn't negatively impact the river and the Meadow Hills wetland in Nogales.

"The Meadow Hills wetland is a crucial wetland to the area, it's a historical wetland," he said.

Other concerns voiced via sticky notes attached to a map of potential routes included worries that new lanes would displace people and negatively impact the character of Tubac.

County Supervisor Bruce Bracker, who represents Tubac, strongly favors the project due to its potential economic impact.



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Wickenburg Residents Weigh In On Proposed Interstate 11

By [Mark Brodie](#)

Published: Tuesday, May 16, 2017 - 3:26pm

Updated: Tuesday, May 16, 2017 - 3:32pm

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The Arizona Department of Transportation and Federal Highway Administration tonight are holding the last of a series of public meetings, to get input on proposed corridors for the section of Interstate 11, which would run between

00:00

Page D-61

[download](#) Nogales and Wickenburg.

Some of those opinions are included in a [new report compiled by the Sonoran Institute](#), which spent time in Wickenburg, to hear from residents there about the project, and about past transportation projects that some residents feel have had negative impacts on the town.

Ian Dowdy runs the Sun Corridor Program at the Sonoran Institute, and he joins me.



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Posted: Friday, May 19, 2017 4:00 am



Courtesy

I-11 Project

I can't believe that Tucson Local Media's papers ignored the Arizona Department of Transportation's public meetings on their "alternative routes" for an Interstate 11 highway from Wickenburg to Nogales. Meetings May 2 and 3 in Tucson and Marana brought out over 400 people who were mostly opposed to any route through the Avra Valley.

As they were in the first round of public meetings during this 3-year, \$15-million, Tier 1 Environmental Impact Study -- although you'd never know that from ADOT's handouts and would have to read the many hundreds of comments posted online.

LIVEN UP CALENDAR

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Stories

Marana Council approve controversial development

Reasons to oppose I-11 through the Avra Valley include policy adopted by the Pima County Board of Supervisors in Resolution 2007-343, the 2/3 higher cost of a new highway versus double-decking just six miles of I-10 that would save nearly \$2 billion (ADOT’s numbers), the noise and air pollution and hazardous cargo that would be imposed on the thousands of families who live there, the threats to wildlife and archaeological treasures, the loss of jobs along the I-10 corridor, the impact on tourism in the valley – and all for ADOT’s stated goals of attracting U.S. companies from China to Mexico (they call it “nearshoring”), and “integrated manufacturing”—R&D here, manufacture and assembly across the border.

Public comment is open until June 2. While actual construction may be years off, decisions made in the next two years will determine the fate of the Avra Valley for all times. Visit the ADOT website, i11study.com for how to comment.

— *Albert Lannon*

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Posted in Letters To Editor on Friday, May 19, 2017 4:00 am.

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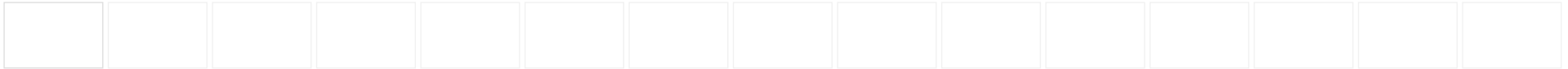
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'Breathtaking' view highlights coming interstate linking Las Vegas, Phoenix





By Michael Scott Davidson Las Vegas Review-Journal
May 19, 2017 - 5:45 pm

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Updated May 19, 2017 - 6:15 pm

The first interstate linking Las Vegas and Phoenix will ease traffic congestion and offer a spectacular vista above Lake Mead, transportation officials promised Friday during a tour of ongoing construction.

"It's a breathtaking, panoramic view of one of the nation's largest man-made lakes," Nevada Department of Transportation spokesman Tony Illia said.

The 15-mile stretch of Interstate 11, touted as Nevada's "largest infrastructure project," is expected to open by June 2018. It will allow drivers to bypass Boulder City, a municipality of about 15,000 people.

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The trip will be about 30 minutes faster than taking U.S. Highway 93 through the city, and the southern route to Arizona will have a scenic overlook nestled inside the Eldorado Mountains.

The Southern Nevada portion of the four-lane highway is expected to take as many as 34,000 vehicles a day on a U-shaped bypass south of Boulder City. The route will begin near Henderson's southern border and end by the O'Callaghan-Tillman Memorial Bridge downstream from Hoover Dam.

"A lot of the vehicles we see going through right now are freight," Regional Transportation Commission spokeswoman Monika Bertaki said. I-11 "would actually allow all of the freight to not go through the small town streets and bottleneck up."

When Arizona finishes its portion of I-11, the highway will become the first interstate to connect Las Vegas and Phoenix, the only two neighboring U.S. metropolitan areas with populations of more than 1 million that do not have a connecting interstate.

On a grander scale, I-11 will eventually establish a new trade route between Canada and Mexico by way of Idaho, Arizona and Nevada.

The \$318 million project is being funded with a combination of state and federal monies, as well as local fuel-tax revenue. It is expected to create 4,000 jobs.

Construction on the Arizona portion of the interstate has not begun. Bertaki said she did not have a timeline for when the corridor would be finished.

Asbestos safety

As workers move thousands of tons of rock and soil off the Eldorado Mountains to construct I-11, they are also staying vigilant to ensure asbestos minerals do not become airborne, said Gary Pons, corporate health and safety director for SCS Engineers.

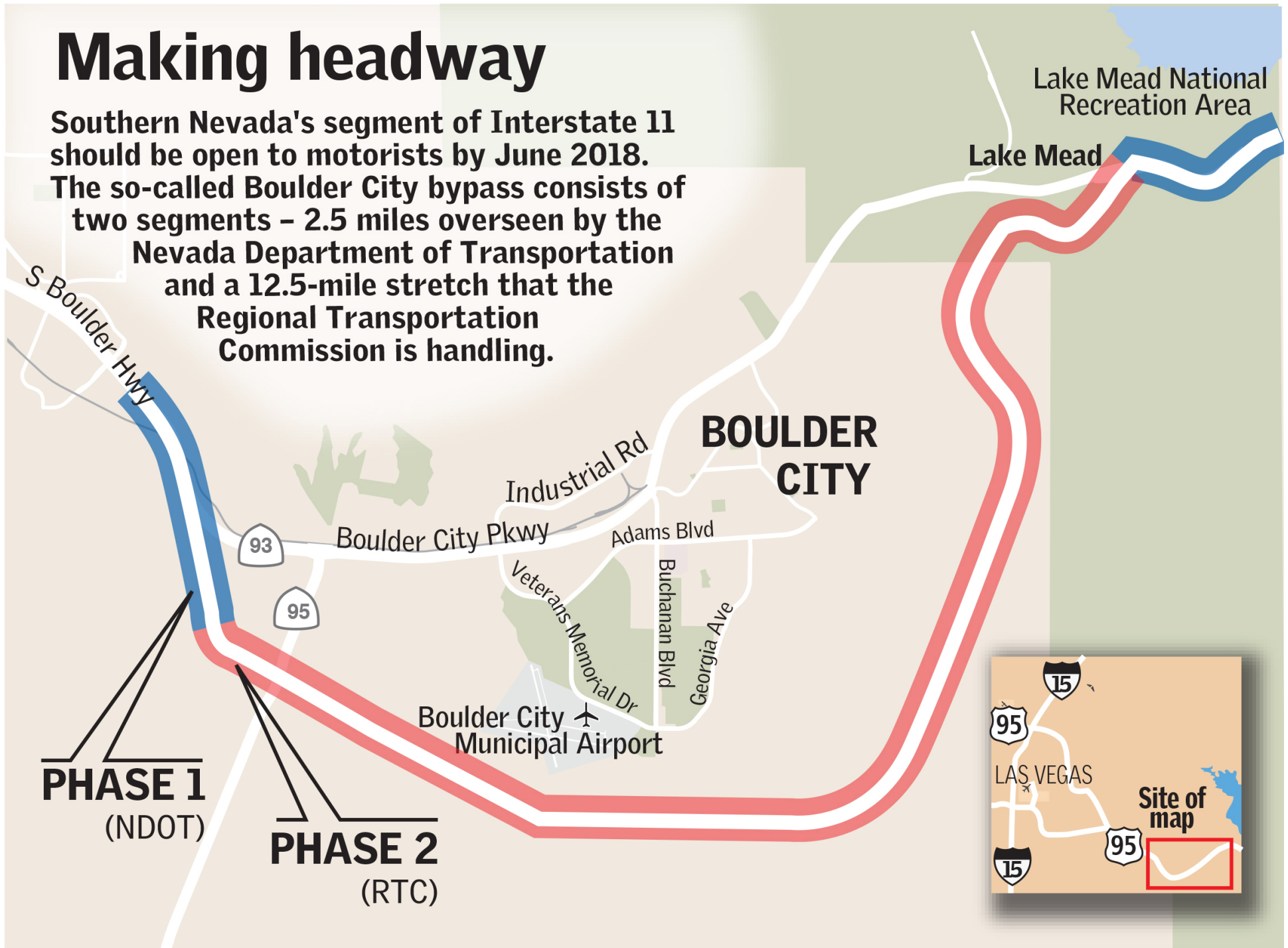
Workers are using water trucks to damp down moved earth. Multiple air quality monitoring stations have been positioned in and around Boulder City. The wheels of every vehicle that goes up or down the mountain are washed off before returning to town.

"Not one stitch of soil we've blasted has left the project site. It's used for grading and landscaping," Pons said. "For a project this size, that's rare."

Contact Michael Scott Davidson at sdavidson@reviewjournal.com or 702-477-3861. Follow @davidsonlvj (<http://www.twitter.com/davidsonlvj>) on Twitter.

Making headway

Southern Nevada's segment of Interstate 11 should be open to motorists by June 2018. The so-called Boulder City bypass consists of two segments – 2.5 miles overseen by the Nevada Department of Transportation and a 12.5-mile stretch that the Regional Transportation Commission is handling.



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Our View: Arizona won the NAFTA battle. Now let's win the war

Editorial board, The Republic | azcentral.com 5:13 p.m. MT May 24, 2017

Editorial: The debate is no longer about killing NAFTA, but making it better. Here's how Arizona can (and should) be involved in its modernization.



(Photo: JESUS ALCAZAR, AFP/Getty Images)

Arizona needs to face it: NAFTA is a rotary-dial trade deal in a smartphone world.

So don't cling to it.

Change is inevitable, and change can be beneficial.

So let's embrace it.

As U.S. Trade Rep. Robert E. Lighthizer [wrote to Congress](http://ustr.gov/sites/default/files/files/Press/Releases/NAFTA%20Notification.pdf) (<http://ustr.gov/sites/default/files/files/Press/Releases/NAFTA%20Notification.pdf>)

, “our economy and our businesses have changed considerably” in the more than two decades since the agreement went into effect.

“NAFTA has not,” he wrote.

They want to improve NAFTA, not kill it

Lighthizer's recent missive announcing the Trump administration was initiating negotiations with Canada and Mexico should be seen as an invitation to get involved.

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We don't have to waste energy pushing back anymore.

NAFTA: [Has Arizona won or lost under the trade deal? \(/story/money/business/economy/2017/03/13/nafta-has-arizona-won-lost-under-trade-deal/98705976/\)](/story/money/business/economy/2017/03/13/nafta-has-arizona-won-lost-under-trade-deal/98705976/)

Now we need to nudge things in the right direction.

This was the spirit of a [letter sent to Lighthizer \(https://www.flake.senate.gov/public/_cache/files/f1160794-3e4d-474f-ae7d-fd65ed65a1e9/05.15.17-lighthizer-nafta-letter-flake-fischer.pdf\)](https://www.flake.senate.gov/public/_cache/files/f1160794-3e4d-474f-ae7d-fd65ed65a1e9/05.15.17-lighthizer-nafta-letter-flake-fischer.pdf)

from more than a dozen senators whose states benefit from trade. The first name on the list? Arizona Sen. Jeff Flake.

First promising to take a “keen interest” in NAFTA renegotiations, these senators pointed out the “significant” economic benefit from trade and cautioned against imposing “unnecessary restrictions on trade.”

Topping our agenda: Border port staffing

Because so much of NAFTA trade involves cross-border supply chains, it is essential that changes emphasize fast, efficient and safe ports.

Arizona's congressional delegation has long [pushed for additional staffing at our ports of entry \(/story/opinion/editorial/2016/07/25/nogales-tunnel/87408508/\)](/story/opinion/editorial/2016/07/25/nogales-tunnel/87408508/) with Mexico. This is a good time to re-emphasize that and focus on the value of funding the CANAMEX corridor from Mexico through Arizona and into Canada.

This fits Trump's promise to fund infrastructure improvements, which is one campaign promise worth remembering.

Happily, some other rhetoric may be forgotten.

Lighthizer's letter to Congress made no mention of NAFTA being the “single worst trade deal” ever negotiated by the United States, as Trump previously said.

Nor did it reiterate the president's previous claim that the three-nation trading deal resulted in "terrible losses" of U.S. jobs.

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Instead, Trump's trade representative talked about updating NAFTA (/story/money/2017/05/18/what-nafta-talks-could-mean-us-consumers-and-business/101517516/) to "address the challenges of an increasingly global economy".
ACT NOW (HTTP://FULLACCESS.AZCENTRAL.COM/NEWSTART/MEMORIALDAY2017?GPS-SOURCE=BEAZMAY&UTM_MEDIUM=AGILITYZONE&UTM_SOURCE=BOUNCE-EXCHANGE&UTM_CAMPAIGN=MEMDAY17&UTM_CONTENT=BEAZMAY)

Lighthizer talked about modernizing NAFTA in the areas of digital trade and intellectual property rights.

No more defense. Let's play offense

Let's face it: Arizona and the other states that depend on trade have won the argument (/story/opinion/op-ed/2017/04/29/nafta-trade-mexico-and-canada/100859712/).

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NAFTA's here to stay. That's a solid foundation on which to build.

Arizona's experience as a border state has been a success story – despite some awkward moments when short-sighted politicians got carried away with their own rhetoric.

In a report for an Arizona Town Hall

(http://www.aztownhall.org/resources/Documents/108%20Arizona%20and%20Mexico%20Final%20Report%20web.pdf)

that begins May 25 in Hermosillo, that venerable Arizona organization pointed out that:

1. Arizona's exports to Mexico last year exceeded \$20 billion.
2. Bilateral trade topped \$16 billion.
3. Mexican tourists spend about \$2.5 billion annually in Arizona.
4. Mexico's economy, now 15th largest in the world, is projected to weigh in at sixth largest by 2050.

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The Town Hall's meeting in Mexico is emblematic of Arizona's efforts to foster a trade relationship that has great growth potential.

Phoenix Mayor Greg Stanton and Tucson Mayor Jonathan Rothschild, Gov. Doug Ducey and much of Arizona's delegation – Republican and Democratic – understand the stakes.

It's time to stop defending the old NAFTA and start shaping its new look.

We can make this change to serve Arizona's advantage.

MORE EDITORIALS:

[Is Glendale casino deal a win? Depends on Gov. Ducey \(/story/opinion/editorial/2017/05/23/win-glendale-casino-deal-ducey/338042001/\)](/story/opinion/editorial/2017/05/23/win-glendale-casino-deal-ducey/338042001/)

[Mexican reporters were slaughtered just south of here, and it hits too close to home \(/story/opinion/editorial/2017/05/21/mexican-journalists/333841001/\)](/story/opinion/editorial/2017/05/21/mexican-journalists/333841001/)

Read or Share this story: <http://azc.cc/2riYhfh>



http://www.gvnews.com/opinion/adot-i-study/article_e956148c-430c-11e7-8542-871833bf2ddc.html

ADOT I-11 study

May 28, 2017

Time is running out for comments to be submitted to ADOT on the I-11 & Intermountain West Study. This is a corridor study from Nogales to Wickenburg to provide a transportation facility that will support improved regional mobility for people and goods. For more information about the proposed alternatives, go to <http://i11study.com> and click the button "Learn More" under Arizona.

If you want your voice to be heard, be sure provide your input to ADOT by the June 2 deadline.

Some potential issues expressed by local residents are increased noise and air pollution, expansion of the I-19 and better communication with Green Valley residents regarding future road studies and projects. Input is important from all residents, and especially from those that live near or adjacent to the I-19 due to proposed expansion alternatives of this highway.

Comments must be submitted by June 2, 2017:

- Email: I-11ADOTStudy@hdrinc.com

- Toll-free bilingual telephone hotline: 1-844-544-8049

- Mail:

Interstate 11 Tier 1 EIS Study Team

c/o ADOT Communications

1655 W. Jackson St., Mail Drop 126F

Phoenix, AZ 85007

Suzan Curtin, Green Valley

Only a few days remain for comments on the proposed I-11 corridor

Posted: May 31, 2017 2:10 PM
Updated: May 31, 2017 2:10 PM

Posted By Faye DeHoff

TUCSON - The Arizona Department of Transportation and the Federal Highway Administration are wrapping up a busy month seeking public input for the Interstate 11 environmental study between Nogales and Wickenburg. All comments are due by June 2 to be entered into the official public record and included in the final Alternatives Selection Report, which will recommend a reasonable range of corridor alternatives.



To make it easy for those who missed a meeting and still want to comment, all materials are available at [i11study.com/Arizona](http://www.i11study.com/Arizona) <<http://www.i11study.com/Arizona>>, including an online mapping and comment tool, the fact sheet, and the public meeting presentation and display boards. Comments can be entered via the study website and can also be submitted by email, voicemail and postal mail by June 2 as follows:

- Email: I-11ADOTStudy@hdrinc.com <<mailto:I-11ADOTStudy@hdrinc.com>>
- Toll-free bilingual telephone information line: 1-844-544-8049
- Mail:

Interstate 11 Tier 1 EIS Study Team
c/o ADOT Communications
1655 W. Jackson St., Mail Drop 126F
Phoenix, AZ 85007

Members of the public and agencies can also review and comment on the recently published Alternatives Selection Report: Evaluation Methodology and Criteria Report, located on the documents page of the study website. The report outlines the approach

for developing and screening corridor alternatives for Interstate 11 as work continues on the Alternatives Selection Report.

During the first year of this three-year study that formally began in May 2016, ADOT evaluated a wide range of corridor alternatives ? or possible routes ? in order to narrow the choices to the recommended range of reasonable alternatives to be evaluated further as part of the Tier 1 Environmental Impact Statement.

A Draft Tier 1 Environmental Impact Statement will evaluate the recommended range of reasonable corridor alternatives, including a no-build alternative. The Final Tier 1 Environmental Impact Statement, which would include a preferred corridor alternative or the no-build option, and the Federal Highway Administration's Record of Decision are expected in 2019.

I-11 is envisioned as a multimodal, high-capacity transportation corridor connecting Arizona with regional and international markets while opening up new opportunities for mobility, trade, commerce, job growth and economic competitiveness. While the planning phase for this high-priority corridor is well underway, funding for further studies, design and construction has yet to be identified.

The recommended I-11 corridor would likely follow US 93 from the Hoover Dam bypass bridge south to Wickenburg. The 280-mile corridor that is the focus of the current environmental study begins in Wickenburg and runs west of the Phoenix metropolitan area, south to the Tucson area and then to Nogales.

Briefs: National Guard training grad

May 31, 2017

U.S. Air Force Air National Guard Airman 1st Class Luis F. Corral has graduated from basic military training at Joint Base San Antonio-Lackland, San Antonio, Texas.

Corral is the son of Patricia and Humberto Corral of Sahuarita, and the husband of Bianca Montano. He is a 2012 graduate of Sahuarita High School.

WGHS students win civics contest

Three Walden Grove students took third place in the video portion of the U.S. District Court's 2017 Ninth Circuit Civics Contest.

Anthony Jaber, Frederick Lewis and Joshua Crest each received \$200 and advance to the Circuit level of the competition where they will compete for prizes and a trip to the Ninth Circuit Judicial Conference in San Francisco in July.

The theme of this year's competition pertained to the U.S. Supreme Court's decisions regarding the incarceration of Japanese-American citizens during World War II.

Tracy Alexander from Walden Grove High School received an award for Excellence in Civics Education and received \$350.

Jeffrey Greene, Dominic Sarnacki, Anthony Hazou and Michael Thomas of WGHS received an honorable mention in the essay contest.

Darcy Hayashi, Brianna Koerber, Ryan Moreno, Tylor Tang and Cesar Cruz of WGHS were honorable mentions in the video contest.

Woman on bike struck by car

A 68-year-old woman riding her bicycle was struck by a car shortly before noon Monday while traveling north on La Cañada near Duval Mine Road.

The woman, who was wearing a helmet, suffered non-life threatening injuries, said Joey Kosiorowski, a division chief with the Green Valley Fire District.

Lifeguard shortage cancels swimming

Open swim times at the Sahuarita Aquatics Center near town hall have been cancelled until further notice, due to a shortage of life guards. The town is currently asking for any certified lifeguards interested in cover those times. Lifeguards can apply at the town's website by going to "Town Services" and then "Job Opportunities."

ADOT sets I-11 meetings

The Arizona Department of Transportation will host two meetings next month to gather public opinion about the proposed southern connector between Interstates 10 and 19.

ADOT will hold a meeting June 8 at the Santa Cruz Valley United Methodist Church in Sahuarita and on June 7 at the Radisson Hotel Tucson Airport in Tucson. Both meetings run from 5:30 to 7 p.m., with a presentation at 6.

The connector, called the Sonoran Corridor, has been identified as a high-priority corridor, though there is no time table or funding source yet. ADOT and the Federal Highway Administration have recently begun a three-year environmental impact study.

Those who can't come to the meeting can still comment by emailing sonorancorridor@azdot.gov; calling 855-712-8530; or mailing comments to Sonoran Corridor Tier 1 EIS Study Team c/o ADOT Communications, 1655 W. Jackson St., Mail Drop 126F, Phoenix, AZ 85007.



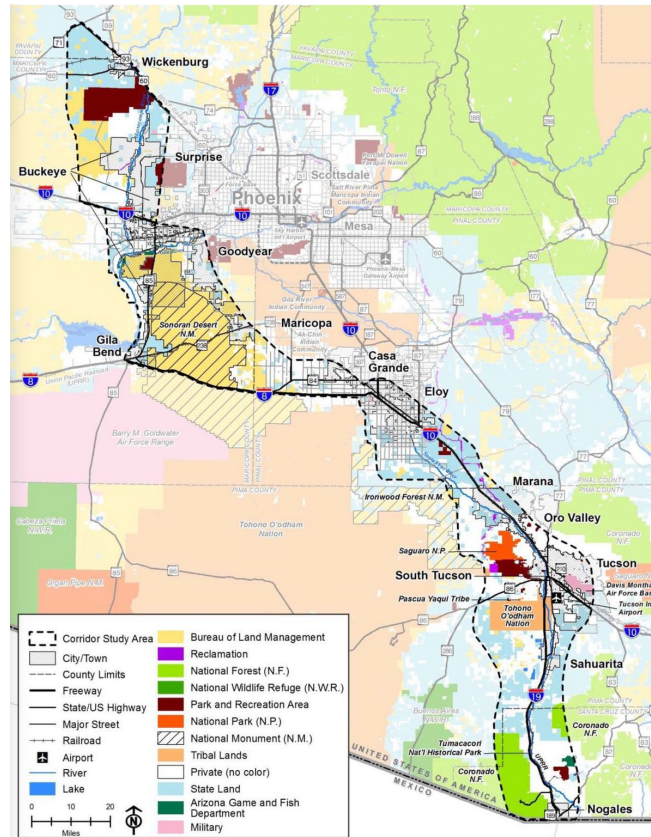
Casa Grande Dispatch Maricopa Monitor Coolidge Examiner Eloy Enterprise Florence Reminder & Blade-Tribune Arizona City Independent/Edition
San Tan Valley Sentinel Tri-Valley Dispatch

http://www.pinalcentral.com/casa_grande_dispatch/area_news/deadline-for-i-11-input-friday/article_31c7d573-d422-501b-a6ce-5197ad510524.html

TOP STORY

Deadline for I-11 input Friday

Staff Reports May 31, 2017



Arizona Department of Transportation//

Buy Now

PHOENIX — The Arizona Department of Transportation and the Federal Highway Administration are wrapping up a busy month seeking public input for the Interstate 11 environmental study between Nogales and Wickenburg.

All comments are due by Friday to be entered into the official public record and included in the final Alternatives Selection Report, which will recommend a reasonable range of corridor alternatives.

To make it easy for those who missed a meeting and still want to comment, all materials are available at i11study.com/Arizona, including an online mapping and comment tool, the fact sheet and the public meeting presentation and display boards. Comments can be entered via the study website and can also be submitted by email, voicemail and postal mail by June 2 as follows:

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Members of the public and agencies can also review and comment on the recently published Alternatives Selection Report: Evaluation Methodology and Criteria Report, located on the documents page of the study website. The report outlines the approach for developing and screening corridor alternatives for Interstate 11 as work continues on the Alternatives Selection Report.

During the first year of this three-year study that formally began in May 2016, ADOT evaluated a wide range of corridor alternatives — or possible routes — in order to narrow the choices to the recommended range of reasonable alternatives to be evaluated further as part of the Tier 1 Environmental Impact Statement.

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The recommended I-11 corridor would likely follow U.S. 93 from the Hoover Dam bypass bridge south to Wickenburg. The 280-mile corridor that is the focus of the current environmental study begins in Wickenburg and runs west of the Phoenix metropolitan area, south to the Tucson area through Pinal County and then to Nogales.



"The most unhappy thing about conservation is that it is never permanent. If we save a priceless woodland today, it is threatened from another quarter tomorrow." ~Marjory Stoneman Douglas

In this issue:

- [Take Action: Trump Seeks to Roll Back Public Lands Protections](#)
- [Take Action: Proposed I-11 to Rip through Public Lands](#)
- [Thank You, Climate Marchers!](#)
- [Check Out a Local Gathering](#)
- [Please Support Our Work!](#)



Vermilion Cliffs National Monument
Credit: Julie Sherman

Take Action: Trump Seeks to Roll Back Public Lands Protections

Last week, Trump began a process to dismantle or shrink national monuments across the nation, including four in Arizona. We need your voice to help speak out against this outrage!

Trump issued an Executive Order directing the Department of Interior to review national monuments greater than 100,000 acres in size that were designated under the Antiquities Act. This includes four national monuments in Arizona: Grand Canyon-Parashant, Vermilion Cliffs, Sonoran Desert, and Ironwood Forest. These large, contiguous landscapes are vital for people and wildlife alike, providing important habitat, clean

air and water, and countless recreation opportunities.



We encourage you to write a letter to the editor of your local paper and to call Secretary of Interior Zinke (202-601-3839).

Rolling back protections of our public lands is an assault on our natural, historical, and cultural heritage. The Antiquities Act was signed by President Teddy Roosevelt in 1906 to safeguard and preserve federal lands and cultural and historical sites for all people to enjoy. Our public lands help define who we are as a nation. Instead of asking which parts of our history and heritage we could eliminate, the Trump administration should be asking how we can make our outdoors reflect the full story of our country.

For more information and talking point ideas, please contact Sandy Bahr at (602) 253-8633 or sandy.bahr@sierraclub.org.

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Take Action: Proposed I-11 to Rip through Public Lands

The Arizona Department of Transportation (ADOT) is seeking public comment on proposed corridor alternatives for Interstate 11, which would trudge from the U.S./Mexico border through Arizona to Las Vegas and beyond. At this time, ADOT is focusing on the stretch between Nogales and Wickenburg.

ADOT recently revealed [three alternative routes](#) for the interstate through this southern section. Two of them run through Avra Valley, posing problems for public lands such as Saguaro National Park as well as important wildlife movement corridors. A third would improve the existing I-10 corridor.



Please get involved and speak up on this important issue! We encourage you to participate in one of the following public meetings and to submit written comments!

Tucson

Tuesday, May 2
5 - 7 p.m.
Arizona Riverpark Inn
777 W. Cushing St. ([map](#))

Marana

Wednesday, May 3
5 - 7 p.m.
Marana Middle School –
Cafeteria
11285 W. Grier Rd. ([map](#))

Nogales

Thursday, May 4
5 - 7 p.m.
Nogales High School – Cafeteria
1905 N. Apache Blvd. ([map](#))

Casa Grande

Wednesday, May 10
5 - 7 p.m.
Dorothy Powell Senior Center
Dining Room
405 E. 6th St. ([map](#))

Wickenburg

Thursday, May 11
5 - 7 p.m.
Wickenburg Community
Center
160 N. Valentine St. ([map](#))

Buckeye

Tuesday, May 16
5 - 7 p.m.
Buckeye Community Center
Multipurpose Room
201 E. Centre Ave. ([map](#))



[You can also submit comments online! Help us encourage ADOT to keep public lands and wildlife corridors intact and to seek alternatives to more roadways, such as rail.](#)

You can learn more about I-11 at <http://i11study.com>. For talking points and further information about Sierra Club's opposition to the interstate, contact Sandy Bahr at (602) 253-8633 or sandy.bahr@sierraclub.org.

[\(back to top\)](#)



[Watch this cool video from the march!](#)

Credit: Mike Brady

Thank You, Climate Marchers!

This past Saturday, April 29, people throughout the country joined together to mark the 100th day of the Trump administration with a march for climate justice, our air, our water, our land, our jobs, our families and communities. Thank you to everyone who participated!

In Arizona, thousands of people marched in at least six cities and towns: Clifton, Flagstaff, Page, Phoenix, Prescott, and Tucson. Broad coalitions of organizations and individuals organized the marches, spoke at the rallies, and will be taking

actions to follow up.

As we said at the Phoenix march, "We are here to work hard to end the fouling of our air with dirty coal plants and to demand clean air and clean water. We are here for life, for our future. We are here, we are part of a movement, and we are not going away."

Several thousand postcards were collected to deliver to the White House and to the Arizona congressional delegation. We are asking these policy-makers to "promote climate justice and clean energy jobs through support of policies that protect our communities and the climate." Please let us know if you would like to be part of that. You can still sign a postcard, write a letter to the editor, and join us for a gathering to deliver the postcards.

Locally, Sierra Club is working to promote clean energy to promote a timely transition away from fossil fuels. Contact us about actions and more.

You can also learn more about the People's Climate March and post-march ways to be involved at <https://peoplesclimate.org>.



Credit: Alicia Hamilton

[\(back to top\)](#)

Check Out a Local Gathering

[Phoenix](#)

The Mysterious Northern Mexican Gartersnake

Thursday, May 18, 6:30 p.m.

Tiffany Sprague will introduce us to the world of the threatened northern Mexican gartersnake and present the results of her recent research. For information, please [visit our MeetUp page](#) or contact Mike Brady at (480) 990-9165 or pvg.chair@gmail.com. Located at ASU University Center, 411 N. Central Ave., Phoenix ([map](#)).

[Tucson](#)

Land of the Southwest Monsoon

Thursday, May 11, 7 p.m.

Mitch Stevens and Russell Lowes will present the wildlife connectivity between southern Arizona's sky-island mountain ranges to Grand Canyon and lands to the north. For more information, contact Keith Bagwell at (520) 623-0269 or kbagwell50@gmail.com. Located at Tucson City Council Ward 3 office, 1510 E. Grant Rd., Tucson ([map](#)).

[Flagstaff](#)

General meeting

Thursday, May 11, 6 p.m.

Join us to discuss happenings and ways to get involved. For more information, please contact Joe Shannon at (928) 380-9537 or jshannon278@gmail.com. Located at the Joe C. Montoya Community Center, 245 N. Thorpe Rd., Flagstaff ([map](#)).

[North Phoenix](#)

Morning hike

Saturday, May 6, 8:30 a.m.

We will explore Cave Creek Regional Park, including a tour from Park Ranger Mark Paulat. For more information, contact Sally Howland at (602) 663-2889 or sally_howland@yahoo.com.

[Sedona-Verde Valley](#)

For information about activities in the Sedona/Verde Valley area, please contact Brian Myers at (928) 204-1703 or ibisalliance@gmail.com.

[Prescott](#)

Executive Committee meeting

Wednesday, May 3, 6 p.m.

Members are welcome and urged to attend and participate in these monthly meetings. For information, please contact Gary Beverly at (928) 308-1003 or gbverde@cableone.net. Located at Yavapai Title Agency, 1235 E. Gurley St., Prescott ([map](#)).

[\(back to top\)](#)



Please Support Our Work!

Our work depends on the support of people like you. Please consider making a donation to further our efforts to protect Arizona's wild lands, wildlife, people, and places. Thank you so much!

ADI

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Professional Meeting Space when you need it
Professional Address Service
Conference Rooms & Offices by the hour
Offices in Midtown & Oro Valley



Train Us to be a Valuable member of your Staff
Never Miss Important Calls
Your Calls Answered Professionally
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PEOPLE | LIFESTYLE

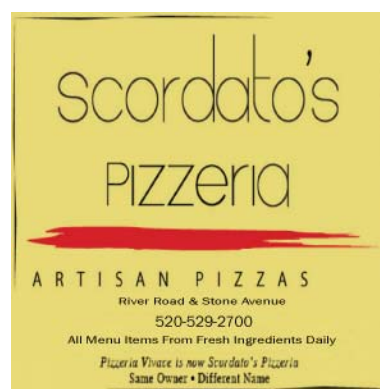
COMICS/PUZZLES

EMPLOYMENT

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SEARCH ...

Interstate 11 Public Meetings: How Much Public Involvement Does ADOT Really Want?



BY: ALBERT VETERE LANNON MAY 1, 2017

[\[Sign the petition Against Avra Valley Alignment here\]](#)

With the Arizona Department of Transportation's Interstate 11 study now in its second of three years, skeptics are questioning how much public involvement ADOT really wants? The National Environmental Protection Act (NEPA) process

requires public involvement – information, meetings, and comments – for projects such as I-11 to move forward. First came the Corridor Justification Study, and now the three-year, \$15 million, Tier 1 Environmental Impact Study to identify a “preferred alternative” route.

Now in its second year, the upcoming round of public meetings is supposed to gather input about a number of “reasonable alternatives” for the highway. ADOT says “the alternatives were developed as part of the environmental study based on: Input from the agency and public scoping meetings held in 2016; Technical analysis; Findings from previous studies; and Public comment through postal mail, email, telephone and the I-11 website.”

However, a review of the comments (available on the i11study.com website) from the 2016 meetings shows overwhelming opposition from hundreds of people to I-11 or to I-11 through the Avra Valley, the route favored publically by Pima County Administrator Chuck Huckelberry.

Opponents cite I-11’s stated intent to send jobs to Mexico as well as the loss of jobs along I-10 and negative impacts on tourism and parks. The effects of air and noise pollution, along with increased smuggling, on the communities and wildlife of the rural Avra Valley would ruin the area for all time.

Among those leading the opposition are the Coalition for Sonoran Desert Protection, National Parks Conservation Association, Friends of Ironwood Forest, and the Avra Valley Coalition. They are calling for a large public turnout to the latest round of meetings despite ADOT’s apparent efforts to limit actual involvement.

Critics point out that there has been little media promotion of the meetings, which start in Tucson



Arizona Daily Independent

6 hrs

This is becoming a common headline...

<https://arizonadailyindependent.com/2017/05/01/interstate-11-public-meetings-how-much-...>



Ajo Border Patrol Agent Station
Tucson Sector Border Patrol Agent Station



JUNE 12, 2017

Low Pay For Arizona Teachers Lowers

May 2, aside from a handful of early small ads that are easily overlooked by newspaper readers. Materials scheduled to be posted online for review Friday, April 28, actually went up after close of business, with ADOT Community Relations Project Manager Laura Douglas notifying interested parties at 5:46 p.m. by email.

While the posterboards will show three alternative routes in the Tucson area, the two overlapping routes in the Avra Valley are listed as “undergoing additional analysis,” which likely means that they won’t really be discussed at the meetings. The third alternative, the existing I-10 highway, remains on the table because of public pressure opposing any Avra Valley routes. ADOT’s own numbers have shown that double-decking just six miles of I-10, from Ruthrauff to I-19, would accomplish their goals at 1/3 the cost.

Both Avra Valley alternatives face a serious problem fitting between the Tohono O’odham Nation’s Garcia Strip and the U.S. Bureau of Reclamation’s Wildlife Mitigation Corridor, established when the CAP canal was built to allow wildlife, such as bighorn sheep, to safely cross the valley from mountain range to mountain range. There is an 80-foot right-of-way between them, with I-11 needing at least 400 feet. Chuck Huckelberry has proposed using the existing right-of-way as an anchor for an elevated highway in the Mile Wide and Sandario Roads area. Neither the Bureau of Reclamation nor the Nation has shown any willingness to give up land for I-11..

The scheduled I-11 public meetings are:

- **Tuesday, May 2:** Arizona Riverpark Inn, 777 W. Cushing St., Tucson;
- **Wednesday, May 3:** Marana Middle School – cafeteria, 11285 W. Grier Road, Marana:

Morale, Retention

By Devin Conley and
Blakely McHugh

PHOENIX – Teacher salaries that are among the lowest in the nation drive down...

[READ MORE](#)



JUNE
14,
2017

Shooting At DC Park,
Scalise, Others Wounded
By Sanders’ Supporter



JUNE
14,
2017

Appeals Court Upholds
Tribes’ Claim In Dispute
Over Gila River Water



JUNE
14,
2017

ICE Director Says ‘No
Population Is Off The

- **Thursday, May 4:** Nogales High School – cafeteria, 1905 N. Apache Blvd., Nogales:
- **Wednesday, May 10:** Dorothy Powell Senior Adult Center – dining room, 405 E. Sixth St., Casa Grande;
- **Thursday, May 11:** Wickenburg Community Center, 160 N. Valentine St., Wickenburg;
- **Tuesday, May 16:** Buckeye Community Center – multipurpose room, 201 E. Centre Ave., Buckeye.

[\[Sign the petition Against Avra Valley Alignment here\]](#)

All meetings, which will have an open house format, run from 5 to 7 p.m., with presentations beginning at approximately 5:15 p.m. Following the presentations, study team members will be available to answer questions; i.e. no public discussion, no open forum.

Comments can be made on comment cards at the meetings, or online at i11study.com/Arizona, with a 500 character limit. Characters include periods, commas, spaces, etc. Comments can also be sent to:

Email:
I-11ADOTStudy@hdrinc.com;

Toll-free bilingual telephone hotline: 1-844-544-8049;

Mail: Interstate 11 Tier 1 EIS Study Team, c/o ADOT Communications
1655 W. Jackson St., Mail Drop 126F, Phoenix, AZ 85007



Albert Vetere Lannon

Table' For Immigration Arrests



JUNE
14,
2017

Ajo Border Patrol Agents Arrest MS-13 Gang Member



JUNE
14,
2017

Goldwater Institute Wins Protection For Indian Children



JUNE
14,
2017

Arizona's Economy Finding A Second Wind?



JUNE
14,
2017

Fraudulent Investment Program Funded Chandler Beverage And Snack Company



f SHARE

t TWEET

p PIN

g+ SHARE

7 COMMENTS

ON "INTERSTATE 11 PUBLIC MEETINGS: HOW MUCH PUBLIC INVOLVEMENT DOES ADOT REALLY WANT?"



Howard | May 1, 2017 at 6:46 am | Reply

I hate to say it but whether we want this or not it's going to happen. The Huckster and ADOT will find a way over the objections of people. Typical and part of the reason I fell the county manager should be an elected position just like the BOS



Richard Hernandez | May 1, 2017 at 9:27 am | Reply

Chuck could careless that voters said no in bond. He owns Bronson, Elias & Valadez.



JUNE
13,
2017

People 'Phone Snubbed' By Others Often Turn To Phones, Social Media For Acceptance



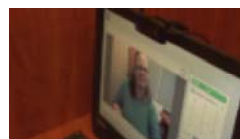
JUNE
13,
2017

TUSD Delays Vote On Strategic Plan, Rejects Vote On Prosperity Resolution



JUNE
13,
2017

CBP Horse Patrol Agents Seize Marijuana, Arrest 4



JUNE
13,
2017

New 911 Text Service Helps People With Disabilities Get Faster Emergency Response



JUNE
13,
2017

So what will you get Pima County? Higher taxes , less services.

No matter what you all do elections have consequences. You choose the three now live with then and Leader of criminal Enterprise Chuck Huckleberry. They have Lawall to protect them and all you get to do is pay pay pay!



What, Again | May 1, 2017 at 10:10 am | Reply

People like Howard are perfectly content with Tucson being the 5th poorest in the country.

No growth, no jobs, no future.



Mike | May 1, 2017 at 7:53 pm | Reply

Funny the meetings are to see what the public thinks about the proposed path of interstate 11. There is already road work and construction going on West Ajo Road towards Avra Valley. This is in the same direction of the supposed interstate. No one is listening to the people, the money is being spent, and people don't want it!

Yuma Border Patrol
Agents Arrest 2
Convicted Felons



JUNE
13,
2017

Troopers Arrests
Suspects Involved In
Pinal County Car Theft,
Robbery



JUNE
13,
2017

Nogales CBP Officers
Seize \$190K In
Southbound Cash



JUNE
13,
2017

Zinke Calls For 'Right-
Sizing' Bears Ears In
Review Of Antiquities Act



JUNE
13,
2017

Sierra Vista Man
Sentenced To 25 Years
For Child Crimes



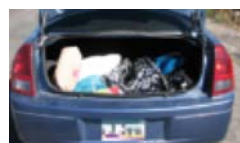
Bob Rohl | May 1, 2017 at 10:11 pm | Reply

Right, we need a major thoroughfare to get the Nogales tomato trucks through Arizona. Yet we can't even afford to get I-10 to three lanes all the way to Phoenix! This is only a thinly veiled excuse to promote the agenda of the contributors to our elected state government officials. Does anyone think this is cheaper than adding lanes to I-10? And heck, no one from Phoenix ever visits the wonderful pristine nature of Tucson Mountain Park, Saguaro National Monument, The Desert Museum, and the entire Avra valley, so let's just pave that over and call it progress.



hank | May 2, 2017 at 9:57 am | Reply

I heard on channel 13 this AM that it is indicated this is a DONE DEAL! Ya think they will listen to anyone without \$\$. The bought and paid for politicians only answer to the people who tell them what to think and what to do and when to do it, and you thought it was the people who did that. Think again folks.



JUNE
13,
2017

Agents Find Man in Trunk at Immigration Checkpoint



JUNE
13,
2017

Oracle Road Circle K Cigarette Thief



JUNE
13,
2017

Arizona Game and Fish Seizes Deer, Bobcat, Javelina From Tucson Residents



JUNE
12,
2017

TUSD To Consider Resolution Calling On Tucson And Pima County To "Stop Killing Jobs" [Poll]



JUNE
12,
2017



Bob Noel | May 8, 2017 at
1:48 pm | Reply

I went to the Nogales May 4th meeting and I was extremely disappointed that they did not want to have a Q&A after their presentation!!! It was because they didn't want us to voice our opinions out loud and others to hear us! These meetings are complete BS and they only have them because they are required to! They don't give a Rat's butt about what the public thinks! When I asked about this Interstate near my residence and it being too close and the noise one of the reps told me they would put up barrier walls????? Who in the heck wants to look at a concrete wall from their patio??? I for one do not and if you ask anyone in Green Valley and along the proposed sites I am sure everyone would say "NO"! Take notice of the trees that ADOT trimmed..... they took out many in the Green Valley area and north towards Tucson but hardly any south of Amado.... why? I was also told (by a Rep)that they are doing no widening of 19 below Amado? Now come on..... if that is where 11 joins 19 what about the traffic jams there???? These Reps and politicians must think that we were born yesterday!!

Rotary International
Tackles "Worldwide
Plague" Of Human
Trafficking



JUNE
12,
2017

Chino Valley 10-Year-Old
Dies From Burns Inflicted
"While Bound And
Restrained"



JUNE
12,
2017

San Luis CBP Officers
Seize \$113K In Meth



JUNE
12,
2017

What International
Travelers Should "Know
Before You Go" This
Summer

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ONLY \$10 A MONTH

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Comment

Name *

Email *

Website

Post Comment

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I-11, which would cut through Avra Valley, forums are this week

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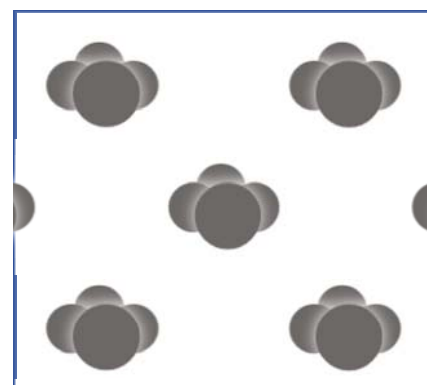
ADOT MEETINGS START MAY 2 & 3 – Help Spread the Word!



(https://i0.wp.com/threesonorans.com/wp-content/uploads/2017/05/574e07b5dc998.image_.png)As part of a three-year, \$15 million study to identify a "preferred alternative" route for a new interstate highway in Southern Arizona, I-11, the Arizona Dept. of Transportation is holding another series of public meetings to unveil its proposed alternatives.

ADOT's alternatives are online as of April 28: i11study.com (<http://i11study.com/>).

Unfortunately, they have not done a very good job of informing the public about these public meetings. Some ads were set to run after the local meeting, and very little media coverage has been seen.



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Cancer is the perfect analogy to HT Sanchez on Whistleblowers: Will TUSD's Trujillo finally drain HT's swamp at 1010?
(<http://threesonorans.com/2017/06/12/whistleblowers-will-tusds-trujillo-finally-drain-hts-swamp-at-1010/#comment-98803>)

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(<http://threesonorans.com/2017/06/12/whistleblowers-will-tusds-trujillo-finally-drain-hts-swamp-at-1010/#comment-98787>)

A reason may be that the first round of “scoping” meetings attracted over 500 people who were overwhelmingly opposed to I-11 or an Avra Valley I-11.

The big meetings are Tuesday, May 2 at Tucson’s Riverpark Inn, 777 W. Cushing Street (off the I-10 Frontage Road south of Congress) and Wednesday, May 3 at Marana Middle School cafeteria, 11285 W. Grier Road. Meetings start at 5 p.m.

Additional public meetings are set for May 4 at Nogales High School, May 10 at Dorothy Powell Senior Adult Center in Casa Grande, May 11 at the Wickenburg Community Center, and May 16 at the Buckeye Community Center, all at 5 p.m.

It is up to the media to publicize these meetings so that a fair cross-section of opinion is registered. The taxpayers are paying for the study and will pay for any new highway and they deserve to be heard. Comment cards can be filled out the meetings or online at i11study.com (<http://i11study.com/>). Consider these facts:

- **I-11 IS ABOUT JOBS – IN MEXICO!** I-11 planners state their commitment to “nearshoring” and “integrative manufacturing” in their “Purpose and Need Final Memorandum” posted online February 28. “Nearshoring” is attracting US companies from China to Mexico, where wages are even lower, and “integrative manufacturing” means R&D in the US with manufacture and assembly in Mexico. Read it for yourself at i11study.com (<http://i11study.com/>), click on Arizona, and then on Reports.
- **I-11 WILL DESTROY EXISTING AMERICAN JOBS** along the present I-10 corridor as truckers are forced on a longer route to the west. Shipping is to be attracted to the expanding Port of Guaymas from the West Coast of the US.
- **I-11 WILL HURT TOURISM** at Saguaro National Park, Arizona-Sonora Desert Museum, Ironwood National Monument, Kitt Peak, Tucson Mountain Park, etc. costing even more jobs.
- **I-11 WILL RUIN THE AVRA VALLEY**, turning it from a place of rural peace for thousands of families into a polluted, noisy hazardous cargo route, unsafe and unhealthy, with more smuggling.
- **I-11 THREATENS WILDLIFE** from desert tortoises to mountain lions to bighorn sheep.
- **I-11 VIOLATES PIMA COUNTY POLICY** as stated in Supervisor’s Resolution 2007-343.
- **I-11 THROUGH THE AVRA VALLEY COSTS ABOUT 2/3 MORE THAN DOUBLE-DECKING JUST SIX MILES OF I-10.** ADOT’s own numbers show that double-decking I-10 from Ruthrauff to I-19 would save taxpayers nearly \$2 billion.

Also published on [Medium](https://medium.com/@ThreeSonorans/i-11-which-would-cut-through-avra-valley-forums-are-this-week-c10b209d62dc) (<https://medium.com/@ThreeSonorans/i-11-which-would-cut-through-avra-valley-forums-are-this-week-c10b209d62dc>).

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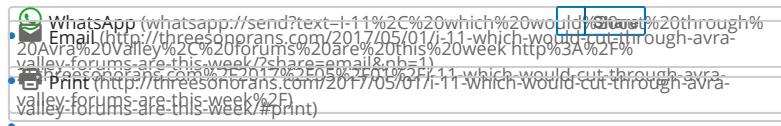
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wants to save HT Sanchez’s
strategic plan for TUSD this
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It was Todd Jaeger who gave HT
the OK! on Whistleblowers: Will
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2 comments on “I-11, which would cut through Avra Valley, forums are this week”

REPLY ([HTTP://THREESONORANS.COM/2017/05/01/I-11-WHICH-WOULD-CUT-THROUGH-AVRA-VALLEY-FORUMS-ARE-THIS-WEEK/#COMMENT-97257](http://threesonorans.com/2017/05/01/i-11-which-would-cut-through-avra-valley-forums-are-this-week/#comment-97257))
BETTSPI
 (HTTP://THREESONORANS.COM/2017/05/01/I-11-WHICH-WOULD-CUT-THROUGH-AVRA-VALLEY-FORUMS-ARE-THIS-WEEK/#COMMENT-97257)

I do not for the life of me understand why Tucson would support an alternative route that allows all traffic to avoid Tucson! Plus we all know what will happen to the area between the two highways—it will fill in with the worst of all possible development styles.

REPLY ([HTTP://THREESONORANS.COM/2017/05/01/I-11-WHICH-WOULD-CUT-THROUGH-AVRA-VALLEY-FORUMS-ARE-THIS-WEEK/#COMMENT-97282](http://threesonorans.com/2017/05/01/i-11-which-would-cut-through-avra-valley-forums-are-this-week/#comment-97282))
TUCSON TAXPAYER AND VOTER
 (HTTP://THREESONORANS.COM/2017/05/01/I-11-WHICH-WOULD-CUT-THROUGH-AVRA-VALLEY-FORUMS-ARE-THIS-WEEK/#COMMENT-97282)

This is crony capitalism at its best. Chuckleberry and Don Diamond cut their deal long ago. Diamond makes his millions. Chucky gets his supervisor majority much needed campaign cash. A little payola for Chuckys favorite cause (himself.). And voila! The taxpayer picks up the tab. They win. We lose.

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6/12/whistleblowers-will-tusds-trujillo-finally-drain-hts-swamp-at-1010/#comment-98781)

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List of 19 Administrator contracts to be approved by TUSD tonight
 (<http://threesonorans.com/2017/06/13/list-of-19-administrator-contracts-to-be-approved-by-tusd-tonight/>)

VIDEO: UA Professor of “whiteness” explains research that proves the success of Ethnic Studies in TUSD
 (<http://threesonorans.com/2015/01/22/video-ua-professor-whiteness-explains-research-proves-success-ethnic-studies-tusd/>)

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Kristel Foster wants to save HT Sanchez's strategic plan for TUSD this Tuesday
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Rachael Sedgwick's goals for the new fiscal year at TUSD
(<http://threesonorans.com/2017/06/10/rachael-sedgwicks-goals-for-the-new-fiscal-year-at-tusd/>)

Mark Stegeman wants 50% of budget in classroom, no more than 10% to administration in TUSD
(<http://threesonorans.com/2017/06/08/mark-stegeman-wants-50-of-budget-in-classroom-no-more-than-10-to-administration-in-tusd/>)


Why Afghanistan? Fighting a War for the War System Itself
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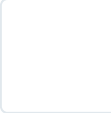
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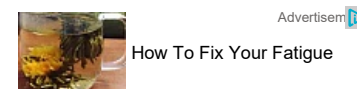
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Climate Change Mentions Are Deleted From the Bureau of Indian Affairs' Website
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Interstate 11 Highway Marana Meeting Tonight, Avra Valley Opposition Petition Gains Support



BY: ADI NEWS SERVICES MAY 2, 2017

Tonight, the public will have another opportunity to attend one of six Interstate 11 study meetings sponsored by the Arizona Department of Transportation. The meeting will be held in the Marana Middle School cafeteria, located at 11285 W. Grier Road, from 5 to 7 p.m.

Area residents have started circulating a petition in opposition to the project. Nearly one thousand residents have signed the petition to date.

The petition reads in part:

We are vigorously opposed to any potential highway bypass route through the Avra Valley. The U.S.

[\[Sign the petition Against Avra Valley Alignment here\]](#)



Bureau of Reclamation, the Superintendent of Saguaro National Park, Arizona Game and Fish, Tohono O'odham Nation, Pima County Board of Supervisors, and hundreds of residents of Avra Valley are already on record as opposing such a bypass when it was proposed back in 2007.

Avra Valley residents are concerned about the damaging effects from a highway bypass such as increased air, water, and light pollution, traffic noise, loss of ancient archaeological sites, urban sprawl, and the forced end of the peaceful and quiet Avra Valley that they chose to raise their families in. The proposed highway bypass would also force 47 Avra



Arizona Daily Independent

6 hrs

This is becoming a common headline...

<https://arizonadailyindependent.com/ajo-station-border-p.../>



Ajo Border Patrol Agency
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JUNE 12, 2017

Low Pay For Arizona Teachers Lowers

Valley and Picture Rocks families from their homes to make room for the highway.

The Coalition for Sonoran Desert Protection, comprised of 41 environmental and community groups working in Pima County, states that the proposed Avra Valley highway bypass would negatively impact Saguaro National Park, Tucson Mountain Park, Ironwood Forest National Monument, and the U.S. Bureau of Reclamation's Central Arizona Project wildlife mitigation preserve. The Coalition further states that the proposed highway bypass would block important wildlife movement corridors as identified by Pima County's nationally-recognized Sonoran Desert Conservation Plan, and that such impacts cannot be adequately mitigated.

Related articles:

I-11 Report Shows Public Opposes Politicians, ADOT

Pima County Emails Show I-11 \$15 Million Dollar Fraud

Avra Valley Coalition Opposes Trojan Horse I-11

We urge the Pima County Administrator, Board of Supervisors, and the Arizona (ADOT) and Nevada (NDOT) transportation planners to reject a highway bypass through the Avra Valley because the community and environmental impacts could not be adequately mitigated. Instead, we recommend that transportation planning studies focus on expanding the capacity of existing transportation corridors, which already have the infrastructure (such as gas

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stations, hotels, restaurants, etc.) to support the traffic along those corridors.



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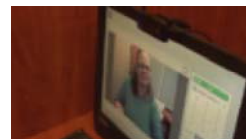
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First Two ADOT I-11 Public Meetings: Democracy Inaction!



Project Manager Jay Van Echo and ADOT Community Relations Manager Laura Douglas at packed Marana I-11 meeting.

BY: ADI NEWS SERVICES MAY 4, 2017

Over 400 people attended Arizona Department of Transportation public meetings in Tucson and Marana on Interstate 11 alternative routes. The meetings are required as part of the \$15 million, three-year, Tier One Environmental Impact Study now in its second year. While ADOT is accused of dragging its feet on actually organizing a large



turnout, groups opposed to any I-11 route through the Avra Valley west of the Tucson Mountains were able to mobilize their supporters. As happened with the first round of public meetings a year ago, a clear majority of those who did attend the meetings opposed the highway.

The May 2 meeting at Tucson's Riverpark Inn saw Avra Valley Coalition members Robin Clark and Albert Lannon handing out informational flyers, with environmentalist Kevin Dahl passing out colorful "No Freeway in Avra Valley" stickers that attendees immediately pasted to their shirts. Very few people refused to take a flyer, but one who did refuse was attorney Si Schorr.

Schorr, of the powerful Lewis, Roca, Rothgerber & Christie law firm, chaired ADOT's State Transportation Board in 2008. I-11's predecessor, the I-10 Bypass study, was brought to a vote by Schorr without hearing from a single one of the over 100 people present. That caused an immediate uproar, with the meeting recessed and police called in. Agreement was reached to let just five people speak, but the vote stood. The Not-So-Great Recession killed financing for the study.

At that meeting then-ADOT State Engineer Jennifer Toth introduced the idea of double-decking just six miles of I-10, from Ruthrauff to I-19. She said it would do everything ADOT wanted for the next 30 years, but was too costly. It turned out that while the cost-per-mile of double-decking is higher, the total cost would be one-third that of a new highway. That could save taxpayers nearly \$2 billion. Those numbers were confirmed by ADOT's John Moran at a subsequent meeting.

Free Speech Fight Averted



Arizona Daily Independent

6 hrs

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JUNE 12, 2017

Low Pay For Arizona Teachers Lowers

At the Tucson meeting Alice Gordley, President of The Gordley Group which does public relations for ADOT, told Avra Valley Coalition member Lannon that the Marana meeting would be in the Marana Middle School's cafeteria which did not have an entryway like the Riverpark Inn. She said flyers would have to be passed out outside, in the heat. Lannon objected and, insisting on his free speech rights, told her they would pass them out inside as people came in, noting that they were not impeding foot traffic or causing any disruption.

At the Marana meeting, with several hundred people pouring in, the activists stayed inside with out prot

est, honoring requests to make sure they did not block the walkway. The only blocking occurred when



Paper map showing Avra Valley alternative routes

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Appeals Court Upholds Tribes' Claim In Dispute Over Gila River Water



JUNE
14,
2017

ICE Director Says 'No Population Is Off The

members of the public opposed to the highway through their homeland stopped to wish the activists well.

Project Manager Jay Van Echo was introduced by ADOT Community Relations Project Manager Laura Douglas, and talked about the National Environmental Policy Act process while slides were projected. The map showing the three alternatives for the Tucson area were too small for people to locate their roads and homes, but paper maps on tables were of a better scale.

Lannon asked Van Echo at the Tucson meeting if they could be provided a copy to post at the Picture Rocks Community Center to encourage public comment. Van Echo said he'd see what he could do, and before the Marana meeting told Lannon he would get a paper map, as requested. That never happened.

Democracy Inaction

At the end of his presentation Van Echo said they could not have a public discussion "or we'd be here until midnight," but that people could talk to project staff one-on-one. He said the evening was an example of "democracy in action." Taking him at his word, Lannon stood up and tried to ask a question about the cost of double-decking I-10, but was ignored while ADOT Senior Community Relations Officer C.T. Revere moved in to shut him up.

When Lannon approached Van Echo a few minutes later, the visibly angry Project Manager demanded of him, "Why did you do that? We have rules!" Lannon replied, "You said the magic word, 'democracy.'" Van Echo stormed off.

[\[Sign the petition Against Avra Valley Alignment here\]](#)

Table' For Immigration Arrests



JUNE
14,
2017

Ajo Border Patrol Agents Arrest MS-13 Gang Member



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Goldwater Institute Wins Protection For Indian Children



JUNE
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Arizona's Economy Finding A Second Wind?



JUNE
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2017

Fraudulent Investment Program Funded Chandler Beverage And Snack Company

Community members reported that in their one-on-one conversations with ADOT staff it was clear they have no intention of selecting the I-10 alternative. One person was told that it was because of “national security interests” while another said “Tucson wouldn’t let us do it anyway.”

A choice of a “preferred alternative” route, and another round of public meetings, is about a year off. While construction of the highway is years into the future, decisions made in the next two years will decide the fate of the Avra Valley and its thousands of families for all time. The peaceful valley would, in the opinions of residents, be ruined with air and noise pollution, hazardous cargo, and inadequate emergency services. Saguaro National Park, Ironwood National Monument, the Desert Museum, Kitt Peak and Tucson Mountain Park would lose visitors. The fight to save the Avra Valley, and the jobs serving the existing I-10 corridor, goes on.

Public comment is open until June 2. Online comment at i11study.com is limited to 500 characters, including spaces, periods and commas, so email or snail mail is best: Email: I-11ADOTStudy@hdrinc.com; Toll-free bilingual telephone hotline: 1-844-544-8049; Mail: Interstate 11 Tier 1 EIS Study Team, c/o ADOT Communications, 1655 W. Jackson St., Mail Drop 126F, Phoenix, AZ 85007.

You can also sign the online petition opposing I-11 through the Avra Valley by [clicking here](#).

Related Articles:

- **[Interstate 11 Public Meetings: How Much Public Involvement Does ADOT Really Want?](#)**



JUNE
13,
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People ‘Phone Snubbed’
By Others Often Turn To
Phones, Social Media For
Acceptance



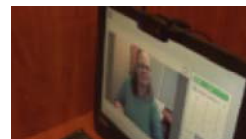
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■ **Interstate 11 Highway Marana Meeting Tonight,**



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7 COMMENTS

ON "FIRST TWO ADOT I-11 PUBLIC MEETINGS:
DEMOCRACY INACTION!"



conner | May 4, 2017 at 5:46
am | Reply

"Tucson wouldn't let us do it anyway."
This could have been a BOS meeting. Just
like the BOS meetings, to our so-called
leaders this is just another formality to
them, having to listen to The People bitch
and then be ignored. If there's not enough
time for all the People to talk then have
more than one meeting every six months,
if it doesn't take up too much of ADOTS
precious time! The people should search
out an attorney advocate who might

Yuma Border Patrol
Agents Arrest 2
Convicted Felons



JUNE
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Troopers Arrests
Suspects Involved In
Pinal County Car Theft,
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Sizing' Bears Ears In
Review Of Antiquities Act



JUNE
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Sierra Vista Man
Sentenced To 25 Years
For Child Crimes

represent them pro-bono, who's familiar with Robert's Rules of order and allow their voices be shut up by some project manager who's worried about his project. Would anyone really trust that comments sent in would get any serious attention other than a boilerplate answer and then round filed? "WE HAVE RULES"? It's clear that these government reps forget who "WE" are and who they work for. ADOT seems to have their mind made up this project is going to happen their way and nothings going to stop them. It seems by this article the majority is against this project. Both sides should be heard and not shut up. If it wasn't that person's time to speak then make sure he knows when it is and that he damn well gets his chance.



The Oracle of Tucson | May 4, 2017 at 6:29 am | Reply

Yes "we have rules".

RULE #1, Pay your taxes, we don't care what you want, we don't care how passionately you are about this, we don't care how this "might" negatively impacts you your family, your way of life, or your property. ADOT thanks you for your input, now please sit down, shut up and enjoy the lovely slide show along with the new road.

RULE #2 There will be no further rules.



JUNE
13,
2017

Agents Find Man in Trunk
at Immigration
Checkpoint



JUNE
13,
2017

Oracle Road Circle K
Cigarette Thief



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Arizona Game and Fish
Seizes Deer, Bobcat,
Javelina From Tucson
Residents



JUNE
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TUSD To Consider
Resolution Calling On
Tucson And Pima County
To "Stop Killing
Jobs" [Poll]



JUNE
12,
2017

"Government of the people, by the people, for the people, shall not perish from the Earth." Abraham Lincoln

Sadly Mr. Lincoln never visited Pima county, even more sadly is little Chucky Dingleberry, the clueless BOS and corrupt ADOT staff haven't a clue who he was. Incompetent corrupt leadership was exclusively limited to Pima county, but apparently Dingleberry was exported his "style" statewide and palms have been greased all the way from Tucson to Phoenix and beyond. Our senators, McLaim, and what's in a name, Flake will be as useless in this as they are in everything else.

Goodbye Ava and Altar valleys. But the views will be spectacular from the Big Yellow Taxi heading down I-11.

TOoT



The Oracle of Tucson | May 4, 2017 at 6:31 am | Reply

I'm "awaiting moderation" please do tell, when you publish pure fecal from your anti American pos cartoonists what could I possibly say that could be deemed offensive with your standards?

TOoT

Rotary International Tackles "Worldwide Plague" Of Human Trafficking



JUNE
12,
2017

Chino Valley 10-Year-Old Dies From Burns Inflicted "While Bound And Restrained"



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San Luis CBP Officers Seize \$113K In Meth



JUNE
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What International Travelers Should "Know Before You Go" This Summer

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jdfast | May 4, 2017 at 10:16
am | Reply

As usual, bureaucrats have taken over and are telling the taxpayers sit down and shut the hell up. We know better and better yet, we don't have to answer to the taxpayer, we answer to another bureaucrat who answers to some underling of the governor who is a bureaucrat too. You think we have lost control? You think the road will get built and jobs will go to Mexico? If you don't you are a complete fool and Pima County is loaded with them.



Drew | May 4, 2017 at 9:08
pm | Reply

Simple folks. Don't vote for ANYONE for ANY office unless they expressly pledge against any Avra valley option. Environmental disaster, economic disaster for Tucson.



The releveant one. | May 4,
2017 at 9:14 pm | Reply

What are the odds? Your comment is awaiting moderation.



templeton | May 6, 2017 at
12:09 am | Reply

Another boondoggle road project that does no good for anyone besides land speculators and lawyers. While assistance to poor families trickles to a halt, it is nice that the corporate welfare wagon continues to roll on.

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3. Episode 136: Interstate 11 - Should it ...

May 5, 2017

Episode 136: Interstate 11 - Should it Go Through Avra Valley?

Hear input from the state, and an Avra Valley resident; also, extending the RTA and new cell phone laws.

by [Andrea Kelly](#) [TWEET](#) [SHARE](#)

Metro Week - May 5, 2017



The Arizona Department of Transportation is studying the prospect of adding a new interstate, [called I-11](#), between Nogales and, eventually, Canada.

But the proposal has drawn opposition from Avra Valley residents, the scenic area northwest of Tucson nestled between I-10 and the Tucson mountains.

When the state studies new roadway possibilities, it evaluates environmental impacts, costs and feasibility, said Jay Van Echo, the state's I-11 study manager.

"We look to avoid impacts first off, then we look to minimize the impacts, then we look to mitigate the impacts," Van Echo said.

The Avra Valley impacts would be negative, said Robin Clark, a resident of that area.

"Our neighborhood would be heavily impacted by the increased air, noise and light pollution," said Robin Clark, who moved to Avra Valley to enjoy the scenic site.

Hear more from the Van Echo and Clark on this episode of *Metro Week*:

- **I-11 plans:** The Arizona Department of Transportation is studying the possibility of building a new interstate, called I-11, from Nogales to Wickenburg. We get an update from the Arizona Department of Transportation's study manager, **Jay Van Echo**. The state is [accepting comments](#) online, via phone, mail and email.
- **I-11 opposition:** Avra Valley residents are largely opposed to the proposed route under study for the I-11 project. **Robin Clark** explains her opposition. She started an [online petition](#) to oppose the routes that could impact Avra Valley, and it has received more than 1,000 signatures.
- **RTA update:** The [Regional Transportation Authority](#) is a 20-year plan to add lanes and build new roads in the metro area, paid for with a half-cent sales tax in Pima County. The RTA board is discussing the future of the program, and perhaps whether to ask voters to extend it beyond its initial 20-year lifespan. RTA Board Chairman **Tom Murphy**, who is also Sahuarita's mayor, explains what's going into the process to decide whether, and when, to ask voters for more years and more money in the plan.
- **Driving with a phone:** Pima County, Tucson, Oro Valley and the state, all have different rules about how much a driver can use a phone. **Murphy Woodhouse**, the transportation reporter for the Arizona Daily Star, breaks down the [new rules](#).

MORE: [Arizona](#), [Pima County](#), [Government](#), [Metro Week](#), [News](#), [Taxes](#), [Transportation](#), [Tucson](#)

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Paving The Way For CANAMEX, Highway Of The Future



The proposed I-11 “highway of the future” calls for energy efficient rail and roadways. (Rendering courtesy of the Sonoran Institute)

BY: CRONKITE NEWS MAY 8, 2017

By Ryan Santistevan

PHOENIX – Imagine a road trip in 2030 on a super interstate highway that stretches from Arizona’s border with Mexico to the U.S.-Canada border in Montana. And it won’t be just a road on which you

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drive your car, but an economic investment to the communities through which it passes.

Ian Dowdy, director of the Sun Corridor program, said the institute wanted to put the time to research, develop, and team up with other groups to make the proposed transcontinental highway, CANAMEX, something that will not be outdated by the time it's built.

"It's a really important project and I don't think people will appreciate it in the way that they should," Dowdy said.

In 2012 Congress approved a transportation omnibus bill, MAP-21. It was intended to provide direction on transportation funding. MAP-21 provided funding for the planning and study of possible corridor routes for I-11, according to the Sonoran Institute's website. However, it didn't provide funding for the highway itself.



Arizona Daily Independent

6 hrs

This is becoming a common headline...

<https://arizonadailyindependent.com/2017/05/08/paving-the-way-for-canamex-highway-of-the-future/>



Ajo Border Patrol Agent Station
Tucson Sector Border Patrol Agent Station



JUNE 12, 2017

Low Pay For Arizona Teachers Lowers



(Map by Caity Hemmerle/Cronkite News)

Morale, Retention

By Devin Conley and Blakely McHugh
PHOENIX – Teacher salaries that are among the lowest in the nation drive down...

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Shooting At DC Park, Scalise, Others Wounded
By Sanders' Supporter

Sonoran Institute's role

The mission of the Sonoran Institute is to connect communities to the natural resources that nourish and sustain them. Dowdy said the Sonoran Institute became involved with the CANAMEX project four years ago.

"In reality, we are in a role as an organization to give communities the tools that they need to make better decisions," Dowdy said. "We think that people in communities want to preserve their natural landscapes and that they want a high quality of life and a strong economy. We want to accomplish all three of those things."



JUNE
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Appeals Court Upholds Tribes' Claim In Dispute Over Gila River Water



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ICE Director Says 'No Population Is Off The

He said in most situations communities are given a false narrative that they have to choose between a good economy and a good environment.

"We know that's not a real choice," Dowdy said. "People can actually have both. So we try to help communities make those decisions where they can achieve their ambitions and many of their ambitions."

He said the project provided an opportunity to both combat the concerns that people have about climate change and would provide an excellent domestic source of energy.

He said there would be economic development in Arizona with the ability to expand the renewable energy economy.

Three universities get involved

Dowdy said who better to plan the future models than the future? Students from Arizona State University, the University of Arizona and the University of Nevada-Las Vegas became involved and were divided into studios at their universities to design the I-11 corridor of the overall CANAMEX highway.

In the spring of 2014, the three universities embarked on a multidisciplinary "design studio." Students in landscape architecture, urban planning, architecture, and other disciplines collaborated to envision designs for different segments of I-11.

Linda Samuels, then director of the Sustainable City Project at UA and now Associate Professor of Urban Design at Washington University, was one of the leaders of the project. She said the standing challenge was to encourage students to really

Table' For Immigration Arrests



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Fraudulent Investment Program Funded Chandler Beverage And Snack Company

leverage their knowledge into something that could both be socially and environmentally productive.



Rendering of a pedestrian overpass for the proposed CANAMEX highway. (Rendering courtesy of the Sonoran Institute)

"I was a participant in the Walton Sustainable Solutions Initiative 'sandpit' and our team emerged from this process," Samuels said. "We competed for a large grant to support implementation, but did not win the event."

Regardless, she said, they chose to work together and plan a three-school, three-city collaboration. The University of Arizona studio, run by Samuels in conjunction with Arlie Adkins (urban planning) and Mark Frederickson (landscape architecture), collaborated with planning, architecture, and landscape architecture students throughout the semester and over the summer.

The studio was based on reimagining I-11 as next generation rather than last generation infrastructure (see Figure 1). The project extended for an entire year culminating in multiple presentations to project stakeholders and relevant professionals.



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People 'Phone Snubbed' By Others Often Turn To Phones, Social Media For Acceptance



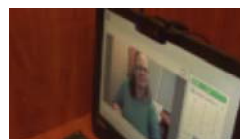
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New 911 Text Service Helps People With Disabilities Get Faster Emergency Response



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Both the Arizona Departments of Transportation (ADOT) and the Sonoran Institute were partners from the beginning. UA's Renewable Energy Network and Walton Sustainable Solutions Initiative both funded its efforts in the end.

The work that Samuels and other groups have done has pushed ADOT to broaden its impact assessment to include a wider range of social and environmental issues.

"Our objective is to have both short-term impacts on decisions around I-11 – if you can call a huge road short term – and longer-term impacts on the way states and other agencies consider infrastructure," Samuels said.

Jason Boyer, a former lecturer at ASU, structured the studio in Tempe. ASU offered the studio to about 15 fourth-year architecture students. (UA had 39 students from all three disciplines).

UNLV offered its studio to about 12 to 15 students. The focus of the three studios was on the I-11 from Nevada to the Mexico border. At multiple points throughout the semester, they would meet up at their universities to collaborate.

ASU students were divided into five teams and responsible for designing portions of the highway. Boyer said they drove and studied these locations in depth for further design. Areas included the zone through Casa Grande, Metro Phoenix, and the area between the Nevada border and Phoenix.

"They were looking at the feasibility for how we could rethink the design of our infrastructure," Boyer said. "The CANAMEX corridor is a highway but next to the highway is typically a rail line, power, security data, a whole set of infrastructure runs next to highways.

Yuma Border Patrol Agents Arrest 2 Convicted Felons



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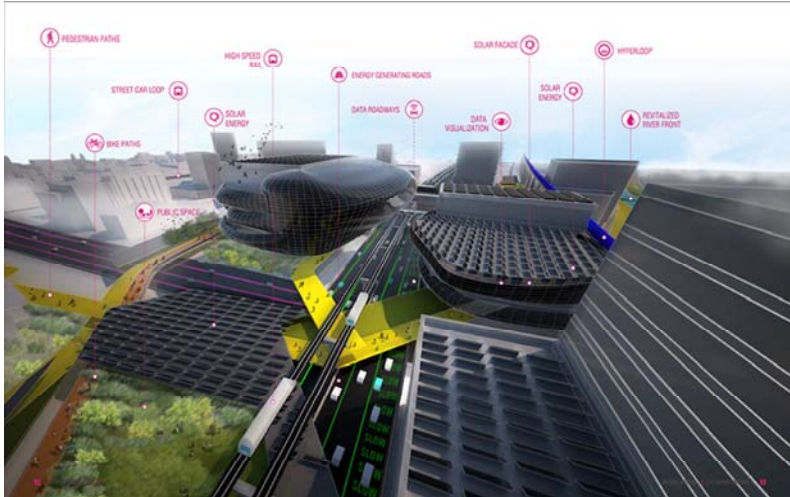
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"So we started to think about how we could sort of rethink what transportation infrastructure is and could be to aggregate a whole set of infrastructures together that might include some aspects of sustainability such as solar, algae and water resources," he said.



A rendering showing the various sustainable elements as the proposed I-11 passes through Tucson. (Rendering courtesy of the Sonoran Institute)

Looking down the road

Boyer said the sheer scale was the hardest part of the project. He also said that UA had an advantage of having a mixed class of architecture planning, landscape architecture and had a cross-pollination of background. In turn, it was difficult for the ASU students to understand how to break down the scale of the space that they were focused on.

"They were used to working on project-specific sites including a building solution and this was more about urban infrastructure that could tap into existing building assets or spawn economic development and future buildings," Boyer said.



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He said the project is vital to the economic security and development of the Southwest. He said Arizona needs to make sure it's a part of the process.

"Places like Texas, California, and Nevada will find a different route that will bypass Arizona and Arizona runs the risk of becoming irrelevant from a transportation infrastructure planning standpoint," Boyer said.



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ON "PAVING THE WAY FOR CANAMEX, HIGHWAY OF THE FUTURE"

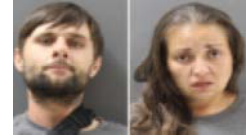


The Evil One | May 8, 2017 at 6:20 am | Reply

Did any of these groups do an actual "Cost vs Benefit" study based on real numbers?



Rotary International Tackles "Worldwide Plague" Of Human Trafficking



JUNE
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Chino Valley 10-Year-Old Dies From Burns Inflicted "While Bound And Restrained"



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What International Travelers Should "Know Before You Go" This Summer

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jdfast | May 8, 2017 at 7:23
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Just one more boondoggle for the taxpayer to export jobs to the third world country of Mexico. How utterly shameful that the bureaucrats and politicians are even still talking about this POS. Pathetic. How about we fix our infrastructure first and then worry about crap like the Canamex highway.

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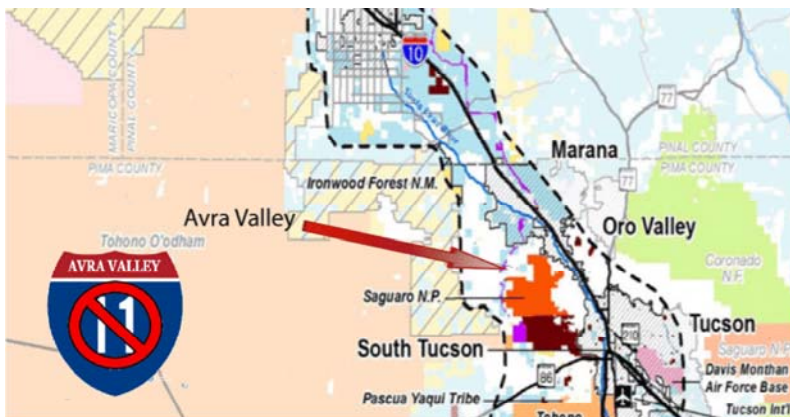
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BY: ALBERT VETERE LANNON MAY 8, 2017

From The Avra Valley Coalition,

While pursuing stories on the Arizona Department of Transportation's current series of public meetings with their "reasonable range of alternative" Interstate 11 routes, members of the Media should be interested in what directly affected agencies and jurisdictions had to say less than a year ago when the Tier 1 Environmental Impact Process began. Below are direct quotes from named sources, and are also

available at APPENDIX D Agency Scoping Comments- ADOT.

Public comments from 2016 can also be accessed, and you will see that they were overwhelmingly opposed to I-11 or I-11 through the Avra Valley. That opposition continues as hundreds packed the Marana and Tucson ADOT meetings to express their point-of-view.

ADOT's I-11 planners are trying to ignore the public's views, even refusing to answer questions from the public.

The Pima County Board of Supervisors Resolution 2007-343 is included as it remains official County policy; that, of course, raises the question of how the County Administrator can blatantly flout that policy, which Supervisor Bronson said during the election campaign remains the BOS position.

CITY OF TUCSON: The City requests that the Tier 1 EIS consider innovative approaches to alternatives that locate I-11 approximately within the existing rights-of-way for I-10 and I-19 (including frontage roads).

Developing the interstate within already disturbed areas has the potential to have fewer impacts to natural resources, lower costs, easier access to I-10 east for both freight and passenger traveling, and shorter routes to already developed freight hubs along I-10 and I-19....For roadway alternatives that skirt or bypass the majority of the Tucson metro area, there are pros and cons to consider.

Potential negative impacts to the City include loss of sales tax revenue from frontage hotels, restaurants and gas stations that cater to the trucking industry.... Additionally, there could be substantial loss of revenue from domestic and Mexican visitors who



Arizona Daily Independent

6 hrs

This is becoming a common headline...

<https://arizonadailyindependent.com/2017/05/08/interstate-11-in-southern-arizona-adot-ver.../ajo-station-border-p.../>



Ajo Border Patrol Agent Station
Tucson Sector Border Patrol Agent Station



JUNE 12, 2017

Low Pay For Arizona Teachers Lowers

would then have an option to bypass the City of Tucson.... Also, roadway alternatives that pass through undeveloped or rural areas would have the potential to affect tourism, a large portion of which is driven by the region's unique natural assets.... Any alternatives that are studied that traverse the Avra Valley will need to consider impacts to City-owned (Tucson Water) water facilities in the area.

Michael J. Ortega, City Manager July 8, 2016

PIMA COUNTY (1): Now, Therefore Be It Resolved that the Pima County Board of Supervisors opposes the construction of any new highways in or around the County that have the stated purpose of bypassing the existing Interstate 10 as it is believed that the environmental, historic, archaeological and urban form impacts could not be adequately mitigated.

— Board Of Supervisors Resolution 2007-343, Dec. 18, 2007

PIMA COUNTY (2): Pima County in 2013 developed a conceptual route for the I-11 Corridor through Avra Valley west of Tucson.... In developing this route we sought to demonstrate that a potential route exists through this undeveloped region rather than employing the existing I-19 and I-10 corridors which are congested and have limited expansion potential, especially near downtown Tucson.

Chuck Huckelberry

County Administrator June 7, 2016

TOWN OF MARANA: Marana in essence only favors a western bypass alignment near our jurisdiction.

Jamsheed Mehta, Deputy Town Manager July 5, 2016

Morale, Retention

By Devin Conley and Blakely McHugh
PHOENIX – Teacher salaries that are among the lowest in the nation drive down...

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Shooting At DC Park, Scalise, Others Wounded By Sanders' Supporter



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Appeals Court Upholds Tribes' Claim In Dispute Over Gila River Water



JUNE
14,
2017

ICE Director Says 'No Population Is Off The

ARIZONA GAME AND FISH: In 2007, the Arizona Game and Fish Commission took a unanimous position of opposition to all routes for the proposed I-10 bypass, which included a route through the Avra Valley, as does the I-11 Tier 1 EIS Study Corridor. The Department now reiterates what we included in a December 18, 2008 letter to the ADOT Director: "The cumulative impact of developing new transportation infrastructure through rural lands will have the effect of a catalyst for urban, suburban, and exurban development. The Department does not find the I-10 bypass [which in part covered the same area of the proposed I-11 Study Corridor through the Avra Valley] to be consistent with smart growth and sustainable planning principles. The vastness of Arizona's undeveloped country, and its wildlife resources, must be recognized as one of our greatest assets for current and future generations."

As previously stated, the Department considers an Interstate/Multi-Modal corridor to be incompatible with a county, state, or federal park/recreation area. Within the Avra Valley west of Tucson, several such specially designated lands occur: Saguaro National Park, Ironwood Forest National Monument, Tucson Mountain Park/Tucson Mountain Wildlife Area, and the Tucson Mitigation Corridor. These designations demonstrate the significance of these lands to county, state, and federal officials, as well as the public at large, for recreation and wildlife habitat. The considerable public investment in these lands would be irreparably devalued by siting an Interstate/Multi-Modal corridor west of Tucson within the Tier 1 EIS Study Corridor.

Joyce Francis, PhD

Habitat, Evaluation, and Lands Branch Chief

Arizona Game and Fish Department

Table' For Immigration Arrests



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Fraudulent Investment Program Funded Chandler Beverage And Snack Company

July 8, 2016

U.S. BUREAU OF LAND MANAGEMENT: The BLM Tucson Field Office has significant concerns about potential overlap or adjacency of the I-11 Study Corridor with the eastern boundary of the 129,000-acre Ironwood Forest National Monument.... The BLM encourages avoidance of designated wildlife movement corridors and wildlife habitat management areas.

Rebecca Heick, Deputy State Director

Lands, Minerals & Energy July 13, 2016

NATIONAL PARK SERVICE: The NPS is concerned that a multi-purpose corridor of this scale bisecting the Avra Valley would irreparably degrade areas near and with (Saguaro National Park), potentially to impairment of the resource values which the park was established to protect for future generations.... Fragmenting features, such as large road systems, can essentially deny (wildlife) access to habitat and resources by severing movement corridors between and within required habitat. The Park's west district in recent years has lost bighorn sheep and Mexican wolves.... Additional concerns for the NPS include resources that would be impacted by a large-scale corridor development project such as this, including wilderness values, air quality values, viewsheds, night skies, noise, vegetation management and visitor use.

Melissa R. Trenchik

Environmental Quality Chief July 11, 2016

U.S. BUREAU OF RECLAMATION: Tucson Mitigation Corridor -The 2,514-acre Tucson Mitigation Corridor was established in 1990 for approximately \$4.4 million. The purchase and protection of these lands was a commitment made by Reclamation with the



JUNE
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People 'Phone Snubbed'
By Others Often Turn To
Phones, Social Media For
Acceptance



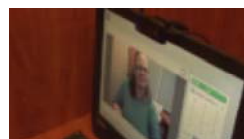
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TUSD Delays Vote On
Strategic Plan, Rejects
Vote On Prosperity
Resolution



JUNE
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2017

CBP Horse Patrol Agents
Seize Marijuana, Arrest 4



JUNE
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New 911 Text Service
Helps People With
Disabilities Get Faster
Emergency Response



JUNE
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2017

U.S. Fish and Wildlife Service (FWS) and the Arizona Game and Fish Department (AGFD) in the EIS for the Tucson Aqueduct. The Secretary of the Interior, Ms. Sally Jewell, signed a cooperative agreement to manage the property in accordance with the Master Management Plan, which prohibits any future development within the area other than existing wildlife habitat improvements or developments agreed to by Reclamation, AGFD, and FWS. This prohibition is intended to preserve habitat from urbanization while maintaining an open wildlife movement corridor. The property is also protected under Section 4(f) of the Department of Transportation Act of 1966, because it was "acquired for mitigation purposes pursuant to the authority of the Fish and Wildlife Coordination Act, including general plan lands under Section 3(b) of that act (DOI2014).... In order to maintain a functional wildlife movement corridor, Reclamation installed a series of seven Central Arizona Project (CAP) canal siphons for approximately \$3 million, which are concrete pipe sections that travel underneath desert washes. Wildlife frequently use desert washes as a means of migrating from one area to another. In March 2016, two desert bighorn sheep (*Ovis canadensis nelsoni*) were observed using one of the siphon crossings within the Tucson Mitigation Corridor to migrate from the Ironwood National Monument to the Tucson Mountain District of Saguaro National Park. The construction of an I-11 travel corridor, either through the Tucson Mitigation Corridor or elsewhere within Avra Valley would have acted as a barrier that would have either severely restricted or prohibited their movement while also fragmenting habitat.

Sean Heath, Chief, Environmental Resource

Management Division July 8, 2016

ENVIRONMENTAL PROTECTION AGENCY: EPA recommends that FHWA continue to study the use of

Yuma Border Patrol
Agents Arrest 2
Convicted Felons



JUNE
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2017

Troopers Arrests
Suspects Involved In
Pinal County Car Theft,
Robbery



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Sizing' Bears Ears In
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Sierra Vista Man
Sentenced To 25 Years
For Child Crimes

these existing corridors wherever possible in order to reduce the many environmental impacts that occur through construction of new linear transportation facilities. We believe that utilizing existing transportation corridors will provide the greatest benefit to existing communities while also minimizing environmental impacts from further growth-inducement and habitat fragmentation.

Clifton Meek

Environmental Review Section July 6, 2016

Contact albertlannon@powerc.net

Other Related Articles:

- **First Two ADOT I-11 Public Meetings: Democracy Inaction!**
- **Interstate 11 Public Meetings: How Much Public Involvement Does ADOT Really Want?**
- **Interstate 11 Highway Marana Meeting Tonight,**



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ON "INTERSTATE 11 IN SOUTHERN ARIZONA: ADOT VERSUS ALMOST EVERYBODY"



Billy B | May 8, 2017 at 3:36 am | Reply

yeah well aahhhh you know



conner | May 8, 2017 at 6:14 am | Reply

Imo this project is another opportunity for Chuck and his ADOT partners to ignore the will of the people again. He will wait for things to calm down and then order his bulldozer to start clearing land as he touts 'meet my leel friend'. He can stop any project he doesn't endorse by threatening and using EPA regs, (i.e. Rosemont mine) but somehow his government projects are mostly unaffected. If you live in the area start your list of items needed around the house to "mitigate" your pain of this government intrusion of your land. Surely you can use a new driveway. some new trees, a sewer hook up or a brand new relocated septic system. It's okay because it's all paid for by hard earned paid taxes pulled from the county hush money bin. I'm not sure but it seems to me that public meetings have taken the place of voting.

Rotary International Tackles "Worldwide Plague" Of Human Trafficking



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Chino Valley 10-Year-Old Dies From Burns Inflicted "While Bound And Restrained"



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San Luis CBP Officers Seize \$113K In Meth



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What International Travelers Should "Know Before You Go" This Summer

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ONLY \$10 A MONTH



Bill Holden | May 8, 2017 at
3:23 pm | Reply

Anyone know if there are stickers of the
Avra Valley no 11 stickers made or
available?

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3. Avra Valley I-11 Proposals Draw Opposition at ...

May 9, 2017

Avra Valley I-11 Proposals Draw Opposition at Tucson Meetings

Citizens disagree with notion of building highway through deserts west of Tucson.

by [Zachary Ziegler](#) [TWEET](#) [f.SHARE](#)



People listening to a presentation at an ADOT public meeting on Interstate 11 in Tucson. (PHOTO: Zac Ziegler)

LISTEN

Proposed I-11 Routes ...

-3:17

There were not many open seats at a pair of meetings last week over proposed routes that would send Interstate 11 through the Tucson area.

Many of those in attendance were there to speak against two of the alternatives, which run west of Saguaro National Park West in the Avra Valley.

"I understand the need to provide ways for people to move around," said Kimberly Baeza, "But it doesn't have to come at the expense of our open landscapes and beautiful Sonoran Desert."

The meeting is part of the second step in selecting the route I-11 could take through Arizona. The freeway will connect Mexico and Nevada and may eventually reach Canada.

"It's not the time for more freeways," said Keith Bagwell. "It's time to spend our money more wisely on things that are not as environmentally destructive."



People discuss the proposed Interstate 11 routes with an I-11 staff member

over a map of the Southern Arizona portion of the project. (PHOTO: Zac Ziegler)

In Southern Arizona, possibilities include further expansion of Interstates 10 and 19, bypassing Tucson via one of two routes through the Avra Valley, or a no-build option.

Many residents of Avra Valley, such as Jeff Huber, showed up to protest the plan to run a highway through their area.

“Avra Valley is a very quiet region in the state of Arizona. We all moved out here because of the quiet,” he said.

He said that quiet could be spoiled if an interstate runs through the area.

Of the 20 people interviewed at the meetings, none expressed a positive view of the Avra Valley routes.



Many attendees at the meetings wore these stickers in protest of two of the

proposed alternatives. (PHOTO: Zac Ziegler)

Others in the crowd expressed their views on their clothing, wearing stickers that read, “No freeway in the Avra Valley.”

Arizona Department of Transportation officials were happy to have the crowds because they need the information those people can provide.

“We do very much value the people that live in these communities, that have the information, that ride and drive on these roads on a daily basis,” said the I-11 study manager Jay Van Echo.

Environmental damage was not the only concern expressed by people in the meetings. Some expressed the fear that any improvements that allow more goods to enter the U.S. from Mexico could have an effect on American jobs.

“When are we going to get smart about not supporting jobs for foreign countries and supporting bringing those jobs back to America?” said Frank Koch.



An assembled crowd waits for an ADOT presentation in Tucson. (PHOTO:

Zac Ziegler)

Officials said they hear the opposition but federal law dictates that they explore all possible routes in order to find the most viable alternative.

"It's not a popularity contest," said Van Echo. "We do appreciate the opposing views, but there are also people that have pointed out that we do need an alternative to I-10 and I-19."

Along with opposition, many attendees offered ideas that they think would be a better alternative than running a new interstate through the Avra Valley.

Buzz Davis suggested expanding and improving rail in the area.

"The purpose is to deal with trucks. The trucks should be taken off of the interstate," he said.

While rail is not a part of this study, it is being considered in another, and the two study managers routinely talk.

"We meet on a regular basis," said Van Echo. "We take the information that they have gleaned from the freight industry on where does the freight want to move, how's it coming across the Mariposa Port of Entry, where does it want to go within the state and interstate."

ADOT expects to select a route between August and November of 2019. There are no estimates on when construction will start or be completed.

Meetings continue May 10-16 in Casa Grande, Wickenburg and Buckeye. [A schedule of those meetings is available here.](#)

[Details on how to comment via website, email, phone or mail are available here.](#)



A crowd assembled at Marana Middle School to comment on proposed routes for Interstate 11. (PHOTO: Zac Ziegler)

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I-11: Irony, Hypocrisy, And Defunct Democracy In Pima County



Pima County supervisors Sharon Bronson and Richard Elias appearing to engage the public [Photo courtesy Pima County Crack Communications Crew]



BY: ALBERT VETERE LANNON MAY 17, 2017

The May 16, 2017, Board of Supervisors meeting adopted a resolution written by the County Administrator's office in defense of Ironwood Forest National Monument, one of the monuments to be reviewed in accord with President Donald Trump's executive order. The resolution calls the review "a threat to the integrity of our public lands."

The irony is that Interstate 11, a threat to public lands and to private citizens and their homes, receives only silence now from the BOS who refuse to defend their own policy. The Arizona Dept. of Transportation's \$15 million Interstate 11 Tier One Environmental Impact Study (EIS) – proposed and passed by then-State Transportation Board Chair and now-Supervisor Steve Christy — has laid out three alternative routes through the Tucson area, two of them through the Avra Valley and the other following I-10. County Administrator Chuck Huckelberry laid out an Avra Valley route several years ago.

Comments on the alternatives are open until June 2, so this BOS meeting was the only regular session before that date, a last chance to correct the record. The official position of the Board was adopted December 18, 2007 in Resolution 2007-343: "... the Pima County Board of Supervisors opposes the construction of any new highways in or around the County that have the stated purpose of bypassing the existing Interstate 10 as it is believed that the environmental, historic, archaeological and urban form impacts could not be adequately mitigated."

Just a few months ago Supervisor Bronson cited that resolution at an election forum in Picture Rocks stating that her position, and that of the entire Board, was in opposition to any I-11 route through the Avra Valley. Yet Pima County's position of record with ADOT is just the opposite, with this June 7, 2016, letter to the ADOT I-11 planners from the County Administrator:

"Pima County in 2013 developed a conceptual route for the I-11 Corridor through Avra Valley west of Tucson.... In developing this route we sought to demonstrate that a potential route exists through this undeveloped region rather than employing the existing I-19 and I-10 corridors...." The record shows that the BOS was not sent a copy of that letter.



Arizona Daily Independent

6 hrs

This is becoming a common headline...

<https://arizonadailyindependent.com/2017/05/17/i-11-irony-hypocrisy-and-defunct-democracy-in-pima-county/>



Ajo Border Patrol Agency
Tucson Sector Border Patrol Agency



JUNE 12, 2017

Low Pay For Arizona Teachers Lowers

Setting aside very serious issues of gross insubordination, and of using County resources and money to subvert The Board's adopted policy, residents are confused now about just who speaks for the County – the elected board, or Mr. Huckelberry? During the May 16 Call to the Public it was pointed out that Mr. Huckelberry's misrepresentations stand as the County's official position of record on I-11 – to sacrifice the communities, jobs, tourist attractions, wildlife and archaeological treasures of the Avra Valley to ADOT's stated I-11 goal of sending jobs across the border.

Resolution 2007-343 called for expanding existing transportation corridors. ADOT itself admits that double-decking just six miles of I-10 would do everything they want at 1/3 the cost of a new highway, saving taxpayers nearly \$2 billion. Even the City of Tucson told ADOT that using the existing I10 and I-19 corridors makes more sense!

The Avra Valley Coalition on May 16 urged the Supervisors to "act now before it's too late. And please let us know that you did so so we can tell the many voters who oppose Mr. Huckelberry's highway or ADOT's tweaks that you have **not** abdicated your responsibilities; that this Board **does** mean what it says, that you **can** control your hired hand, that democracy in Pima County is **not** defunct. Please tell us you will correct the record. It requires no new action, merely transmittal of your adopted position."

Chairperson Bronson, the rest of the BOS, and the County Administrator sat in stone-faced silence.

While no funding has been yet identified for I-11 in Southern Arizona and construction is years away, it was made a priority with amendments to the 2015 federal FAST Act with the full bipartisan support of Arizona's Congressional delegation, including McCain, Flake and Grijalva. Decisions made in the

Morale, Retention

By Devin Conley and Blakely McHugh
PHOENIX – Teacher salaries that are among the lowest in the nation drive down...

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Appeals Court Upholds
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Over Gila River Water



JUNE
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ICE Director Says 'No
Population Is Off The

next year with ADOT's EIS planners deciding on a "preferred alternative" will impact the people and wildlife of the Avra Valley for all time.

Hundreds have spoken out again and again at public meetings against the ADOT-Huckelberry Highway. Over 1200 people have signed an online petition of opposition to any new Avra Valley highway. State and federal agencies have raised serious issues about the negative impacts of any Avra Valley route. It's cheaper by a lot to stay on I-10. But the elected Pima County Board of Supervisors will not speak out in defense of their own resolution, will not call to account their hired hand for vastly overstepping his authority.

If Resolution 2007-343 is of no force and its authors and adopters will not defend it, then – sad to say – the future of Ironwood Forest National Monument has to look pretty bleak as well. If the resolution adopted May 16 is treated like 2007-343, it will join as a growing testament to hypocrisy. Some will blame the president, but the truth will be much closer to home, is bi-partisan, and is a sad corruption of the democracy we thought we lived in.



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11 COMMENTS

Table' For Immigration Arrests



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Arizona's Economy Finding A Second Wind?



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Fraudulent Investment Program Funded Chandler Beverage And Snack Company

ON "I-11: IRONY, HYPOCRISY, AND DEFUNCT DEMOCRACY IN PIMA COUNTY"



jdfast | May 17, 2017 at 6:25 am | Reply

Supervisor Bronson cited that resolution at an election forum in Picture Rocks stating that her position, and that of the entire Board, was in opposition to any I-11

And you idiots still elected her when she couldn't even tell the truth about driving through a wash. You get the government you deserve and you so richly deserve Bronson and her cronies. SSDD in Pima County politics. You had the opportunity to change and you blew it big time. Hope you like the results.



Rep. Mark Finchem, AZ LD-11
| May 17, 2017 at 6:50 am | Reply

Outstanding article holding elected accountable. This gives pause to consider, has anyone followed the money? Who has purchased the land in the proposed corridor most recently? Who stands to gain?



JUNE
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People 'Phone Snubbed'
By Others Often Turn To
Phones, Social Media For
Acceptance



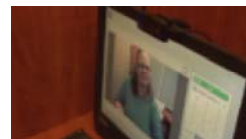
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TUSD Delays Vote On
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Vote On Prosperity
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CBP Horse Patrol Agents
Seize Marijuana, Arrest 4



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New 911 Text Service
Helps People With
Disabilities Get Faster
Emergency Response



JUNE
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2017

With changes coming to transportation modalities over the next 15 years, why is this project being pushed so hard? I oppose the I-11 concept as it is currently plotted.



jdfast | May 17, 2017 at 7:24 am | Reply

In this day and age, its all you got to do Mark. Follow the money. However I would assume in this case the real owners are buried under about 5 shell companies. One developer I know that will prosper from this is Don Diamond. Huckelberry will give him his own little off ramp on the "Sonoran" corridor that will tie in with I-11. You know that little development known as Swan Southlands...



Albert Lannon | May 17, 2017 at 12:28 pm | Reply

Thanks Mark. Our research shows that at least 1500 vacant acres along the Huckelberry Highway I-11 route are owned by Mesa real estate speculator Wil Cardon, failed GOP candidate in the primaries for US Senate and Secretary of State. On Cardon's last campaign committee

Yuma Border Patrol Agents Arrest 2 Convicted Felons



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Troopers Arrests Suspects Involved In Pinal County Car Theft, Robbery



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Nogales CBP Officers Seize \$190K In Southbound Cash



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Zinke Calls For 'Right-Sizing' Bears Ears In Review Of Antiquities Act



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Sierra Vista Man Sentenced To 25 Years For Child Crimes

were Don Diamond and Diamond Ventures president Eliot Goldstein. On Huckelberry's original map what is now called the Sonoran Corridor was labeled I-11. Instead of a straight east-west connection between I-10 and I-19, it drops south to give Diamond's planned 3000-acre Swan Southlands development a free access highway. Diamond was the largest contributor (by a lot!) to Sharon Bronson's last re-election campaign, putting her over the top in a close race with Kim DeMarco. Perhaps this is why the Sonoran Corridor, turned down by voters in the bond election, goes full steam ahead. Bronson-Huckelberry-Diamond-Cardon: crony capitalism at its most corrupt.

Meanwhile, I've been told by three people whose multi-acre properties are in the Huckelberry Highway path that their assessed valuations have been dropping significantly in the past couple of years, perhaps so that the county can get them on the cheap when the time comes.



Richard Hernandez | May 17, 2017 at 7:26 am | Reply



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Agents Find Man in Trunk
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TUSD To Consider
Resolution Calling On
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JUNE
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She a idiot first class. Bronson stop working for the people 30 days after her first election several decades ago.

As to who runs Pima county? What you seriously don't think the board does, right. OMG 🙄 the only time Chuck worries is around election time and he has Brad Nelson cheat at the counting of ballots.

A note for all of you from Avra Valley , this is what you get for not working as a community to make sure Bronson did not win again, again, again, again, again....



What, Again | May 17, 2017 at 8:03 am | Reply

Keep Tucson poor and isolated. No new interstates! Just say NO to growth and prosperity!



Richard Hernandez | May 17, 2017 at 10:31 am | Reply

Growth & prosperity for ALL residents not just the cronies who enjoy the wealth at tax payers expense.

We need to get the people paying for this expansion to support it. So let me refer you to the Bond vote, people said NO.

Rotary International Tackles "Worldwide Plague" Of Human Trafficking



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ONLY \$10 A MONTH



What, Again | May 17,
2017 at 3:39 pm | Reply

"Growth & prosperity for ALL
residents..."

That would be communism. And
every time the result is the same,
poverty and loss of freedom.



hank | May 17, 2017 at 11:04
am | Reply

What again, even when taxes are raised
for 'projects' they never get initiated or
finished if they are. When you raise the
taxes/fees required to build in pima co
you can expect folks to not come. They
gave away the farm for some mexican
bean cannery and it never came, slime
fast stayed here about a year then ran
away from all the freebies. Only thing we
have now is a supposed 'balloon ride'
company that got around \$20 million
FREE, and they will probably not show up.
City gave up farm to get catapillar, havent
heard if they even showed up yet. So as is
noted daily SSDD, so much for 'growth and
prosperity' its not wanted by the clowns
that run things, please note I did not say
local leaders as we have none.



Old Guy | May 17, 2017 at
3:28 pm | Reply

Tucson politicians have been and always will be a joke. A perfect example is that statue of Pancho Villa in the park downtown. Villa was a Mexican criminal who crossed the border into Arizona, robbed, raped and murdered American citizens. So much so that our army was mobilized to capture or kill him. What does Mexico do? They give Tucson a statue of the criminal to place in the then center of town. I can't help but think this was a joke by Mexico to show just how stupid Tucson politicians were. John Dillinger was in Tucson, spent some of his money here too, should we put a Dillinger statue next to Villa?



SMW | May 18, 2017 at 1:14
pm | Reply

I stand with Mark Finchem. Follow the money trail. Personally, I've always advocated Big Rail expansion, not more Big Roads & Big Rigs, which are so yesterday, not in keeping with the sweeping green revolution, destructive to our local environment, contributory to more global pollution. Why go on. We all know the deal. More than a few folks

stand for huge short term gain with this
I-11 chimera.

Leave a comment

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Comment

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Email *

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Opposing I-11: When A Protest Becomes A Movement



Erica Lee hailing vehicles at Picture Rocks and Sandario Roads to oppose I-11 in the Avra Valley



BY: ADI NEWS SERVICES MAY 22, 2017

It is almost ten years since a few people got upset over plans to build a new interstate highway through the Avra Valley west of Tucson. A handful of activists, with little or no coordination, gathered and disseminated information to any who would listen. Meanwhile the backers of the new highway, originally called the I-10 Bypass, rolled forward with their big money backers and compliant politicians. They were

set back by the Not-So-Great Recession, but they persevered. They thought they had it in the bag, a done deal, although there was some concern expressed about rumblings in the Avra Valley.

Those rumblings are now maturing into a growing movement. On May 20 hundreds of people stopped at Picture Rocks and Sandario Roads to sign petitions and postcards opposing a new highway through their homeland. They took hundreds more cards home for friends and family to sign and send in to the Arizona Dept. of Transportation before their June 2 comment deadline on Interstate 11 "alternative routes." Neighbors not known previously for political activism hit the roads with signs and bullhorns to spread the word. They did it peacefully, but with passion.

The first skirmish was at ADOT's State Transportation Board in December, 2008. Meeting in Tucson, the agenda item was a study for an I-10 Bypass to go through either the San Pedro River Valley or the Avra Valley. Over 100 people crowded into the meeting room with more than 60 filling out cards to speak to the issue.

The Pima County Board of Supervisors had, a year before, adopted Resolution 2007-343 opposing "any new highways in or around the County that have the stated purpose of bypassing the existing Interstate 10 as it is believed that the environmental, historic, archaeological and urban form impacts could not be adequately mitigated." They specifically argued against routes through the San Pedro or Avra valleys.

ADOT REJECTS CHEAPER ROUTE

ADOT State Engineer Jennifer Toth spoke for the \$3 million study, noting that an alternative would be double-decking six miles of I-10, from Ruthrauff to I-19. That, she said, would do everything ADOT



Arizona Daily Independent

6 hrs

This is becoming a common headline...

<https://arizonadailyindependent.com/2017/05/22/opposing-i-11-when-a-protest-becomes-a-movement/>



Ajo Border Patrol Agency
Tucson Sector Border Patrol Agency



JUNE 12, 2017

Low Pay For Arizona Teachers Lowers

wanted for the next 30 years, but was too expensive. It seemed that while the cost-per-mile of double-decking was higher, using the existing I-10 corridor would cost nearly \$2 billion less than building a new 56-mile highway.

STB Chair Si Schorr, a politically-connected real estate attorney, called for a vote and the STB unanimously approved the I-10 Bypass study. They voted without hearing from any of the public, prompting an uproar. Schorr recessed the meeting and called in the police. Barrio Sapó resident Jack Hewitt, present with some neighbors to voice his opposition during the Call to the Public, negotiated for five people to speak, including Arizona Game and Fish and Saguaro National Park. Picture Rocks resident Albert Lannon refused to leave the podium without speaking, and was allowed to do so. But the vote had been taken and there was no reconsideration.

The 2008 recession dried up the funding so the study never got underway. But along came Interstate 11, originally to link Phoenix and Las Vegas. A “Canamex Highway” from Canada to Mexico had been talked about in some circles for years, but now coalitions of big business and politicians began forming to push it forward. Tucson’s Sun Corridor Inc. corporate leaders, with Board of Supervisors Chair Sharon Bronson in their Chairman’s Circle, led the way. Mexico’s multi-billionaire Carlos Slim wants the new highway to extend all the way to Mexico City.

THE HUCKELBERRY HIGHWAY

In 2013 Pima County Administrator Chuck Huckelberry, in total disregard of the Supervisors’ earlier action, set out a proposed Avra Valley route for I-11. Added to that was an eastern leg that would link I-10 and I-19 for the benefit of Raytheon, the airport and the University of Arizona Tech Park.

Morale, Retention

By Devin Conley and Blakely McHugh
PHOENIX – Teacher salaries that are among the lowest in the nation drive down...

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JUNE
14,
2017

Shooting At DC Park,
Scalise, Others Wounded
By Sanders’ Supporter



JUNE
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2017

Appeals Court Upholds
Tribes’ Claim In Dispute
Over Gila River Water



JUNE
14,
2017

ICE Director Says ‘No
Population Is Off The

Originally labeled I-11 on Huckelberry's maps, that leg is now called the Sonoran Corridor, and funding for part of it was rejected by voters in the 2015 bond election. That hasn't slowed Huckelberry down. His Communications Department, staffed in part by former local reporters, avoids the Bypass issue by calling it an "auxiliary interstate."

In response to the threat to their homeland an informal Avra Valley Coalition was formed, primarily an email list to get information out, with a number of excellent researchers like Myra Jones on board. Their research found that Mesa real estate speculator Wil Cardon had at least 1500 acres in the path of what the Coalition called the "Huckelberry Highway" and stood to gain big time. Cardon ran in the Republican primaries for U.S. Senate, and for Secretary of State with Tucson real estate speculator Don Diamond and his company's president, Elliot Goldstein, on his campaign committee.

The Sonoran Corridor, instead of being a straightforward east-west line linking the two existing interstates, drops south before it reaches I-19. That gives a free access highway to Diamond's planned upscale Swan Southlands development. It is said in research: follow the money! Cardon, Diamond...and District 3 Supervisor Sharon Bronson, a staunch supporter of Huckelberry. Diamond coughed up nearly \$60,000 to support Bronson's narrow re-election over challenger Kim DeMarco in 2016.

Jack Hewitt had left Barrio Sapo, along Mile Wide Road, to live near his grandchildren in another state. Neighbor Robin Clark stepped up and launched a MoveOn.org online petition opposing I-11 through the Avra Valley. That petition has nearly 1300 signers, and she has set a new goal of 2,000. The petition can be accessed at <http://petitions.moveon.org/sign/no-interstate-11-highway>.

Table' For Immigration Arrests



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Ajo Border Patrol Agents Arrest MS-13 Gang Member



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Goldwater Institute Wins Protection For Indian Children



JUNE
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Arizona's Economy Finding A Second Wind?



JUNE
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2017

Fraudulent Investment Program Funded Chandler Beverage And Snack Company

PUBLIC OPPOSES I-11

In December, 2014, The State Transportation Board – chaired by now-District 4 Supervisor Steve Christy — approved a number of road repair and improvement

projects, and then suspended them to fund a \$15 million, three-year, Tier One I-11 Environmental Impact Study (EIS) as required by the National Environmental Policy Act. That study is now in its second, and perhaps most crucial, year.

Meeting with several people from the Avra Valley as the study was beginning, project manager Jay Van Echo at first said they planned to develop “dozens” of alternative routes for I-11 in Southern Arizona, but soon acknowledged that there were only two real choices – the existing I-10 corridor or the Avra Valley. A series of public meetings was held, with large turnouts in Tucson and Marana. While the ADOT summary report of public comments never mentions it, an overwhelming majority of those comments were in opposition to I-11 or an I-11 route through the Avra Valley. They are posted online at i11study.com/Arizona.

Proposed route for Interstate 11

Pima County officials are hoping to garner support for extending the proposed Interstate 11 into Southern Arizona and connect it with another proposed parkway southeast of the city to connect with eastbound Interstate 10.



JUNE
13,
2017

People ‘Phone Snubbed’
By Others Often Turn To
Phones, Social Media For
Acceptance



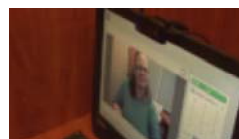
JUNE
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2017

TUSD Delays Vote On
Strategic Plan, Rejects
Vote On Prosperity
Resolution



JUNE
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2017

CBP Horse Patrol Agents
Seize Marijuana, Arrest 4



JUNE
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2017

New 911 Text Service
Helps People With
Disabilities Get Faster
Emergency Response



JUNE
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In late April, 2017, the EIS project team quietly announced public meetings to review their alternative routes: the existing I-10, or two Avra Valley routes that overlap and pretty much follow the Huckelberry Highway. Both face a bottleneck at Mile Wide and Sandario Roads where there is only an 80-foot right-of-way, with 400-feet needed. The Tohono O'odham's Garcia Strip is on the west side, and the US Bureau of Reclamation's Wildlife Mitigation Corridor – established "in perpetuity" when the CAP canal was built – is on the east. Huckelberry's solution is to elevate the highway, using Sandario Road as the base for pylons.

The EIS project team did not do extensive publicity, but Avra Valley activists went to work notifying everyone they could despite a virtual media blackout. Emails, Facebook postings, tweets, texts and phone calls generated over 400 people at the Tucson and Marana meetings. Most appeared opposed to any I-11 through the Avra Valley. At the Marana meeting, after project manager Jay Van Echo proclaimed the democracy of the process, Avra Valley Coalition member Albert Lannon was physically stopped from asking a question about the cost of following I-10 instead of building a new highway.

NEIGHBORS STEP UP

Picture Rocks resident Jo Bowman made up flyers with tear-offs listing the ways to comment to ADOT before the June 2 deadline, posting them at various locations. She and Paul Hamilton joined neighbors Erica Lee and Chris Kraft, 20-year residents, to set up a postcard-signing rally at Picture Rocks and Sandario Roads on May 20. More than 300 people stopped to get information and sign messages and petitions to ADOT. Several neighbors helped, including teacher Janie Schembri, a 30-year resident. Many who didn't stop waved or honked their support.

Yuma Border Patrol
Agents Arrest 2
Convicted Felons



JUNE
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2017

Troopers Arrests
Suspects Involved In
Pinal County Car Theft,
Robbery



JUNE
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Nogales CBP Officers
Seize \$190K In
Southbound Cash



JUNE
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2017

Zinke Calls For 'Right-
Sizing' Bears Ears In
Review Of Antiquities Act



JUNE
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2017

Sierra Vista Man
Sentenced To 25 Years
For Child Crimes

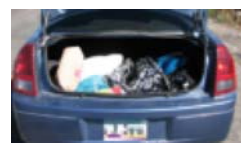
There were several people who supported an Avra Valley I-11, mainly because they believed it meant local jobs. When told that ADOT's *Final Purpose and Need Memorandum* of this past February continued to hope for US companies to move from China to Mexico, where wages are now lower than China, and for integrated manufacturing – R&D in the US, manufacture and assembly in Mexico — one I-11 supporter said, "That doesn't make any sense!" Activists believe that getting the facts out to the people will change pro-I-11 minds.

Those facts include the loss of jobs along the existing I-10 corridor, the loss to Tucson of tax revenues from those businesses, loss of tourism-related jobs, as well as the air and noise pollution that would infect the Avra Valley and its thousands of families. Some residents also fear an increase in drug and human smuggling along a new highway, making their neighborhoods unsafe. A fireman pointed out that local communities like Picture Rocks and Avra Valley are not equipped, and do not have the resources, to handle the increased law enforcement and emergency problems a new highway would inevitably bring.

Albert Lannon joined Kevin Dahl from the National Parks Conservation Association at the May Citizens for Picture Rocks meeting to discuss I-11 with a large and receptive audience. The community group is now considering taking a formal position on the highway. The Avra Valley Coalition's email list has swelled to over 700.

SUPES SABOTAGE SELVES

Flyers were distributed showing that the City of Tucson, Arizona Game and Fish, US Bureau of Land Management, National Park Service, US Bureau of Reclamation and the Environmental Protection Agency all expressed grave reservations about



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Agents Find Man in Trunk
at Immigration
Checkpoint



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Oracle Road Circle K
Cigarette Thief



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2017

Arizona Game and Fish
Seizes Deer, Bobcat,
Javelina From Tucson
Residents



JUNE
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TUSD To Consider
Resolution Calling On
Tucson And Pima County
To "Stop Killing
Jobs" [Poll]



JUNE
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2017

routing I-11 through the Avra Valley, calling for utilizing the existing I-10 right-of-way. The Board of Supervisors, however, refused at its May 16 meeting to respond to a request that they transmit their adopted policy to the ADOT study. That leaves Chuck Huckelberry's letter of support for an Avra Valley highway the only official Pima County position on record in the EIS.

Another neighbor, Elaine Folland, contacted Congressman Raul Grijalva's office and senior staff member Ruben Reyes told her that the congressman was hearing from constituents who wanted the highway to follow I-10 through Tucson to stimulate economic growth, and that the official position of his office was to go through town and not the Avra Valley. In Legislative District 11, which includes the Avra Valley, State Senator Steve Smith and Representatives Mark Finchem and Vince Leach had earlier taken similar positions.

While ADOT meetings in Casa Grande and Nogales were reported in the local media, there was a virtual news blackout in Tucson and Marana, the most directly affected areas with the largest public meetings. The online news *Arizona Daily Independent*, whose I-11 stories were ignored in ADOT's compendium of media stories a year ago, appears to be the only news source covering the story. But people are using social media and over-the-fence conversations and email and the word is getting out; people are speaking up. Some are talking about the time coming soon when they may have to act up as well.

While the bipartisan Arizona congressional delegation, led by Senator John McCain, were successful in amending the 2015 FAST Act to include I-11 and the Sonoran Corridor as priorities eligible for federal funding, no money has been identified for actual construction. Estimates are that the

Rotary International Tackles "Worldwide Plague" Of Human Trafficking



JUNE
12,
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Chino Valley 10-Year-Old Dies From Burns Inflicted "While Bound And Restrained"



JUNE
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San Luis CBP Officers Seize \$113K In Meth



JUNE
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What International Travelers Should "Know Before You Go" This Summer

SUPPORT INDEPENDENT NEWS



bulldozers won't appear for five to fifteen years. But the EIS project team will, in the coming year, choose their "preferred alternative." A "No-build" option is always available, but not really on the table. A "preferred alternative" then becomes about ADOT refining and defending its choice, with other alternatives off the table, with the "preferred" becoming the "selected alternative" at the end of the three year study period.

ONLY \$10 A MONTH

There is a qualitative change in the Avra Valley I-11 story that is still playing out. Neighbors are now talking to neighbors. People who are generally quiet are speaking out. People who never thought of themselves as activists are taking action. Politicians are taking notice. Uncoordinated protests are turning into a popular movement. What Chuck Huckelberry called "an undeveloped region" is finding its voice. If ADOT and the politicians fail to listen, they do so at their own peril. This is how movements are born.



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3 COMMENTS

ON "OPPOSING I-11: WHEN A PROTEST BECOMES A MOVEMENT"



What, Again | May 22, 2017 at 5:23 am | Reply

Nowhere says No to growth, jobs and prosperity like Tucson does!

5th poorest in the country and DAMN proud of it.



hank | May 22, 2017 at 10:52 am | Reply

People OPPOSED the pipeline from canada saying the jobs would be temporary at best and they would go away once the pipeline was completed! So how does that not correspond to the no growth, no prosperity no jobs? It is the same thing and besides the jobs will be in mexico or up towards East LA! Housing yes we need more expensive slums than we currently have now. Ever look at these so called exclusive/upscale housing areas? Other than glitzy looks they are no better than the low cost common folk houses that sit empty around town now. Yes 5th poorest and becoming the detroit of the SW rapidly since there is no attempt to lure in any business other than houses

and aarp types to the area. tucson has never been business friendly and with the current crop of idiots in control never will be. Dont believe me look at the slime fast/mex bean cannery, the soon to be scam of the balloon ride company pnyl ones who made out on this were the insider cronies of the local pols.



risxy | May 22, 2017 at 5:59 pm | Reply

Maybe it is time to RECALL Sharon Bronson.

Leave a comment

Your email address will not be published.

Comment

Name *

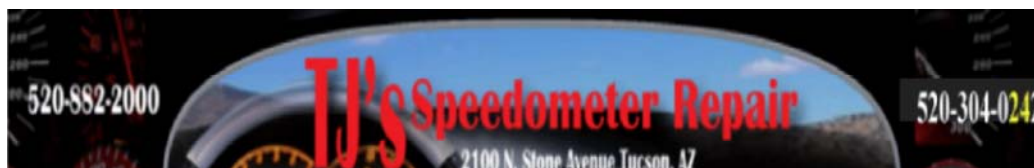
Email *

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Post Comment

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State Legislator Backs Avra Valley Residents Opposing I-11; ADOT Voicemail Flooded As Comments Close



BY: ADI NEWS SERVICES JUNE 5, 2017

Adding his voice to the estimated one-thousand-plus comments submitted to the Arizona Dept. of Transportation's Interstate 11 Study, L.D. 11 Representative Mark Finchem told ADOT, "I believe it is irresponsible to build a new roadway through sensitive desert habitats, especially a roadway of

questionable value. We have a corridor (the existing I-10) that, if expanded will both protect our virgin land, while increasing traffic capacity. Until (I-10) is completed we ought not disturb any more land than is necessary."

Finchem, a Republican, is a Northwest-area realtor with a long career as a public safety officer, and sits on the House Energy, Environment and Natural Resources Committee. The opposition to an Avra Valley I-11 struggle has brought together unlikely allies of many political stripes, Republicans, Democrats, Greens, Libertarians and Tea Party members, and united hard-core environmentalists with hard-scrabble rural families who love living in the far reaches of the Sonoran Desert.

In his June 1 press release, Finchem noted that, "Interstate 10 is not yet completed. With long sections of two-lane expressway (in each direction) that should be expanded to three-lane road way in both directions from Eloy to Phoenix. This is the least expensive option to increase capacity and improve safety for all...We are having trouble paying for maintaining the roadways we have, how will we support even more roadways with repairs and rejuvenation?...We should be maintaining and improving the roads we already have."

Unlike Finchem's comments to ADOT which will be recorded as part of the I-11 Study record, many people found that the bi-lingual phone line advertised by the study team as a means of communicating comments had been overwhelmed by calls, leaving their voicemail box full. There is no way to estimate how many comments were lost because of ADOT's inadequate preparation for the June 2 comment deadline.

In related news, I-11 Study Project Manager Jay Van Echo will be coming to the Avra Valley on June 20 to



Arizona Daily Independent

6 hrs

This is becoming a common headline...

https://arizonadailyindependent.com/2017/06/05/state-legislator-backs-avra-valley-resident-.../ajo-station-border-p...



Ajo Border Patrol Agency
Tucson Sector Border Patrol Agency



JUNE 12, 2017

Low Pay For Arizona Teachers Lowers

speak to the regular monthly meeting of Citizens for Picture Rocks, a 15-year-old 501(c)(4) community improvement organization. Their May meeting featured Kevin Dahl from the National Parks Conservation Association and Albert Lannon from the Avra Valley Coalition, both speaking in opposition to I-11 in the Avra Valley. The meeting is Tuesday, June 20, 6:30 pm, at the Picture Rocks community Center, 5615 N. Sanders Road. Meetings are free and open to all.

Lannon, whose attempt to ask a question at an I-11 public meeting in Marana was shut down by ADOT staff right after Van Echo termed the meeting "democracy in action," is urging area residents to attend and ask questions, even though there will not likely be many answers because the I-11 Study is still underway. Three questions that can be answered, he told ADI, are these:

- When discussing an I-10 Bypass before I-11 came around, ADOT State Engineer Jennifer Toth said that double-decking just six miles of I-10, from Ruthrauff to I-19, would do everything they wanted for the next 30 years, but that it was too expensive. Turned out the cost-per-mile is higher, but improving I-10 would cost 1/3 the price of a new Avra Valley highway, and that could save taxpayers nearly \$2 billion. Those numbers were later confirmed by ADOT's John Moran. The question is: are those cost savings being factored into the present I-11 study?
- Serious concerns and outright opposition to I-11 in the Avra Valley have come from over 1,000 residents who have commented officially to ADOT and nearly 1300 more who signed an online petition; from our district's

Morale, Retention

By Devin Conley and Blakely McHugh
PHOENIX – Teacher salaries that are among the lowest in the nation drive down...

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Shooting At DC Park, Scalise, Others Wounded By Sanders' Supporter



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Appeals Court Upholds Tribes' Claim In Dispute Over Gila River Water



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ICE Director Says 'No Population Is Off The

State Representatives; from the City of Tucson; Arizona Game & Fish; National Park Service; US Bureau of Land Management, US Bureau of Reclamation, Environmental Protection Agency, Friends of Ironwood Forest; Saguaro National Park; Arizona-Sonora Desert Museum; Coalition for Sonoran Desert Protection; National Parks Conservation Association; and the Pima County Board of Supervisors in their Resolution 2007-343 which remains County policy. Who, besides the Town of Marana and Chuck Huckelberry, is speaking out in favor of an Avra Valley route, and are any of those actually connected to the area (except as real estate speculators or their cronies)?

- Speaking to the EIS Study process: If an Avra Valley route is chosen as the “preferred alternative,” doesn’t that take the I-10 corridor off the table and turn the study’s focus into finding ways to make that Avra Valley route happen, and dismissing the alternative?

While some Avra Valley residents consider I-11 a “done deal” backed by powerful interests, a story from Michigan shows the power of the people: The Michigan Department of Transportation (MDOT) pushed for the construction of a four-lane freeway parallel to the existing two-lane US-23 for close to a decade. The expansion would have rerouted US-23 through undeveloped country in the northeastern part of the state, causing the largest single wetlands loss in Michigan and severely compromising protected wildlife habitat, state and national forestland, coastal wetlands, and the Au Sable River Corridor.

Table' For Immigration Arrests



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Ajo Border Patrol Agents Arrest MS-13 Gang Member



JUNE
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Goldwater Institute Wins Protection For Indian Children



JUNE
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Arizona's Economy Finding A Second Wind?



JUNE
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2017

Fraudulent Investment Program Funded Chandler Beverage And Snack Company

Residents opposed the expansion, instead preferring to fix the existing highway by adding passing lanes and making other safety improvements. "Right from the start, that was our whole focus: Fix what we have and don't build a new, billion-dollar freeway," said Paul Bruce, founder of People for US-23 Freeway Alternatives, a citizens' group in Alpena. MDOT issued a draft environmental impact statement in 1995 that considered only two choices: Build the extension or do nothing. Upon discovering this failure to fully analyze alternatives to new construction, the Federal Highway Administration stepped in.

It rejected the proposal, directed MDOT to upgrade the existing highway or study the creation of a less-damaging boulevard, and recommended resident-supported alternatives such as the addition of passing lanes and turn lanes and traffic signal upgrades. Kelly Thayer, transportation project coordinator at the Michigan Land Use Institute, said the intervention was a huge success. "NEPA (National Environmental Policy Act) kept alive the public's opportunity to give input," said Thayer. Due to the NEPA process, these communities will be spared the devastating impacts of unneeded and unwanted expansion. And in the end, an eye-popping \$1.5 billion will be saved.



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People 'Phone Snubbed'
By Others Often Turn To
Phones, Social Media For
Acceptance



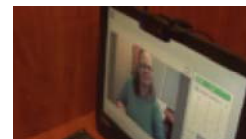
JUNE
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2017

TUSD Delays Vote On
Strategic Plan, Rejects
Vote On Prosperity
Resolution



JUNE
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2017

CBP Horse Patrol Agents
Seize Marijuana, Arrest 4



JUNE
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2017

New 911 Text Service
Helps People With
Disabilities Get Faster
Emergency Response



JUNE
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6 COMMENTS

ON "STATE LEGISLATOR BACKS AVRA VALLEY RESIDENTS OPPOSING I-11; ADOT VOICEMAIL FLOODED AS COMMENTS CLOSE"



Jose Dominguez Gonaarhea-Sanchez | June 5, 2017 at 2:50 am | Reply

It matters not, as the die has been cast by powers that be. How dare the state step in tell king Chuck and his ventriloquist dummy Sharon what they can or can't do.



bob | June 5, 2017 at 7:58 am | Reply

its sad when every square inch of the earth is considered sacred and only those with a special permit are able to cast there eyes on it how dare us disturb the earth with another road through it even though we have seen it all before



Francisco Lopez | June 5, 2017 at 1:40 pm | Reply

I think I-11 would do wonders to our economy. It will expand trade from our

Yuma Border Patrol Agents Arrest 2 Convicted Felons



JUNE 13, 2017

Troopers Arrests Suspects Involved In Pinal County Car Theft, Robbery



JUNE 13, 2017

Nogales CBP Officers Seize \$190K In Southbound Cash



JUNE 13, 2017

Zinke Calls For 'Right-Sizing' Bears Ears In Review Of Antiquities Act



JUNE 13, 2017

Sierra Vista Man Sentenced To 25 Years For Child Crimes

neighbors to the south. It will expand Arizona's ability to import and export thorough Mexico and finally compete with Texas. California is helping Arizona to thrive through its scary socialist politics. But, Texas is taking away (rather keeping) the vital trade route to Mexico that Arizona should have. I-11 would not only help freight and goods move in greater quantities, without the increased traffic on I-10 (creating havoc on our congested roads), it will also allow people to prosper along this vital route. It can open up business opportunities for entrepreneurs who could open up shops, sell food, entertain guests, construct houses and infrastructure along this entire corridor. WOW, wouldn't that be awesome for our economy!!! Open your eyes Finchem and others. You have wanted economic growth in Arizona, but you now turn against Arizona to compete internationally with economics. We can build in a vast amount of virgin desert and beautiful land... We can do it as well as preserve our lands. We can do it responsibility with the economic vitality it will bring. Too bad people are so short sided.

I am one who cannot stand the site of Chucky. But he is right on this one. Marana would thrive as well. Finchem should know better. He represents Marana!



JUNE
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Agents Find Man in Trunk
at Immigration
Checkpoint



JUNE
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Oracle Road Circle K
Cigarette Thief



JUNE
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Arizona Game and Fish
Seizes Deer, Bobcat,
Javelina From Tucson
Residents



JUNE
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2017

TUSD To Consider
Resolution Calling On
Tucson And Pima County
To "Stop Killing
Jobs" [Poll]



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2017



Albert Lannon | June 5, 2017 at 4:49 pm | Reply

Wonders, Francisco? I-11 will cost billions more taxpayer dollars than improving I-10. I-11 will steal jobs and tax revenue from businesses along the I-10 corridor. I-11 will steal west coast jobs when container ships are diverted to Guaymas. I-11's published goals are to attract US companies from China to Mexico, and do R&D in the US with manufacture and assembly in Mexico. Few jobs for Americans in that. Truckers would have to drive farther. Desert tourism would be hurt. And all for what, Francisco? To be like Phoenix?



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ONLY \$10 A MONTH

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2:41 pm | Reply

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State Legislator Backs Avra Valley Residents Opposing I-11; ADOT Voicemail Flooded As Comments Close



BY: ADI NEWS SERVICES JUNE 5, 2017

Adding his voice to the estimated one-thousand-plus comments submitted to the Arizona Dept. of Transportation's Interstate 11 Study, L.D. 11 Representative Mark Finchem told ADOT, "I believe it is irresponsible to build a new roadway through sensitive desert habitats, especially a roadway of

questionable value. We have a corridor (the existing I-10) that, if expanded will both protect our virgin land, while increasing traffic capacity. Until (I-10) is completed we ought not disturb any more land than is necessary."

Finchem, a Republican, is a Northwest-area realtor with a long career as a public safety officer, and sits on the House Energy, Environment and Natural Resources Committee. The opposition to an Avra Valley I-11 struggle has brought together unlikely allies of many political stripes, Republicans, Democrats, Greens, Libertarians and Tea Party members, and united hard-core environmentalists with hard-scrabble rural families who love living in the far reaches of the Sonoran Desert.

In his June 1 press release, Finchem noted that, "Interstate 10 is not yet completed. With long sections of two-lane expressway (in each direction) that should be expanded to three-lane road way in both directions from Eloy to Phoenix. This is the least expensive option to increase capacity and improve safety for all...We are having trouble paying for maintaining the roadways we have, how will we support even more roadways with repairs and rejuvenation?..We should be maintaining and improving the roads we already have."

Unlike Finchem's comments to ADOT which will be recorded as part of the I-11 Study record, many people found that the bi-lingual phone line advertised by the study team as a means of communicating comments had been overwhelmed by calls, leaving their voicemail box full. There is no way to estimate how many comments were lost because of ADOT's inadequate preparation for the June 2 comment deadline.

In related news, I-11 Study Project Manager Jay Van Echo will be coming to the Avra Valley on June 20 to



Arizona Daily Independent

6 hrs

This is becoming a common headline...

https://arizonadailyindependent.com/2017/06/05/state-legislator-backs-avra-valley-resident-.../ajo-station-border-p...



Ajo Border Patrol Agency
Tucson Sector Border Patrol Agency



JUNE 12, 2017

Low Pay For Arizona Teachers Lowers

speak to the regular monthly meeting of Citizens for Picture Rocks, a 15-year-old 501(c)(4) community improvement organization. Their May meeting featured Kevin Dahl from the National Parks Conservation Association and Albert Lannon from the Avra Valley Coalition, both speaking in opposition to I-11 in the Avra Valley. The meeting is Tuesday, June 20, 6:30 pm, at the Picture Rocks community Center, 5615 N. Sanders Road. Meetings are free and open to all.

Lannon, whose attempt to ask a question at an I-11 public meeting in Marana was shut down by ADOT staff right after Van Echo termed the meeting "democracy in action," is urging area residents to attend and ask questions, even though there will not likely be many answers because the I-11 Study is still underway. Three questions that can be answered, he told ADI, are these:

- When discussing an I-10 Bypass before I-11 came around, ADOT State Engineer Jennifer Toth said that double-decking just six miles of I-10, from Ruthrauff to I-19, would do everything they wanted for the next 30 years, but that it was too expensive. Turned out the cost-per-mile is higher, but improving I-10 would cost 1/3 the price of a new Avra Valley highway, and that could save taxpayers nearly \$2 billion. Those numbers were later confirmed by ADOT's John Moran. The question is: are those cost savings being factored into the present I-11 study?
- Serious concerns and outright opposition to I-11 in the Avra Valley have come from over 1,000 residents who have commented officially to ADOT and nearly 1300 more who signed an online petition; from our district's

Morale, Retention

By Devin Conley and Blakely McHugh
PHOENIX – Teacher salaries that are among the lowest in the nation drive down...

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Shooting At DC Park, Scalise, Others Wounded By Sanders' Supporter



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Appeals Court Upholds Tribes' Claim In Dispute Over Gila River Water



JUNE
14,
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ICE Director Says 'No Population Is Off The

State Representatives; from the City of Tucson; Arizona Game & Fish; National Park Service; US Bureau of Land Management, US Bureau of Reclamation, Environmental Protection Agency, Friends of Ironwood Forest; Saguaro National Park; Arizona-Sonora Desert Museum; Coalition for Sonoran Desert Protection; National Parks Conservation Association; and the Pima County Board of Supervisors in their Resolution 2007-343 which remains County policy. Who, besides the Town of Marana and Chuck Huckelberry, is speaking out in favor of an Avra Valley route, and are any of those actually connected to the area (except as real estate speculators or their cronies)?

- Speaking to the EIS Study process: If an Avra Valley route is chosen as the “preferred alternative,” doesn’t that take the I-10 corridor off the table and turn the study’s focus into finding ways to make that Avra Valley route happen, and dismissing the alternative?

While some Avra Valley residents consider I-11 a “done deal” backed by powerful interests, a story from Michigan shows the power of the people: The Michigan Department of Transportation (MDOT) pushed for the construction of a four-lane freeway parallel to the existing two-lane US-23 for close to a decade. The expansion would have rerouted US-23 through undeveloped country in the northeastern part of the state, causing the largest single wetlands loss in Michigan and severely compromising protected wildlife habitat, state and national forestland, coastal wetlands, and the Au Sable River Corridor.

Table' For Immigration Arrests



JUNE
14,
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Ajo Border Patrol Agents Arrest MS-13 Gang Member



JUNE
14,
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Goldwater Institute Wins Protection For Indian Children



JUNE
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Arizona's Economy Finding A Second Wind?



JUNE
14,
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Fraudulent Investment Program Funded Chandler Beverage And Snack Company

Residents opposed the expansion, instead preferring to fix the existing highway by adding passing lanes and making other safety improvements. "Right from the start, that was our whole focus: Fix what we have and don't build a new, billion-dollar freeway," said Paul Bruce, founder of People for US-23 Freeway Alternatives, a citizens' group in Alpena. MDOT issued a draft environmental impact statement in 1995 that considered only two choices: Build the extension or do nothing. Upon discovering this failure to fully analyze alternatives to new construction, the Federal Highway Administration stepped in.

It rejected the proposal, directed MDOT to upgrade the existing highway or study the creation of a less-damaging boulevard, and recommended resident-supported alternatives such as the addition of passing lanes and turn lanes and traffic signal upgrades. Kelly Thayer, transportation project coordinator at the Michigan Land Use Institute, said the intervention was a huge success. "NEPA (National Environmental Policy Act) kept alive the public's opportunity to give input," said Thayer. Due to the NEPA process, these communities will be spared the devastating impacts of unneeded and unwanted expansion. And in the end, an eye-popping \$1.5 billion will be saved.



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People 'Phone Snubbed'
By Others Often Turn To
Phones, Social Media For
Acceptance



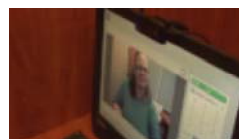
JUNE
13,
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TUSD Delays Vote On
Strategic Plan, Rejects
Vote On Prosperity
Resolution



JUNE
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2017

CBP Horse Patrol Agents
Seize Marijuana, Arrest 4



JUNE
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New 911 Text Service
Helps People With
Disabilities Get Faster
Emergency Response



JUNE
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6 COMMENTS

ON "STATE LEGISLATOR BACKS AVRA VALLEY RESIDENTS OPPOSING I-11; ADOT VOICEMAIL FLOODED AS COMMENTS CLOSE"



Jose Dominguez Gonaarhea-Sanchez | June 5, 2017 at 2:50 am | Reply

It matters not, as the die has been cast by powers that be. How dare the state step in tell king Chuck and his ventriloquist dummy Sharon what they can or can't do.



bob | June 5, 2017 at 7:58 am | Reply

its sad when every square inch of the earth is considered sacred and only those with a special permit are able to cast there eyes on it how dare us disturb the earth with another road through it even though we have seen it all before



Francisco Lopez | June 5, 2017 at 1:40 pm | Reply

I think I-11 would do wonders to our economy. It will expand trade from our

Yuma Border Patrol Agents Arrest 2 Convicted Felons



JUNE 13, 2017

Troopers Arrests Suspects Involved In Pinal County Car Theft, Robbery



JUNE 13, 2017

Nogales CBP Officers Seize \$190K In Southbound Cash



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Zinke Calls For 'Right-Sizing' Bears Ears In Review Of Antiquities Act



JUNE 13, 2017

Sierra Vista Man Sentenced To 25 Years For Child Crimes

neighbors to the south. It will expand Arizona's ability to import and export thorough Mexico and finally compete with Texas. California is helping Arizona to thrive through its scary socialist politics. But, Texas is taking away (rather keeping) the vital trade route to Mexico that Arizona should have. I-11 would not only help freight and goods move in greater quantities, without the increased traffic on I-10 (creating havoc on our congested roads), it will also allow people to prosper along this vital route. It can open up business opportunities for entrepreneurs who could open up shops, sell food, entertain guests, construct houses and infrastructure along this entire corridor. WOW, wouldn't that be awesome for our economy!!! Open your eyes Finchem and others. You have wanted economic growth in Arizona, but you now turn against Arizona to compete internationally with economics. We can build in a vast amount of virgin desert and beautiful land... We can do it as well as preserve our lands. We can do it responsibility with the economic vitality it will bring. Too bad people are so short sided.

I am one who cannot stand the site of Chucky. But he is right on this one. Marana would thrive as well. Finchem should know better. He represents Marana!



JUNE
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Agents Find Man in Trunk
at Immigration
Checkpoint



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Oracle Road Circle K
Cigarette Thief



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Arizona Game and Fish
Seizes Deer, Bobcat,
Javelina From Tucson
Residents



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TUSD To Consider
Resolution Calling On
Tucson And Pima County
To "Stop Killing
Jobs" [Poll]



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ADOT Director's Blog

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ADOT Blog

Tuesday, May 16, 2017

From the Director: The time is now to shape the Interstate 11 corridor



By John Halikowski / ADOT Director

I'd venture to guess that nobody reading this post contributed their thoughts on the Interstate Highway System route map while it was developed in the early to mid-1950s.

Now is your chance to do so by participating in the current public comment period for the Interstate 11 corridor alternatives. This proposed multimodal transportation corridor would connect Arizona with regional and international markets, and improve mobility between Arizona and other states in the Intermountain West region.

I-11 would likely follow US 93 south from the Hoover Dam bypass bridge to Wickenburg, run west of the Phoenix metropolitan area and south to the Tucson area, and then on to Nogales at the border with Mexico. That's just the Arizona portion. Ultimately, I-11 could extend north from Arizona through Nevada and on to Canada.

The time to provide input is now as the Arizona Department of Transportation and the I-11 study team narrow the focus of the corridor. The team is currently developing an Alternatives Selection Report to assess the corridor alternatives and options. Then the Draft Tier 1 Environmental Impact Statement will be generated to evaluate a reasonable range of corridor alternatives, including a no-build alternative. The Final Tier 1 Environmental Impact Statement, which would include a preferred corridor alternative or the no-build option, and the Record of Decision are expected in 2019.

Five of a scheduled six public meetings have recently been held. The sixth meeting will be in Buckeye today, at the city's Community Center, 201 E. Centre Ave., from 5-7 p.m.

If you cannot attend that public meeting, you may share your thoughts before the public comment period ends on June 2 by using the comment tool on the Interstate 11 website, i11study.com.

ADOT is committed to I-11 and to including your input in the decision-making process. I invite you to share your thoughts.



This post originally appeared on ADOT Director John Halikowski's [LinkedIn page](#). He has led the agency since 2009.

Posted by Caroline Carpenter | Labels: [I-11](#), [Interstate-11](#)



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