



Appendix D Other Correspondence



**Appendix D.1
Other Correspondence Received During Review Period**

Appendix D.1: Other Correspondence Received During the Review Period

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Aall	Nathalie		I absolutely oppose I-11 being built through Avra Valley! It is an unnecessary cost to both tax payers and our undisturbed natural areas and biodiversity that will be desimated by light, noise, air, and physical pollution. Double decking I-10 is the preferred alternative.	Webform		1432
Abbas	Anusha		This is not a good idea. Please consider the impact it'll have on all the communities impacted.	webform		1892
Abbasi	Wardah	Sonoran Solar Energy, LLC	Sonoran Solar Energy LLC ("Sonoran"), a wholly-owned subsidiary of NextEra Energy Resources, LLC) reviewed the Arizona Department of Transportation (ADOT)'s Interstate (I) 11 Final Tier 1 Environmental Impact Statement (EIS). Please see the attached letter. I-11 Tier 1 EIS Study Team, Sonoran Solar Energy LLC ("Sonoran"), a wholly-owned subsidiary of NextEra Energy Resources, LLC) reviewed the Arizona Department of Transportation (ADOT)'s Interstate (I) 11 Final Tier 1 Environmental Impact Statement (EIS) that was posted for public review from July 16 through August 16, 2021. This letter summarizes the Sonoran Solar Energy Project (SSEP) and our comments regarding the I-11 EIS. Sonoran is actively developing the SSEP, an approximately 260-MW solar power and 260-MW energy storage facility on approximately 3,388 acres. The SSEP is in the west end of the little Rainbow Valley, east of State Route 85, south of the Buckeye Hills, and north of the Sonoran Desert National Monument in the town of Buckeye and in unincorporated Maricopa County, Arizona. The project facilities will be located primarily on land administered by the Bureau of Land Management (BLM), but also include state and private lands. Figure 1 shows the general project location. The BLM's Phoenix District, Lower Sonoran Field Office issued a right-of-way grant for SSEP in 2012. SSEP is scheduled to begin construction in September 2021 and is anticipated to be operational by 2023. In regards to the I-11 EIS, Sonoran recognizes that the preferred alternative bisects the SSEP and therefore would severely compromise operation of the SSEP. Interestingly, the Draft I-11 EIS recognized the SSEP as a reasonably foreseeable future action in its cumulative impacts analysis and for the better part of the past year Sonoran has been working with the BLM to prepare for the SSEP's construction; however, the I-11 Preferred Alternative did not account for Sonoran's pre-existing right to construct and operate the SSEP. Sonoran respectfully requests that ADOT either select the I-11 Recommended Alternative, which avoids the SSEP site, or expand its study corridor to identify, analyze, and evaluate localized sub-alternatives that avoid the SSEP. For additional information regarding the SSEP, please reach out to Wardah Abbasi at Wardah.Abbasi@nexteraenergy.com.	webform	Abbasi_SonoranSolar_1957	1957
Abdel-Gawad	Aliaa		Hello, I support the Preferred Alternative, (which includes the Recommended/Green Alternative). In closing, thank you for the opportunity to relay feedback/a comment.	webform		1329
Abela	Deva		The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.	webform		1173
Abela	Maya		The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Additionally, ADOT/FHWA should abandon the West Preferred Alternative Option in Avra Valley.	webform		1175
Abou-Zeid	Gabriella		Hello -- given that I-10, although an E-W highway, runs N-S through the portion of Pima County the project is scoped to run through, I am hard pressed to support this project's new construction in any way, shape, or form. LOS as a success metric is highly outdated. I understand the argument for economic mobility, but consider also the giant looming costs associated with climate change. Given the transportation industry is the largest contributor to emissions in the U.S., I think there are other strategies for providing more economic opportunity to folks than putting more traffic on the road (like infill development and locating housing near employment opportunities). Plus, from a traffic standpoint, adding more north-south capacity here will only induce demand and cause the same or heightened levels of congestion again, except this time, with more emissions being generated. I plead with state planners to try and halt this auto-centric and not people-centric planning that has enabled sprawl, accelerated climate change impacts, and increased disparities. I know these processes are complicated, given funding for such projects is set aside and approved for specific uses only years before construction on a project even starts. Arizona is my home. And I hate to see the state continue down this path prioritizing automobile travel over everything else. There are other, better ways to achieve the goals this project sets out to do, and I sincerely hope they are considered. The 'no build' option is actually the best option. A new highway should absolutely not be put west of I-10 through major wildlife and water corridors. Building new east, through the city, has other impacts, including disproportionately impacting areas where BIPOC communities live, as indicated on page ES-9 and ES-10 of the 'Final Tier 1 Environmental Impact Statement and Preliminary Section 4(f) Evaluation' document. I am happy at least the original 'recommended' route has been replaced with these preferred alternatives, but the best alternative is to integrate everything with I-10 through this section of Pima County. These funds would be better spent building affordable housing, multimodal transportation corridors, supporting infill development with job opportunities for outlying communities, etc etc etc.	webform		2000
Abrell	Leif		I have been a Tucson resident for 20 years. I recreate in the open space around the city. I'm active in my community. Interstate 11 West Preferred Alternative Option in Avra Valle is a bad idea. Our community does not want this. Do not put large agricultural economic interests above our community interests. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Communities impacted by the Preferred Alternative Options within the Corridor Study include minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access.	email		521

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Leif Abrell Tucson, AZ 85716			
accordino	Kay		Double-decker highway on I10, I10 and I8 - trucks on lower road, cars on upper deck. Just because there is open desert does not mean we have to tear it up!	Webform		1689
Adams	Amy		Please place I-11 in an existing corridor. We have a place on Deer Trail and hate that this huge change is coming so close to our beautiful solitude.	webform		1019
Adams	Chris		I definitely oppose the West alternative which would go through residential areas !!!	Webform		1546
Adams	Jerry	N/A	There are absolutely no good aspects of choosing this corridor. Beyond damage to sensitive Sonoran Desert areas there's the following concerns: There are CAP water charge ponds next to ADOT recommended new highway. What about pollution or contamination from a spilled tanker? The CAP water charge ponds are the source for Tucson drinking water for the next 100 years. This proposed highway runs right through bird sensitive area, wild life corridors and adjacent next to big tourist destinations of Tucson like the Saguaro National Park and Desert Museum and drinking water charging ponds. No build is the only, obvious answer that won't permanently scar this pristine desert sanctuary.	Webform		288
Addison	Jim		I live in Marana and strongly oppose the I-11 proposal. The idea of sandwiching Tucson and its natural beauty between two freeways and the typical development that grows along with them is abhorrent.	webform		1268
Adolph	Alesha		I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. It goes through land that should be protected for animal and animal survival, and indigenous lands. It will damage lands such as the Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pasquale Yaqui tribe and the Tohono O'odham Nation. It will also damage several critical migration corridors in these areas. Native wildlife such as the desert bighorn sheep, desert tortoise, bobcat, mountain lion and javelina rely on these corridors to continue survival through reproduction, water access, and food access. Putting an interstate through this area will introduce significantly more air, noise, and light pollution disrupting human and wildlife communities. We also rely on these species for our own survival. Let's keep Tucson as the beautiful Tucson we know, love and appreciate. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects.	Webform		1687
Adrian	Ian M		Hi, please abandon this project or allow the appropriate time span for research and public input. Our Sonoran Desert ecosystem is extremely fragile and this new interstate project might be extremely destructive and have a terrible, far-reaching impact for wildlife and humans. Rather than rushing into something that could pose such serious consequences, I implore you to act responsibly and consider the entire scope of the I-11 project. Thank you.	Webform		1742
Adrian	Jeanette Erica		[Blank Submission]	Webform		598
Agnew	Andrew		Please do not ruin the desert west of Tucson. We already have too many roads as climate change is clearly demonstrating.	webform		2140
Agnew	Emlyn	Emerge Center Against Domestic Abuse	Infrastructure development that causes major environmental destruction is not functional, long term viable or profitable. Please extend the feedback period and allow for more voices to be heard on the I-11 proposal. Please take the time to be thorough about this major decision, listen to the voices of your whole community. You see the consequences of negligent human development in the fires and heat waves and droughts that threaten this community and so many others on this planet. It is time to get our shit together not contaminate our drinking water and disrupt protected ecosystems.	webform	Agnew_2254	2254
Aguilar	Jese		I am in support of i-11 being built (unless azdot is considering making a cross town freeway through the city; then I'd be in much more support of that). I hope azdot takes into account climate change and our environmental when making i-11 but it would be great to have an alternative route to get to Phoenix/Las Vegas	Webform		95
aitchison	steven j		I believe it's a better use of taxpayers money to use the existing corridor along I-10 and I-19 rather than acquire and destroy desert habitat, and the view of Avra valley from the Tucson mountains that leaves visitors from all over the world with favorable memories of southern Arizona that cannot be replaced.	webform		1926
Akhter	Sumbal		I am a physician trained from Tucson Arizona. I used to drive from Phoenix to Tucson often. The desert there is sacred and needs to be preserved accordingly. I strongly condemn another interstate in that area. Please take into account land and animal preservation. This area is gorgeous and it must be protected.	webform		2221
Aksteter	Alexandra		To Whom It May Concern, I am requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (FEIS) and Preliminary Section 4(f) Evaluation for the following reasons: -The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. - Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. I am also voicing my opposition to the West Preferred Alternative Option (West Option) described in the FEIS for the following reasons: -The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. - Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. -The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. -The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. -Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. -The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. -Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. -In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. Sincerely, Alexandra Aksteter	webform		2100
Al-dabbagh	Maryam		Pick east, not west	webform		1894
Alday	Vanessa		This is not a good idea. The freeway does not need to be expanded south of the Tucson area. This is going to destroy homes and the land from Sahuarita south to Nogales. Green Valley is a one of the top places to retire in the US. This plan destroys much of the town.	webform		1270
alden	Joy		Totally oppose the I-11 going through Avra Valley...too close to Desert Museum, Park, etc.	webform		479
Aldrich	Eric		I oppose the western route for this project as it will encourage sprawl, which is not sustainable with our water situation in Arizona. Keep the route through Tucson and leave the area west of the Tucson Mountains with low population and development.	Webform		902
Aleksic	Tracy		It would be wrong to destroy long stretches of unspoiled desert and productive farmland. If I-11 must exist, put it on land already developed, along the existing freeways I-10 and I-19.	Email		44

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			Thank you for your consideration.			
Aleksic	Tracy		I love our Tucson desert with all my heart and soul. I write you to advocate for the natural environment and wildlife. If I-11 must be built, put it on land already developed, along the existing freeways I-10, I-19, and I-8.	Email		996
Aleksic	Tracy		I love our Tucson desert with all my heart and soul. I write you to advocate for the natural environment and wildlife. If I-11 must be built, put it on land already developed, along the existing freeways I-10, I-19, and I-8.	Email		998
Aleksic	Tracy		Please extend the comment period for I-11 by one or two more months. This is a big decision and would ruin our natural habitat. Give the community more time to voice their opinions. Thank you.	email		1804
Alexander	Diane		I oppose the West Preferred Alternative Option (West Option). Please extend the 30 day comment period to 120 days in order to give the public time to review the entire lengthy document. Furthermore, the West option would damage natural resources and negatively impact the revenue of business in and around downtown Tucson. My primary concern however, as an avid hiker, as are so many of us Tucsonans is the preservation and conservation of the land and wildlife. Thank you for considering these arguments against Tier 1 Interstate 11 West Option	webform		1061
Allen	Crystal C		I-11 should not be built west of the Tucson Mountains, we need to preserve our beautiful desert. I support the new I-10/I-19 co-location. The new I-11 should also follow the existing interstate 8 through Hidden Valley.	Webform		204
Allen	Patrick		I believe the I-11 route should go the eastern route thru Avra Valley. The I-10 route would put too much traffic on a route that is overwhelmed now with so much traffic. I-10 is over burden now. By using Avra Valley route you will be able to get more trucks from the east-west I-10 corridor and be able to move traffic faster and safer.	Webform		283
Al-Maskari	Khalid		<p>RE: I-11 Final Tier 1 Final Environmental Impact Statement and Preliminary Section 4(f) Evaluation (Final Tier 1 EIS) Nogales to Wickenburg, dated July 2021</p> <p>I. REQUEST TO EXTEND THE COMMENT/DOCUMENT REVIEW PERIOD TO 120 DAYS OR MORE</p> <p>II. OPPOSE THE WEST/AVRA VALLEY PIMA COUNTY ALTERNATIVE.</p> <p>III. REQUEST TO REMOVE THE WEST/AVRA VALLEY ALTERNATIVE.</p> <p>To Whom It May Concern:</p> <p>I am appalled that ADOT continues to propose I-11 in Avra Valley. The environmental impacts due to ecosystem fragmentation, impact on wildlife habitat and ecosystem degradation, from the West Alternative should be enough to eliminate the West Alternative. However, per project definitions of its own purpose, the aspirations of further growth along the route, in this sensitive desert cannot endure without demise.</p> <p>I have lived in the Tucson Mountains for 30 years. The open space, natural beauty and ecosystems of the Tucson Mountains are as much to be revered as they are a lifestyle. It is extremely important that in reference to the above referenced matter, ADOT follow NEPA procedure, consider community preference, City of Tucson/Pima County Resolutions and not destroy the environment our community cherishes. According to NEPA and ADOT comment process, my purpose is threefold:</p> <p>I. REQUEST TO EXTEND THE COMMENT/DOCUMENT REVIEW PERIOD TO 120 DAYS OR MORE. NEPA procedures allow individuals to request extensions for many reasons which apply to the Pima County Alternatives including aspects including notice, scope and involvement. I request a 120-day minimum comment period for the above referenced matter. My concerns include:</p> <p>Notice and Review. There is vast public interest in and concern about this project from Tucson Mountains residents and throughout the Pima County region. The 30-day comment period is insufficient for the public to be informed of and made aware of the opportunity to review the text and implications of the process.</p> <p>Scope of Project. This is a large project that potentially brings destruction to our ecosystem and lifestyle. Our environment, transportation, dark-sky initiatives, wildlife corridors, open space, and economy are at risk. A 120+ day comment period is requested for a full and fair opportunity to participate in this process.</p> <p>Impact on Minority and Lower-Income Populations. Many communities impacted by the Preferred Alternative Options within the Corridor Study are minority and lower-income populations who may not have access to the Tier 1 EIS. The East and West, Alternatives have these communities and as such, need adequate time to be notified via ground mail or other means. Additionally, the West Alternative is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. These alternatives will have adverse impacts on these populations and require community participation of at least 120-days to review and comment.</p> <p>Infrastructure Requires Consideration. A 120-days or more comment period is required to review, research and respond to a possible addition to infrastructure within metro Tucson. The permanency of these project decisions, no plans or funding available to initiate the project and an estimated cost in today's dollars at as much as \$7 billion, transparency and public involvement is essential. Please extend the comment period to 120 days or more.</p> <p>Convolutd Alternative Names for Pima County Alternatives. The public must contend with numerous sets of names for the Pima County alternatives submitted. There are at least four pairs of names: Recommended/Preferred, East/West, Orange/Green, I-10 and I-19 co-location/Avra Valley. This can be confusing for the public to compare and additional need time or assistance in understanding what the options mean.</p> <p>Need to Review, Research and Respond to Voluminous Material. An extension is requested to adequately review, research and respond to over 5,000 pages of text, maps and other figures of the Draft EIS and the unprecedented scope of this project. The implications of this project will impact our community in significant ways. The public needs sufficient time to review the record, research issues and concerns, and provide a substantive response.</p> <p>II. OPPOSE THE WEST/AVRA VALLEY PIMA COUNTY ALTERNATIVE. I cannot condone the environmental costs of the West Alternative. Tucson Mountain Park, Saguaro National Park and Ironwood Forest National Monument are of great economic benefit due to tourism to Tucson that we cannot afford lose.</p> <p>I-11 Hopes to Serve Growth Along its Route. I oppose I-11 in Avra Valley. ES.4 states the purpose of this plan is to serve population and employment growth. This cannot be located in the Avra Valley because it is too sensitive an area and will exacerbate the traditional adverse consequences of fragmentation due to its close proximity to Ironwood National Monument, Saguaro National Park, Tucson Mountain Park and the greater Tucson Mountains.</p> <p>III. REQUEST TO REMOVE THE WEST/AVRA VALLEY ALTERNATIVE. The West Pima County Alternative option should be removed. The West Alternative is fraught with permanent, unmitigable lifestyle, economic, environmental damage to ecosystems of Saguaro National Park, Ironwood National Monument, Tucson Mountain Park and all of the Tucson Mountains. Pursue the right choice: drop the West Alternative.</p> <p>Two Alternatives to Tier 2 is financially unsound. The incremental cost to pursue two, West and East Alternatives a to the Tier 2 analysis is unnecessary and financially imprudent and wasteful when the evidence indicates that West Alternative will result in permanent adverse environmental impacts to Ironwood Forest National Monument, Saguaro National Park, Tucson Mountain Park and the greater Tucson Mountains which will impact the lifestyle of thousands of residents and the Tucson economy.</p> <p>City of Tucson and Pima County Resolutions Oppose the Avra Valley Alternative. The Tucson City Council (Resolution 23051 on June 18 2019, and 23386 on August 10, 2021) and Pima County Board of Supervisors (in 2007, 2017 and unanimously August 16, 2021) made their voices heard with a firm rejection of the Avra Valley Alternative. The West Alternative is not what Pima County and Tucson want. Remove the West Alternative.</p>	webform	Al-Maskari_1950	1950

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			I respectfully: I. Request 120 day or more comment period, II. Oppose the Pima County West Alternative and III. Request the removal of the West Alternative as an option for the foregoing reasons. Respectfully Submitted, Khalid Al-Maskari			
Almgren	Sophia		We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.	webform		2223
Alsakkaf	Rachel H		We don't need another highway. The proposed I-11 corridor is a bad idea for Tucson, our environment, and excessive population growth. Please work with existing infrastructure on I-10/ I-19 so our beautiful west valley remains intact, our water reserves remain whole, and our land preserved.	Webform		1600
Altemus	Maria		I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects.	webform		1306
Altman	Kathleen		July 31, 2021 RE: my concerns about the I-11 Interstate proposal for FEIS comment period. I would approve the EAST corridor option for I-11 at the current I-19 and I-10 location for any and all improvements in north-south travel by road. In fact I would like you to also include rail service from Guaymas, Sonora to Las Vegas, Nevada with an option to board small EV's on a flatbed train car for long distances. This will approach universal important concerns: <ul style="list-style-type: none"> • decrease use of fossil fuel, • address the carbon footprint, • accept the future environmental chaos we should mitigate now. The WEST corridor I-11 option is unacceptable because it cuts thru: <ul style="list-style-type: none"> • Tucson water supply, • Animal corridors, • Tucson Mountains lands, • Saguaro NP West • Ironwood Tree National Monument and more of the remaining west desert, chiefly thru indigenous reservations/nations which have been compromised by the federal US since the beginning of this nation. Let us stop already! This short time frame for response from us citizens is also a concern. Since all future Citizens have a stake in the outcome please lengthen the process for input. Sincerely yours, Kathleen Altman retired, PA, MPH, Tucson resident 3211 W. Westwood Place Tucson,AZ 85745	email		701
Alvarez	Sarah		The east option is the better option. The west option is far too close to the CAP project and popular hiking trails.	webform		2467
Ambers	Melisa		Please give us more time to review And this is my comment of opposition to the West alternative through Avra Valley	Email		997
Ameln	Rob		DO NOT PUT THIS FREEWAY THROUGH AVRA VALLEY, SAHUARO NATL PARK, RUNNING IT CLOSE TO AZ DESERT SONORAN MUSEUM. LEAVE THIS PART OF THE DESERT ALONE. WIDEN THE EXISTING FREEWAY THROUGH TUCSON IF YOU MUST, BUT NOT THE OTHER ALTERNATIVE	webform		1883
Anand	Julie		ADOT/FHWA should ABANDON the West Preferred Alternative Option in Avra Valley	webform		1323
Anaya	Deanna		This is an unnecessary Interstate and a waste of tax payers dollars.	Webform		1575
Anchukaitis	Kevin		I strongly oppose the West Preferred Alternative Option that would route the new I-11 through the Avra Valley. The risks and impacts of the project are simply too great: the project would disrupt Sonoran desert ecosystems, wildlife habitat, and iconic and endangered species. It would be increased noise, light, and air pollution to the Avra Valley as well as protected areas like the the Saguaro National Park, Ironwood Forest National Monument, the Tucson Mountain Park, and visually and physically damage landscapes used for hiking and other forms out outdoor recreation. Building I-11 along the West Preferred Alternative Option risks permanent damage to communities, landscapes, and ecosystems and I strongly oppose this route.	webform		2261
Andersen	Lori		I Oppose the West/Avra Valley Pima County Alternative. . I request the comment period be 120 days.Remove the West/Avra Valley Alternative. The West Alternative possesses permanent, unmitigable damage.	Webform		827
Andersen	Mary		We already have air quality problems in Tucson due to heat, and they are contemplating adding more? This is not a wise choice during climate change and it will also create a bypass past Tucson. More light to interfere with Kitt Peak is also a concern. Just a real pain being thought of as the only route to Mexico!! I am against I - 11 being built and all.	Webform		160
Anderson	Adam		Not the west option.	webform		1345

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Anderson	Elaine		In favor of west option for thru traffic to bypass Tucson and appears would decrease noise to residential neighborhoods	Webform		1665
Anderson	George Kasey		<p>George Kasey Anderson 15 E. Limberlost Drive Tucson, AZ 85705 August 4, 2021 1-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126 F Phoenix, AZ 85007</p> <p>Dear EIS 1-11 Study Team,</p> <p>I am writing in opposition to the "West Preferred Alternative Option for Interstate 11". This route is proposed to pass through a beautiful, undeveloped desert area very near protected public lands and significant tourist attractions (Arizona-Sonora Desert Museum, Saguaro NP, Tucson Mt. Park) which will be irreparably harmed by a nearby freeway.</p> <p>The 30 day comment period is insufficient for review of this proposal and needs to be extended to 120 days to ensure the public is aware of this project and will be able to comment.</p> <p>This "West Option" will damage natural resources of our iconic Sonoran Desert including plants and wildlife. No mitigation will be able to offset these negative impacts. It will also significantly degrade the visitor experience at a wide array of public lands, especially in the Tucson Mts.</p> <p>The impacts to wildlife and wildlife corridors are my biggest concern. I'm also concerned about the noise, air and light pollution that will result and the risk of a toxic spill that could threaten Tucson's water supply with a major freeway so close to the City of Tucson's water developments.</p> <p>Also, I understand that this option is less economical than co-locating 1-11 with 1-19 and 1-10. It would also cause economic loss to the city of Tucson by diverting traffic away from the city.</p> <p>I am a frequent user of the lands and the area that will be impacted if the "West Option" is allowed to proceed. Please take my concerns into account. There seems to be no reason to build 1-11 through Avra Valley and many reasons not to.</p> <p>Sincerely, George Kasey Anderson</p>	mail	Anderson_2598	2598
Anderson	Glorya		[Blank Submission]	Webform		638
Anderson	Jess		<p>I'm writing to register my support for the following points.</p> <ul style="list-style-type: none"> The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, I urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we all need sufficient time to review the record, research issues and concerns, and provide a substantive response. <p>Thank you. Jeff Anderson 4225 N. Via Raposa Tucson, AZ 85718</p>	email		527
Anderson	Jett B		I think the preferred corridor looks great and I support proceeding with planning.	Webform		40
Anderson	Jodi		DO NOT USE WEST OPTION	webform		1346
Anderson	Sharon		No we do not want i11 destroying our deserts	email		848
Andrews	Leonard		This scenic desert is not the place to put in a highway. The inevitable tanker crashes, car accidents, litter and filth will destroy this irreplaceable land. Never mind, provide a more direct route for illegals. Parallel the existing highways, leave our desert alone. I plan to retire to my property this year.	webform		2117
Andrews	Tinsley		Please do not move forward with this project. The environmental impacts include proximity to the central AZ project (Tucson's main source of drinking water) and contamination from vehicle car pollutants. It also impacts several endangered species. Additionally it will fragment a diverse and vibrant wildlife habitat. Lastly it will hurt noise air and light quality of Saguaro National Park West. While I don't live in Tucson I recreate there frequently enough to care about this project.	webform		2253
Androff	Robert		This project is not needed. Please extend so more study can be done.	Webform		596
Angell	Jason		<p>I would like to register my support for the preferred west option.</p> <p>While I understand there are some environmentally sensitive areas to the west, I also understand that the process will require further evaluation of this 2000' wide corridor before identifying the final alignment and disturbance area.</p> <p>Using the existing I-10 corridor will require significant relocation of existing businesses and residence. Some of which are on local, state and national historic registries.</p> <p>Furthermore, utilizing the existing I-10 corridor will require a number of interchange improvements. While these improvements would be helpful, they would also create more safety concerns for local traffic competing with truck traffic conducting international commerce.</p> <p>Keeping I-10 and I-11 separated, as shown in the west preferred option, is not only the safest option it is the right option to assure existing businesses and residents can continue to enjoy the quality of life they have worked so hard to establish.</p> <p>Thank you for your consideration. Jason Angell Marana, AZ</p>	Email		312
Anglen	Jamie		Sahuarita is a growing, thriving community. Please do not devastate our town for this. I-19 works perfectly the way it is.	Webform		1636

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Anonymous	Adam		This plan will destroy our ways of life in the abra valley and Pima county. The new impacts and costs will outweigh any economic benefit. I beg you to reject this proposal. The city of Tucson was one of the first in the word to set loca land aside for quality of life, wildlife, hunting, and other reasons. We even hired Aldo Leopold to consult. Please do not disregard the hard work of generations of people for this extra freeway.	webform		2156
Anonymous	Addie		Please don't approve the construction of this road. It's not necessary. No more animals or habitat need to be killed.	webform		1963
Anonymous	Agata		I urge you to choose the East option for the convenience and benefit of commuters and the community.	webform		2195
Anonymous	Alessandra		I am strongly AGAINST the west highway option as it would disturb and disrupt the beauty and serenity our desert brings. Just yesterday I spent some time walking through trails in Saguaro West and Tucson Mountain Park and I felt so lucky to born and raised in Tucson and that I have this amazing outdoor space to explore. This highway would be an eyesore and create noise pollution in a place people come to escape and simultaneously drink in all that nature has to offer. Places like Saguaro West and Tucson Mountain Park are a huge part of why Tucson is so special!! It would be foolish to opt for the west highway and so many Tucsonans and visitors to our city would be so disappointed if this materialized. I hope you all will make the best decision for our natural spaces and community members and decide against the West option!	webform		2030
Anonymous	Alexis		As a Tucson native born and raised, I am highly against the proposal of I-11. The environmental impacts would be absolutely atrocious and cruel to our wildlife, natural resources and the entire community. If a highway is absolutely necessary it should be done in a way that has very minimal impact and would not cost the lives and well-being of even more wildlife. Don't allow this to happen to our home.	webform		2327
Anonymous	Alicia		Is it really easier for the state to create a new highway that it is to improve what we have or is the idea for expansion. You all are trying to turn Tucson into Phoenix. We are not Phoenix.. Stop, we value out pristine and fragile Sonoran Desert. This eco system is struggling to adapt to the insane growth in the last 10 years, how can we stay silent about the death of our home..	Webform		1467
Anonymous	Alicia		I have heard about this new possible interstate on the last day comments were being accepted, 30 days is not enough time to both make the issue known to the public and to allow opinions to come in. Consider an extension for this interstate discussion and for further big events and changes. I believe there may be damaging effects to the wild life and natural resources. The west preferred alternative option in Avra Valley should be avoided. I would not appreciate the introduction of more air, noise and light pollution in an area of the Sonoran Desert that should be protected.	Webform		1481
Anonymous	Alicia		I have heard about this new possible interstate on the last day comments were being accepted, 30 days is not enough time to both make the issue known to the public and to allow opinions to come in. Consider an extension for this interstate discussion and for further big events and changes. I believe there may be damaging effects to the wild life and natural resources. The west preferred alternative option in Avra Valley should be avoided. I would not appreciate the introduction of more air, noise and light pollution in an area of the Sonoran Desert that should be protected.	webform		2166
Anonymous	Alyssa		This will be detrimental to wildlife and is absolutely unnecessary. Hiking trails will be completely ruined and the beauty of the Sonoran desert, which sets us apart from everywhere in the world will be destroyed. Please do not proceed with this plan.	webform		2350
Anonymous	Angela		Please widen the I10 and create double decker lanes skyways. Leave the desert alone.	Webform		67
Anonymous	Anna		Please choose the East option and extend the public comment period	webform		2052
Anonymous	Anna		Don't do it. We need to maintain our green areas green.	webform		2460
Anonymous	Anne		Our reliance on cars, and providing for them has led humanity to the edge of destroying our planet. This proposal feeds into this reliance. The ecosystem that is destroyed is a tragic consequence...and certainly not worth the cost.	Webform		1522
Anonymous	Anonymous		Please do not destroy important bird and wildlife habitat for development of I-11. Arizona has an amazing variety of animal life, much of which is not found outside the region. Wildlife habitat is already being threatened constantly by human interference, but we can reduce the harm by using previously developed areas, such as along existing highways.	Webform		50
Anonymous	Anonymous		This doesn't have to happen on undeveloped or residential/farm land. We can do better along existing routes.	Webform		59
Anonymous	Anonymous		Please choose the existing I8 route. This choice with cost less money and affect fewer families' homes and less wildlife.	Webform		65
Anonymous	Anonymous		Please combine it with I-10 and I-19, existing interstates, rather than by the Tucson Mountains/Avra Valley area. Local wildlife would be further displaced, so working with what we already have is the better choice	Webform		70
Anonymous	Anonymous		I believe that ruining the desert ecosystem and displacing hundreds of families for drivers to Save roughly six minutes of drive time while adding mileage to their trip is counterintuitive. Wouldn't it be much better to widen existing highways? I strongly urge you to reconsider. Part of what makes this area so attractive to visitors is the desert. A new huge highway system (while I-19 is obviously in need of work already anyway) would only deter visitors.	Webform		110
Anonymous	Anonymous		Please widen the existing freeway instead of building a new route through the desert, especially in and near Tucson, AZ. The new plans look like they will cause a lot of merges and diversions which I feel will make traffic more dangerous and change the speeds of the different lanes a lot.	Webform		111
Anonymous	Anonymous		This should be double stacked on the existing i-10 from Marana to So Tucson. There is no need to destroy petroglyphs that were made hundreds of years ago in the area or the national monument or Desert Museum or the wild life by running it thru Avra Valley/Picture Rocks. No one out here wants it to run this close to us by the CAP which was bad enough. The trucks building the CAP ruined my road and county will not fix it.	Webform		119
Anonymous	Anonymous		Please do not destroy native land to build another freeway!	Webform		129
Anonymous	Anonymous	University of Arizona	I find little justification for constructing 280 miles of new road, some of it through environmentally sensitive areas. Rather, we should be protecting open space, dark skies and wildlife corridors. A new freeway running through undisturbed areas will have significant environmental, cultural and historical impacts, particularly in the Avra Valley. The money would be better spent improving things like rail transport, which would achieve the same goal. I am noticing a trend here in AZ. There is a tendency to over-build transportation infrastructure beyond what is needed -at the expense of the environment, as well as the future maintenance costs that will fall on Arizona taxpayers. In the face of global warming, environmental degradation, and the uncertainty of the future facing the Sonoran Desert, it is an absolute waste of money and materials to pursue this outdated mid-20th century solution to this modern (non) problem.	Webform		134
Anonymous	Anonymous		I don't understand the point in bulldozing gorgeous desert at the edges of federal land to build an interstate paralleling an existing interstate. If you build more roads you get more traffic and congestion.	Webform		145
Anonymous	Anonymous		Why put this interstate straight through all this farm land and homes when there are alternate routes that don't put anyone out of their homes or property! We just barely bought our house a few months ago and come to find out the northwest bound freeway is darn near in our backyard. Our house falls in between the two directions of travel for your proposed route. This interstate means we will have to move. We will once again be without a roof over our heads stressing to find somewhere to go, just like so many others! Not to mention they are building some 3000 houses right in your projected path. That means more houses and more people that you'd have to fight to get them the move. I don't understand why interstate 11 can't run south of hidden valley, through all the vacant land there. Instead you're going to force people to give up their homes, their life styles. It's wrong! There are other routes you could put this freeway through. Leave Hidden Valley out of it!	Webform		158
Anonymous	Anonymous		I am not okay with the western route being added and it cutting through people's property.	Webform		159

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Anonymous	Anonymous		Please add capacity to the I-10 corridor and scrap this idea entirely. My family owns a in Tucson and has resided here for decades but, this is a detriment to our local economy. Uprooting wildlife, destroying our ecosystems, and bringing an unnecessary freeway near Saguaro National Park and the Arizona-Sonora Desert Museum is irresponsible and inconsiderate of those who call this place home.	Webform		165
Anonymous	Anonymous		To whom it may concern: Firstly, I would like to ask that the public comment deadline be extended from 30 days to 120 days. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project, and because the impacts of this project are intergenerational, I urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Furthermore, the Western Alternative through Pima County is proposed through stolen Tohono O'odham lands where tribal members may have limited internet access. Secondly, as a Tucsonan landscape architectural worker, I believe that this interstate proposal is a deranged, billions-of-dollars mistake. It is the height of settler-colonial irresponsibility to be building new, polluting scars across our already precarious landscape when we should be 1) improving existing infrastructure, not in the least by adapting to and mitigating climate change, and 2) in many cases UN-building the brittle, single-use, concrete mistakes of our Army Corps of Engineers design-paradigm past. We are at a point in time where the very livability of our region is at stake. We need to be finding holistic infrastructural solutions that work with ecology and the natural world, not bulldozing yet more tens of thousands of acres of wilderness. We can't keep making decisions that betray the very living systems we depend on because some deep pockets want to sell us a dream of "enhanced commerce" and "access to markets." It's disgraceful and it's literally killing the world. I urge decision-makers to choose the No Build option, or at least abandon the West Preferred Alternative Option, and stop perpetuating ruinously destructive development for the myopic sake of economic benefit.	Webform		169
Anonymous	Anonymous		To whom it may concern: Firstly, I would like to ask that the public comment deadline be extended from 30 days to 120 days. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project, and because the impacts of this project are intergenerational, I urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Furthermore, the Western Alternative through Pima County is proposed through stolen Tohono O'odham lands where tribal members may have limited internet access. Secondly, as a Tucsonan landscape architectural worker, I believe that this interstate proposal is a deranged, billions-of-dollars mistake. It is the height of settler-colonial irresponsibility to be building new, polluting scars across our already precarious landscape when we should be 1) improving existing infrastructure, not in the least by adapting to and mitigating climate change, and 2) in many cases UN-building the brittle, single-use, concrete mistakes of our Army Corps of Engineers design-paradigm past. We are at a point in time where the very livability of our region is at stake. We need to be finding holistic infrastructural solutions that work with ecology and the natural world, not bulldozing yet more tens of thousands of acres of wilderness. We can't keep making decisions that betray the very living systems we depend on because some deep pockets want to sell us a dream of "enhanced commerce" and "access to markets." It's disgraceful and it's literally killing the world. I urge decision-makers to choose the No Build option, or at least abandon the West Preferred Alternative Option, and stop perpetuating ruinously destructive development for the myopic sake of economic benefit.	Webform		172
Anonymous	Anonymous		Please DO NOT proceed with the I-11.	Webform		180
Anonymous	Anonymous		The proposed interstate 11 would destroy parts of the desert enjoyed by Tucsonans, and there's little to indicate that it's implementation would actually bring anyone into Tucson to increase spending and tax revenue. What it is certain to do is increase suburban sprawl and make it more difficult to access undeveloped outdoor space. My family and I enjoy road cycling, and part of what makes the Tucson Mountains and Saguaro West national park so enjoyable is the relative safety of limited and slow motor traffic. Both the I-11 itself and the inevitable suburban development that would follow would reduce the usability and safety of road cycling in the Tucson Mountains. Investment in Arizona's economy is supporting businesses in cities, not facilitating transportation of goods through them. My household does not support the development of I-11.	Webform		185
Anonymous	Anonymous		I am strongly opposed to the Avra Valley route.	Webform		189
Anonymous	Anonymous		DONT DO IT	Webform		195
Anonymous	Anonymous		NOW is NOT the time.....For one, we are barely into recovery from the pandemic, and standing on the brink of another round. We need to invest in people and preserve the environment. I would also like you to consider a multi passenger alternative.	Webform		196
Anonymous	Anonymous		The idea of building another loop or highway in such a remote area can have devastating effects to the are for the ecosystem in the area. The area proposed is rich in history and pictographs of the peoples that inhabit the area both now and in the past. Much of Arizona, as I know it, is Native land and should be treated with the repeat of such. I have not been here long, almost four years now, and now all the areas that I fell I love with are being threatened by new developments. I agree that the traffic on I10 is horrendous at times and that something needs to be done about it but please look at all the options that are available before you finalize this project. High speed trains, expansion of I10, go back to horse and buggy, puddle jumping planes, something other than destroying what is one of the most beautiful parts of this land.	Webform		221
Anonymous	Anonymous		Building a freeway running completely parallel to I-10 is a complete waste of money. Not to mention how is snakes between the reservation and National Park lands through nearly untouched desert. I-11 should be in the current I-10/I-19 alignment. Protects tribal sovereignty and our natural environment. Build express lanes to bypass the on and off traffic through Tucson on I-10/I-19	Webform		280
Anonymous	Anonymous		Horrendous. Please, please, reconsider. If this roadway MUST be built, please relocate to somewhere that is already developed. There is absolutely zero need to destroy more of our precious desert to build more roads...	Webform		325
Anonymous	Anonymous		Please leave the existing route! The desert is littered with roads and running another route to the west is unneeded. You can improve 93, which is good for wickenburg's economy and the least disruptive and most cost effective solution.	Webform		418
Anonymous	Anonymous		Stupidest fucking corrupt asshole idea EVER!!! Destroying the desert like that piece of shit Trump, all the while ignoring our already bad roads and infrastructure... God damn stupid paid off assholes	Webform		421
Anonymous	Anonymous		We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.	webform		437
Anonymous	Anonymous		I support the I 11 with limited access	webform		478
Anonymous	Anonymous		See the photo I've attached. Is this colossal waste of money worth destroying our desert, destroying wildlife habitat and corridors, increasing pollution, depleting our water? Someone's going to make a bundle off this and that's the only reason this project is being pushed. I vote no	webform	Anon_0490	490
Anonymous	Anonymous		[Blank Submission]	webform		491

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Anonymous	Anonymous		Please, please, please don't build a "new" highway. Keep the I-11 concurrent with the existing roadways. Use the "east" alternative. Our desert's health depends on responsible decisions by humans. More destruction of habitat is avoidable, and it is our duty to avoid it whenever possible.	webform		497
Anonymous	Anonymous		Hells to the no. WTF is wrong with you people.	webform		501
Anonymous	Anonymous		Please extend the comment period. Fully understanding the environmental impacts to the sensitive desert takes time to be done properly.	Webform		530
Anonymous	Anonymous		Absolutely not. Don't tear up this part of the valley.	Webform		574
Anonymous	Anonymous		Please extend the public comment deadline for the project. There are significant damages associated to roads on biodiversity conservation because roads fragment species habitats. In addition, the project will impact Tribal lands, so Tribes must be included in the decisionmaking process, and time for this purpose is of essence.	Webform		646
Anonymous	Anonymous		The proposed I-11 project will cut through Avra Valley and will bisect Tohono O'odham Tribal lands and Saguaro National Park West / Tucson Mountain Park. This will have serious environmental impacts on local landscapes and wildlife migration, and the west route will also negatively affect Tohono O'odham Tribal lands.	Webform		653
Anonymous	Anonymous		Because the proposed route runs through Tohono O'odham land, this disrupts the vitality, culture, and wildlife of the Tohono O'odham people and their nation's region. Their autonomy as stewards of this land, that belongs to them, not the United States government, is disrupted with this highway proposal. Please consider alternative routes that do not conflict with the Tohono O'odham's rights to their land as a nation, and decisions about it's use. They are the second largest tribe in the United States. Respect their space and present an alternative route.	Webform		662
Anonymous	Anonymous		1)Abandon the west alternative route through avra valley because it goes through Tohono O'Odham lands and also is detrimental to native plants and animals especially because it would border Ironwood National monument, Tucson mountain park and sajuaro national park. 2) Open the comment period up for 90 days so there is more time for community involvement. Especially because many people whom it will directly impact may not have internet.	Webform		680
Anonymous	Anonymous		The I-11 highway project is unnecessary and should not be constructed either through the Avra Valley or through the Downtown Tucson area by adding another layer of highway to the road that - this is a completley unnecessary project. Traffic should be controlled and slowed through the Tucson area on I-10 and I-11 should be entirely abandoned. Thank you.	Voicemail		693
Anonymous	Anonymous		I do not think this interstate is necessary. I think the comment period should be significantly longer than it is. Lastly, if I-11 must be built, put it on land already developed, along the existing freeways I-10, I-19, and I-8.	Webform		735
Anonymous	Anonymous		NO NO NO !!!!	Webform		752
Anonymous	Anonymous		I am strongly opposed to the West Preferred Alternative option in Avra Valley.	Webform		757
Anonymous	Anonymous		30 is not long enough to read the EIS and make salient comments on this project. I ask that you extend the public comment window to 120 days.	Webform		758
Anonymous	Anonymous		NO NO NO !!!!	Webform		760
Anonymous	Anonymous		Stop I-11! We don't need another freeway tearing up our desert! Especially so near the Saguaro National Monument! All the fumes will just kill off more cactus, and wildlife. This is totally not necessary to our environment! Widen I-10, or find another solution!!!!	Webform		796
Anonymous	Anonymous		No to I-11!! Please take into account the nature/wildlife that will be affected.	Webform		828
Anonymous	Anonymous		Please save the open space. Do not put in the highway.	webform		855
Anonymous	Anonymous		this would be good thing to the community. even though am in california. i still care about the people in every state and around the world. 😊	Webform		912
Anonymous	Anonymous		Construction of the aforementioned highway would damage the local environment; alongside its construction would be increased rates of pollution as well as negative impacts on the wildlife.	Webform		920
Anonymous	Anonymous		I live near the proposed route. I don't agree with this at all. Ruining beautiful desert for what? Convenience? Faster access to places? I don't understand our need to consume as humans.	Webform		931
Anonymous	Anonymous		The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.	Webform		932
Anonymous	Anonymous		Please do not approve the connection to interstate 11!! Our wildlife and beautiful desert is worth so much more than the convenience of our lives.	Webform		938
Anonymous	Anonymous		DO NOT DO IT, IF YOU DO BRANDON OLANDER WILL STOP DRUMMING	Webform		939
Anonymous	Anonymous		Don't build this and destroy our beautiful wildlife. Arizona is important in its housing of thousands of unique flora and fauna. Please do not let convenience trump beauty and nature.	Webform		944
Anonymous	Anonymous		This is an environmental crime, will further endanger threatened wildlife, and ruin one of this great country's most beautiful landscapes.	Webform		946
Anonymous	Anonymous		The option for the public to submit comments on this matter should be extended. 30 days is simply not enough time for the public to properly review this environmental impact statement. Additionally, the West route option for I-11 should be abandoned altogether. There is no reason to destroy the desert life that flourishes there.	Webform		949
Anonymous	Anonymous		Can't the government leave people alone. Did they not learn from what they did to the American Indian. Use government land ONLY to build another highway. God knows there's plenty of it. Why take people's property by eminent domain? Really?	Webform		950
Anonymous	Anonymous		I am writing to express my EXTREME opposition to the West Option of the proposed Interstate 11. Listed below are my reasons. The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be	Webform		957

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			severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.			
Anonymous	Anonymous		Don't mess up the migration paths of your rare state animals	Webform		962
Anonymous	Anonymous		Y'all are weird, build shit underground. People can deal with traffic	Webform		963
Anonymous	Anonymous		Hello, as a lover of the Sonoran Desert, I urge you to prolong the public comment period to 120 days to give the public sufficient time to understand and comment. Second, I urge you to abandon the west route option that cuts through the Avra Valley to preserve that natural beauty. Thank you.	webform		1018
Anonymous	Anonymous		To Whom It May Concern : I am respectfully demanding a 90 - day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region . The 30 - day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low - income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. I became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means . Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access . A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago . Many of the issues will have long - lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you for considering this request. It must also become standard practice to consider the planetary environmental risks associated with such projects as well as the local ones. Continuing to build Highways to increase capacity for predominantly carbon powered vehicles is insane and suicidal.	webform		1053
Anonymous	Anonymous		I am vehemently opposed to the insane recommended West Preferred Alternative Option as outlined in the Tier 1 FEIS for Interstate 11. I am a home owner in Three Points and the current proposal would be devastating to Altar and Avra Valleys. Myself and others in the community moved to this area to enjoy a rural lifestyle away from the constant intrusions and congestion that city life entails. In addition, the plan would irreparably harm priceless public lands and tourist attractions which include Ironwood Forest and National Monument, Saguaro National Park, and the Arizona desert Museum. The proposed interstate would literally fall on my doorstep and its negative impact on the Three Points community and surrounding treasures would cause irreversible damage. The interstate would bring with it an enormous amount of air, noise and light pollution. And it would bring the worst kind of development – fast food restaurants, truck stops, and fast tract urban sprawl – ultimately destroying the rural essence and beauty of the area. Lands and wildlife habitats and corridors would be severely impacted. We must protect these treasured lands and the ecosystem of the Sonoran desert and all its inhabitants- something that once destroyed can never be regained. The proposed route would also disrupt and displace working class and low income families living in the area-many of which are minorities. It would also negatively affect Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. It is communities like ours that are most often targeted- ones that are on the bottom of the socio- economic tier and are the most vulnerable and powerless to oppose a corporate capitalist system that puts profit ahead of people and protecting the environment. The irony is it would actually save money to co-locate I-11 with I-19 and I-10 through Tucson rather than build the freeway as currently recommended. The West Preferred Alternative Option must be defeated!	webform		1103
Anonymous	Anonymous		The deadline for public comments on the Tier 1 Interstate 11 FEIS needs to be extended from 30 days to 120 days to allow a fair and thorough review by the public! The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, I am asking for an extension to provide the public and community stakeholders with a full and fair opportunity to participate in this process!	webform		1104
Anonymous	Anonymous		I dont Believe there is any real reason for I -11 besides greed. I dont make that statement lightly. I have grown up and lived most of my life in avra valley and this project would destroy not only natural wildlife and plant life but the history and community that is build here. It will uproot families and destroy the history of many towns along the route of I -11. To me and many others this will be devastating. It's just a short cut and unnecessary. Please consider the lives that will be affected just to shave some time off of a drive.	webform		1107
Anonymous	Anonymous		This is a boondoggle waste of taxpayer money. We ALREADY have two Interstate systems for this same location. You're going to spend time and money on this to rip up desert habitat for more cars when we should be discussing and building mass transit to reduce the number of cars on the road. Absolutely archaic planning here.	webform		1109
Anonymous	Anonymous		I am writing to strongly recommend that you chose the East Option for the I-11 corridor. It uses roads already in play, makes much more sense and will not disturb the beautiful Sonoran desert. The West Option is horrible for people, wildlife, vegetation and the area in general. It would destroy our beautiful desert greatly interfere with the quality of life here in the Tucson area.	webform		1125
Anonymous	Anonymous		Terrible idea. This will interfere with the community badly. That area should remain protected.	webform		1148
Anonymous	Anonymous		The public feedback deadline must be extended from 30 to 120 days! The vast majority of AZ residents and particularly local community stakeholders don't know about the latest study. Regardless 30 days is not an adequate amount of time to review and respond to an almost 6,000 page report that could negatively impact Southern AZ for generations to come.	webform		1198
Anonymous	Anonymous		Please build this. The highways are already overcrowded and this is a better option than trying to widen existing freeways.	Webform		1231
Anonymous	Anonymous		Yes, we are against the I-11. We live close to it and it would be in our view. It's bad for the wildlife habitats and it is just bad all around. It is just something that greedy investors want - don't put it through.	Voicemail		1248
Anonymous	Anonymous		Do not come through Sahuarita. We do not want this road coming through our town.	webform		1272
Anonymous	Anonymous		DO NOT BUILD MORE ROADS. Cutting into our natural desert, displacing families who have lived here for generations, cutting close to neighborhoods, destroying property values. This project would negatively impact hundreds/thousands of people. Please please do not build this road.	webform		1274
Anonymous	Anonymous		Take it somewhere else and let people live in peace.	webform		1341
Anonymous	Anonymous		This highway is a terrible idea, but if you must build it, take the east option. We have more important things to focus on than construction, but the east option would guarantee the least devastation to our fragile ecosystem and the people indigenous to this land. Y'all did not give the public ANY time to consider this and that is an indictment of your ability to take leadership on anything that happens on this land. Don't needlessly destroy our home, that bad energy will follow you for generations.	Webform		1396
Anonymous	Anonymous		Please do not build an interstate through the Sonoran Desert that will harm animal life and worsen Tucson's natural beauty by introducing noise pollution to many hiking trails, Gates Pass, and other areas.	Webform		1415
Anonymous	Anonymous		I oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). The West Option: · Severes important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. · Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. · In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway. The West Option would: · Cause significant noise, air, and	Webform		1428

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			light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. · Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area. · Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research.			
Anonymous	Anonymous		The environmental impact of this proposed highway is far too great to justify it. Tucson's beautiful desert surroundings are one of our most important features and, as a lifelong resident, I do not want to destroy our landscape with another freeway.	Webform		1433
Anonymous	Anonymous		I believe a large beauty of Tucson is its nature. This would take away a unique feature that belongs to Tucson.	Webform		1439
Anonymous	Anonymous		Do not do this! The environmental impact is not worth it.	Webform		1447
Anonymous	Anonymous		This project is entirely unnecessary and would hurt the beauty of our desert tremendously. I adamantly oppose the construction of this route as it would fragment wildlife, increase light and smog pollution, and destroy the national parks in this area. Visually, the option doesn't even look like it would decrease travel time between Nogales & Casa Grande that much & even if it did, I don't believe that "benefit" should come at the cost of the environment. If you really wanted to decrease travel time, you could keep working on adding more lanes on I-10, where the wildlife has already been displaced, instead of intruding on an untouched area.	Webform		1459
Anonymous	Anonymous		No on I 11 . Destruction of our desert is not an option. The human race has already done enough damage in our desert in the name of the dollar ! Destroying OUR desert is not the answer . There is another route.	Webform		1466
Anonymous	Anonymous		Do not build this road. There is important wildlife here in the desert, and building this would interfere with parks, hiking trails, and the desert museum. This road is unnecessary. Also, as a Native American indigenous to this area, I find it concerning that there is such a blatant disregard for the land and wildlife.	Webform		1478
Anonymous	Anonymous		Please don't build this highway!! Please! Leave the desert alone	Webform		1498
Anonymous	Anonymous		The East option is the only viable and humane one. The impact the west option would have is devastating and this proposal situation is absolutely disappointing.	Webform		1501
Anonymous	Anonymous		This highway is totally unwanted do not build it. It will destroy the habitat and history of the desert not to mention it will take people's homes away and kill innocent animals for the purpose of what something we already have. "DON'T BUILD IT" !!!!	Webform		1521
Anonymous	Anonymous		The materials produced, including the environmental impact statement, do not adequately address the state's preparation for and ability to support the economic/population growth this project aims to achieve. Most saliently, the lack of water resources in an already strained area, to the level of extreme drought. We know that the state, and the entire Colorado River basin, cannot maintain the current water usage. So why is this effort aiming to increase the population when it is clear that the infrastructure and system cannot sustain and support the population already here? Further, The funding that would be needed for this project could instead be used to support efforts to improve the I-10 corridor, areas of which could have exits or lanes added to alleviate traffic concerns that this project aims to address. As an addition, this project and its impacts have not been adequately communicated across the state in such a way that affected stakeholders could access and respond to this information. This needs to be widely disseminated, and not in a wordy, jargon-filled report, so that individuals who will be affected by the proposed project, or who could benefit from alternatives, can easily understand the implications, both positive AND negative, of this project.	Webform		1564
Anonymous	Anonymous		Do not run a freeway through our homes in Sahuarita, AZ. Put it on Wilmot Rd and Sahuarita where we need a freeway to get to east Tucson.	Webform		1619
Anonymous	Anonymous		1) I am AGAINST a West Option that runs through Avra Valley...PLEASE do not do consider the west option and KEEP ARIZONA and the SONORAN DESERT BEAUTIFUL.	Webform		1621
Anonymous	Anonymous		This corridor is too close to my home. I love sit south of El Toro Rd and I-19.	Webform		1626
Anonymous	Anonymous		I do not support the I-11 west route. It is bad both for AZ communities and had disproportional impact to the Sonoran Desert and our public lands. As a former Tucson resident, this new route will overall be bad for Tucson and bad for the nature that makes Southern Arizona beautiful and wonderful.	Webform		1692
Anonymous	Anonymous		I am strongly opposed to the West Option as it would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Additionally, the West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. Environmental impacts aside, the 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. If nothing else, the West Option also costs more than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. I urge you for all these reasons above to move forward with the East Option and not the West.	Webform		1705
Anonymous	Anonymous		The Western Option for I-11 Through Avra Valley must be abandoned! As a native Arizonan I am deeply disturbed by the possibility of such a environmentally destructive project taking place at a time when irreversible climate devastation is wreaking havoc worldwide.	Webform		1762
Anonymous	Anonymous		Yes, we are against the I-11. We live close to it and it would be in our view. It's bad for the wildlife habitats and it is just bad all around. It is just something that greedy investors want - don't put it through.	Voicemail		1812
Anonymous	Anonymous		I didn't get the information	Voicemail		1816
Anonymous	Anonymous		I hope that you will consider abandoning the West route option in favor of the East route. It seems that this will cause less of a disturbance to our local community and to the environment.	webform		1864
Anonymous	Anonymous		just stop building new roads. stupid waste of money and resources.	webform		1877
Anonymous	Anonymous		I-11 will help contaminate water from the central Arizona project and create light, air, sound and water pollution. I-11 would destroy our beautiful Sonoran destroy	webform		1882
Anonymous	Anonymous		YO DO NOT DO THIS. FOR REAL. AND EXTEND THE COMMENT DEADLINE, COWARDS. YOU KNOW THIS IS A BAD IDE.	webform		1896
Anonymous	Anonymous		Allow me to ask a question. What is so great about Arizona? It's the natural beauty. The long plains of desert, the saguaro cactus, the tall mountains, the list goes on. However, it does not go on to a massive highway that intrudes on family's homes and backyards, both wildlife and humans. There needs to be a point where we need to say as a state, lets preserve the natural beauty before we expand, grow, develop, for a better quality of life. Listen, when someone moves to a place for a better quality of life, its not because there's better stores or highway systems. It's the natural beauty of where they are moving. The landscape, the fresh air, and more. This is Arizona. Not California. I don't mean that in a political way. I mean that this is a state with and less movement. Less activity. And more slow. Please, let's keep it that way. I am only 17 years old, and am devastated every day as I see Arizona become a shadow of its formal self. I-11 would not only hurt a lot of people's lives emotionally, but environmentally it would have a big burden as well. Please reconsider this route. Thank you for your time.	webform		1902
Anonymous	Anonymous		Like many other people, I moved to Avra Valley specifically to get away from the extra traffic of the city and hustle and bustle of the freeway. Putting a freeway in the middle of a rural area is a giant middle finger to every one living there. Additionally, that kind of construction destroys the environment and nature that we also moved out here to enjoy. People have had enough of a negative impact on the planet; we don't need to continue to extend our footprint. This freeway extension is entirely unnecessary and will only create more traffic and accidents where they connect. It doesn't solve a problem, it merely creates more problems for more people and the nature that would be destroyed in its creation.	webform		1938
Anonymous	Anonymous		I do not support this proposal I am concerned about the impact it will have on our ecosystems and habitats	webform		1944

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Anonymous	Anonymous		The disruption this would create to our natural parks and wildlife and indigenous communities is completely unnecessary. Projects such as these really seem to serve no actual purpose and only create loss of natural resources.	webform		1967
Anonymous	Anonymous		To Whom it May Concern: I have many concerns about the proposed interstate 11 highway. There are many environmental impacts which include Tucson's main source of drinking water, impacting endangered species and wildlife habitat. Many of our community parks and museums would be negatively impacted as well such as Saguaro National Park, Gates Pass, and Tucson Mitigation Corridor. I would like you to consider extending the deadline for submitting comments by 90 days as a 30-day comment period is not enough time for a fair assessment for the public to process this project.	webform		1969
Anonymous	Anonymous		Hello, This project should not move forward. It will cause irrevocable damage to our beautiful Sonoran Desert. The impacts include increased pollution, degradation, and harm to endangered species. Additionally, it will lead to more light and noise pollution which will impact the character of Saguaro National Park West. On top of that, it will create even more fragmentation and destruction to precious desert ecosystems.	webform		1973
Anonymous	Anonymous		Please extend the public feedback so that more individuals have adequate time to review and respond to this proposition. I am opposed to the West option of the proposed Interstate 11 as it would be dangerous to the humans and ecological habitats who currently occupy the land. Residents have already expressed their negative opinions on this proposed route in 2019, and two years later these sentiments remain the same. We do not want the I-11 West option as it is dangerous and environmentally unsound.	webform		1995
Anonymous	Anonymous		Please I beg you, do not go through with this interstate. It will destroy the Sonoran Desert and ruin what makes Souther Arizona one of the most beautiful and unique places in the world. I don't want to see my home destroyed.	webform		2038
Anonymous	Anonymous		Please consider the impact on the environment and wildlife.	webform		2046
Anonymous	Anonymous		This is a bad idea. We are renowned for our nature. Please don't ruin this.	webform		2062
Anonymous	Anonymous		Please don't do this. This would result in a lot displaced wildlife and can only hurt our state.	webform		2074
Anonymous	Anonymous		Unnecessary, disruptive and damaging to those places integral to preserving our space.	webform		2076
Anonymous	Anonymous		The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Please abandon all plans for I-11.	webform		2098
Anonymous	Anonymous		I don't agree.	webform		2102
Anonymous	Anonymous		hello! I strongly urge those in charge to reconsider this construction project as it will have lasting negative impacts on the habitats and peoples of the Sonoran region. At a time where climate change seems to be screaming at us to begin making changes to our usual way of life, it seems negligent and self-destructive to continue the construction of this highway through a natural habitat. This is a time when we need to be thinking very critically about the decisions we make in regards to our environment, especially when those decisions will be contributing to an uptick in noise, air, and light pollution as well as rising temperatures; not to mention the record number of endangered species going extinct because of human behavior with regards to the environment. Please halt the construction of this highway, and at the least, please give more time for further feedback from the communities who will be affected. I only heard about this today and I know I'm not the only one who should have been in the loop on this long ago. Thank you for your work, time, and energy.	webform		2111
Anonymous	Anonymous		Could you perchance figure something out that has no impact ti the Saguaro National Park.	webform		2114
Anonymous	Anonymous		Please choose the east option. There is way too much at risk with the west option.	webform		2130
Anonymous	Anonymous		I am concerned for the environmental impact this plan would have. There is no environmental benefit to this plan and would cause serious damage to many species and plants.	webform		2146
Anonymous	Anonymous		Please let the national parks and our wilderness be. I hope you do a deep study on the environmental impact before considering just the ease of such a project. Find another way/route. Our poor plants and animals are stressed out as it is, with the heat and lack of water. Please don't displace them just for a road.	webform		2164
Anonymous	Anonymous		This is an unnecessary disruption to a vulnerable ecosystem. In light of the reserch released by the UN, gathered and supported by hundreds of scientists around the world stating that global climate change has reached an irreparable new peak, now is NOT the time to knowingly contribute to reduced air quality, impact water quality, and cause fragmentation. Conservation of natural habitats is more important now than ever.	webform		2178
Anonymous	Anonymous		I am asking for you to abandon the west option through Arva valley, and chose the east option through Tucson. Please consider the environmental impacts of the highway, including water pollution due to the proximity to the Central Arizona Project, the impact this will have on the already endangered species in the desert, the harm to out wildlife habitats, as well as the harm to our protected lands and hiking trails. I am also asking that you extend the deadline to receive feedback on these plans from the given 30 days to 120 days. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.	webform	Anonymous_2201	2201
Anonymous	Anonymous		We don't need a new highway. We don't even want one. This will sacrifice the well being of people and animals only for the sake of convenience. Please do not proceed with this plan.	webform		2209
Anonymous	Anonymous		Please don't waste tax dollars on this project, thank you	webform		2218
Anonymous	Anonymous		I-11 should follow the proposed eastern route.	webform		2224
Anonymous	Anonymous		I-11 should not be built!	webform		2227
Anonymous	Anonymous		I am concerned with the impact this highway will bring to the ecology of the area. Many areas in range of being affected are meant to safeguard nature and this highway would derail those plans. I urge consideration of long term solutions that decrease pollutants in pima county.	webform		2228
Anonymous	Anonymous		I would like to request an extension to the Interstate 11 proposal as I do not think that there has been sufficient time to inform the communities that the mesure will affect about the changes they can expect if Interstate 11 is created. I am an avid naturalist, hiker, mountain biker, and citizen of Tucson who has recreated through the proposed I-11 corridor since I was a small child. The region is special to all who would like to protect this area of the Sonoran Desert and a mew interstate would negatively effect countless citizens and a vast area of the Sonoran Desert that should continue to be left as is to benefit Tucsonans for generations to come.	webform		2243
Anonymous	Anonymous		dont do this.	webform		2247
Anonymous	Anonymous		The environmental impacts of building interstate 11 through the sonoran desert far outweigh the potential benefits. Tucson's main source of drinking water would be contaminated with vehicle pollutants, several endangered species would be negatively impacted, and the sacred land and peace of Saguaro National Park, Tucson Mountain Park, and the Desert Museum would suffer.	webform		2256

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Anonymous	Anonymous		Please choose the east side not the west side because the west side is home to a lot of hike trails an animals living there, it would cause a lot of pollution in the air an kill a lot of life there. Please choose the East side for the project. Thank you	webform		2260
Anonymous	Anonymous		Please reconsider the west option as it will damage the fragile and beautiful Sonoran desert ecosystem. Use existing roads to the east!	webform		2266
Anonymous	Anonymous		The information being hidden from the general public and short due date to provide feedback is a clear enough sign of how poorly this will effect the environment. ADDING MORE TRAFFIC LANES DOES NOT REDUCE TRAFFIC (cite https://www.google.com/amp/s/www.wired.com/2014/06/wuwt-traffic-induced-demand/amp) Quality of life will not improve with this highway, it will only worsen for everyone around. Think about something other than money.	webform		2270
Anonymous	Anonymous		PLEASE DO NOT FOLLOW THROUGH WITH THIS HAS IT IS SO HARMFUL TO OUR ENVIRONMENT.	webform		2272
Anonymous	Anonymous		Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.	webform		2274
Anonymous	Anonymous		Please use the east option.	webform		2277
Anonymous	Anonymous		I would really prefer if the east option was used, versus the west option. There is zero reason whatsoever to fragment the National park and cut through open wildlife paths and resources to build a highway. Apart from the completely avoidable environmental impacts, since I know most of you probably won't care about that part, but it will really hinder the experience of saguaro national park being able to see and hear a freeway from all the trails.	webform		2285
Anonymous	Anonymous		No to I-11! Leave the desert be, it's struggling enough	webform		2296
Anonymous	Anonymous		Please do not construct this highway. The damage it would cause to the surrounding natural areas would be detrimental. We don't need another highway, we need to protect what nature remains in and around the city!	webform		2298
Anonymous	Anonymous		Please choose the East option over the west option. The west option would harm the environment, animals and much of the experience Tucson brings to people.	webform		2302
Anonymous	Anonymous		I urge the project managers to choose the East Option. The west option would disrupt wildlife passing through parks and the quiet hiking trails through the area. To decrease the detrimental environmental impact, I suggest that the best option is the east option (closer to downtown Tucson).	webform		2320
Anonymous	Anonymous		I don't support the new interstate due to its interruption of local wildlife and ecology and its potential to ruin outdoor enjoyment in the area with sounds of traffic disturbing the natural spunda	webform		2321
Anonymous	Anonymous		I am concerned that the highway is an unnecessary threat to wildlife, drinking water, and the environment in general. I do not think it should be constructed, especially in a time when so many transportation departments can't even maintain the roads they have already built.	webform		2323
Anonymous	Anonymous		We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.	webform		2334
Anonymous	Anonymous		We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.	webform		2336
Anonymous	Anonymous		This project would be a disgrace to the landscape and beauty of this area. As someone who regularly enjoys the desert areas and great outdoors, this would detract greatly from the environment and the proper outdoor experience. This could lead to the potential of commercial development encroaching in the area which would be a disaster to such a remote and wild place.	webform		2341
Anonymous	Anonymous		Please do not ruin some of best things about Tucson- Gates pass, Tucson mountain park, the desert museum, saguaro national park, picture rocks, etc.-by making an interstate through these areas with the west route. There are other options that would better serve this city. The east route is a much better option. It won't disturb the wildlife and beautiful desert, plus it's much closer to the city. It's really a no brainer.	webform		2359
Anonymous	Anonymous		Please do not move forward with the west option. Choose the East option. This is huge for our environment!!!	webform		2364

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Anonymous	Anonymous		DO NOT BUILD THIS INTERSTATE HIGHWAY WHY WOULD YOU EVER PUT MONEY TOWARDS THIS. THE CONSTRUCTION ALONE WILL POLLUTE OUR WATER AND OUR AIR AND ANY WATER AND AIR OUR WILDLY BIODIVERSE DESERT ANIMALS RELY ON. WE ARE IN A PANDEMIC AND THIS IS WHERE TAX DOLLARS GO? INFURIATING	webform		2366
Anonymous	Anonymous		The Sonoran desert is a critical ecosystem to our community. The natural beauty and recreation opportunities it provides are just part of what makes Tucson special. I-11 would disrupt the natural areas to the West of Tucson, which are a huge draw for locals and visitors alike. Part of what makes these areas so unique is the ability to unplug from the grind if the world and get away from all the noise. Please don't ruin that and everything else that makes this area so unique by slapping a highway down the middle.	webform		2372
Anonymous	Anonymous		Building Interstate 11 is going to do more harm than good. It will spend our money to put an unnecessary highway through many environmentally vulnerable areas and it will negatively impact wildlife and vegetation. Additionally, we can be spending our money on improving mass transportation and transportation in urban areas, where it is needed!	webform		2382
Anonymous	Anonymous		This is impeding on a lot of natural spaces and trails, and other things like drinking water. I work in land conservation and restoration and this is unacceptable.	webform		2398
Anonymous	Anonymous		I have grown up in Tucson and have loved the desert since before I can remember. I am also a conservationist and have spent time working on this beautiful landscape. The implementation of this highway would be detrimental to a variety of wildlife species that regularly travel through and inhabit this area. The solution you may ask? Do not build this highway. Look to cities like Phoenix, we do not want to create that level of destruction to our local environment. We do not need to tear out our landscape for a road that will only make our city less resilient to climate change, make our environment hotter due to the asphalt, and kill our unique wildlife. We do not need this highway.	webform		2399
Anonymous	Anonymous		I'm not okay with this plan at all. I think it's irresponsible to make a new road through this marvelous desert landscape when existing roads are serving us just fine. Please don't turn Arizona into another sprawling mess of concrete like they've done in coastal cities. We love the land here!	webform		2405
Anonymous	Anonymous		Please reconsider the proposal to construct interstate 11, this will disrupt massive amounts of local ecology and only further our damage to the local Sonoran biome.	webform	Anonymous_2413	2413
Anonymous	Anonymous		It is imperative that you do NOT build this interstate, or build on any of the land under discussion. First and foremost, we are in a climate collapse. We do not need another interstate for cars - we need that money to go to aggressive infrastructure reform to prepare for the change in environment, as well as do our best to minimize further contribution to climate collapse. We need all of the trees and wildlife to maintain balance in the ecosystem. It's not some political bullshit; it's about thinking about the future and the survival of our kids, me. You can't drink, eat or breathe money. And equally important, we are settler colonialists. This is not legally, historically or spiritually our land - we continue to disrespect and ignore the treaties with indigenous peoples and it's active violence. If anything, send the money you plan to spend on this highway to the Indigenous Nations that the highway would cut through. Return the land to them so we can honor the legal treaties, they can steward the land, and we can create healthier and better community with each other.	webform		2414
Anonymous	Anonymous		Please do not destroy our desert and wildlife	webform		2428
Anonymous	Anonymous		No to the insane Western preferred option through Avra Valley! This option must be abandoned for the sake of our natural environment and local rural communities. Tucson does not want this!	webform		2444
Anonymous	Anonymous		Hello to the esteemed members of the ADOT and FHWA boards. I am a born and raised Tucsonan and I love my city and my community. I am willing to fight for this place. I oppose the I-11 highway cutting through the Sonoran Desert. Other than of course the destruction and killing of the natural eco system, this highway is an insult to Tucsonans and an economic pitfall. The peace of the desert and the lack of highways carving up our entire community is one of the only reasons people choose Tucson over Phoenix. I do not believe that I-11 will bring an influx of commerce that I-10 does not already provide. All I ask is that you know your power, know that you are shaping our lives, and that you do the right thing. Thank you, thank you.	webform		2446
Anonymous	Anonymous		· The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. · Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. · The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. · Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. · The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. · The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. · Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. · The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. · Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. · In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.	webform		2453
Anonymous	Anonymous		Hi. I just want to leave my comment that we oppose the west proposed alternative option described in the Tier 1 FEIS for I-11. The route is located west of Tucson and bypasses Tucson through rural Avra Valley. The landscape borders treasured and protected public lands and iconic tourist attractions that would be harmed by the nearby freeway. I also request that the comment period be extended from 30 days to 120 days.	Voicemail		2577
Anonymous	Anonymous		Hi I would like to leave a comment that ADOT/FHWA should abandon the western preferred alternative option in Avra Valley. This option is very harmful to the communities in the area as well as the traditional Tohono O'odham lands and harms a lot of wildlife in that area and has intergenerational effects. The public has not been given sufficient time to review and comment on this project. Again I'm urging you to abandon the western preferred alternative option in Avra Valley.	Voicemail		2581
Anonymous	Anonymous		don't be doing anything that will cause people to lose their homes	Webform		1681
Anonymous	Anonymous		This is a waste of money that ruins the desert	Webform		31
Anonymous	Anthony		The expansion into western Tucson is egregious and unnecessary. Something could be said about the expansion of an additional freeway system in the Phoenix area, but Pima and Santa Cruz counties are well serviced by the 10 and 19, of which it seems will become the 11. The shortcut into west Tucson and through Marana/Picacho will destroy pristine desert/environment. The community will be better served by improving the 10/19, which will considerably cost less.	Webform		39
Anonymous	Ashley		I oppose I-11 due to the impact it would have to our wildlife and National parks.	webform		2479
Anonymous	Bella	University of Arizona Student	Please do not build this highway where it's planned! It will disrupt many native and endangered species, in addition to bringing noise to peaceful areas for hikers and bikers. It is very inconvenient and will not only cause pollution, but disruption and harm. The hiking trails are very special for many people, and animals are already having to relocate due to the up and coming neighborhoods and housing constantly being built. Please reconsider!	webform		1914
Anonymous	Bella		I am a resident of Tucson and native Arizonan and believe that the best solution is the "No Build" alternative with a commitment to update and improve the existing transportation system instead of building a new highway that would disrupt native habitats and ecosystems. The vegetation and animals in the Sonoran desert are what makes this region at all inhabitable. Preserving tree and ground coverage is essential to protecting and maintaining an ecosystem and climate in this region that human beings can tolerate, and I believe that building another highway will be devastating in the long	webform		2306

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			term. Just make the highways we already have better. Stop prioritizing cars over the people (and things!) that already live here. Invest in infrastructure that has the least amount of negative impact on our ecosystems and environment. Keep Tucson Habitable.			
Anonymous	bob	your mom	don't do it	webform		2132
Anonymous	Brett		I would prefer it stayed west of I-19 in the Sahuarita are to have the lightest impact on the city.	Webform		1688
Anonymous	Brianna		It's insane that you are only giving 30 days. The 30-day comment period is insufficient for really reviewing the documents and ensuring that all of the public is aware of the opportunity to review and comment on the project. We need more time to spread awareness	Webform		823
Anonymous	Bruce		Please extend the comment period to 150 days. This document is to long to review in a short period.	Webform		319
Anonymous	Carrie		The West option would be disastrous for Tucson and the surrounding area. Not only would it severely and negatively impact sensitive, uncommon, and endangered desert ecological communities; it would also damage an area and several museums and parks that are destinations for Tucson tourism. Tucson is economically challenged as it is and it would be a huge mistake to negatively impact the most popular and economically viable institutions and parts of town by building a highway through it. The West Option must not be pursued for the future health of Tucson as a city and as an ecological destination.	webform		1888
Anonymous	Catherine		Please do not cut through our beautiful fragile desert to build this roadway. Find another route that is less disruptive to the natural beauty that draws visitors from all over.	webform		2265
Anonymous	Chelsee		We need to keep as much as our land preserved as possible. This is not needed.	webform		1958
Anonymous	Chris		I do not see a point as to why this side road is to start in Sahuarita. I also would like for my neighborhood to not be where the interchange begins. The problem areas for congestion are up in South Tucson. Not Sahuarita. The I-19 is not that busy of a highway. Improve the highway. Fix the bad sections like the bridge over Pima Mine Rd. And if you still want to build this, start it at Papago exit since there is literally nothing on that exit. Thank you for your consideration and i hope you choose the better choice.	Webform		1516
Anonymous	Chris		Horrible horrible horrible idea. It is fine as is. It will damage the ecosystem.	webform		2339
Anonymous	Cinda		As a Tucson native it concerns me to hear that an interstate will be build through are beautiful Sonoran desert. I'm strongly against this project. It will affect many parks that I love to hike and visit. Such as the Saguaro National Park, Sonoran Desert Museum, Gates Pass & the Ironwood forest National monument. If you destroy these areas with an ugly and noisy highway it will kill off our wildlife and pollute our drinking water. Interstate 1-10 is sufficient for commuting around Tucson and the surrounding cities. Please don't build another highway! WE DON'T WANT TO BE PHOENIX!! We love and value our desert land and would love to continue to enjoy them. I urge you to reconsider this project. There will be no benefits to adding a interstate. It will only harm Tucson and NOT make it better for the future.	webform		2010
Anonymous	Clare		PLEASE, PLEASE, PLEASE BUILD I-11 NEXT TO I-10 !!!! Our desert is so beautiful and so fragile, let's be smart now so we can preserve it for the future.	Webform		103
Anonymous	Claudia		I would like to see it NOT be in marana as people who live out here chose to live out here for a reason. Nature the quietness the tranquility! So please don't build so close to us	Webform		29
Anonymous	Clifford		I grew up in picture rocks and lived there until i was 18. I now live in in dunbar springs close to downtown and commute regularly to visit my family in picture rocks. I think the development of this road is unnecessary and will provide a large environmental impact to the area of proposed construction. Please consider not moving forward with this project.	webform		2419
Anonymous	Colette		Destroying more nature, destroying more of this colonized land, for the sake of a road is simply impermissible. Listen to the voices of local land defenders and environmental scientists- this will do more damage than good.	webform		2308
Anonymous	Dana		Manville rd. Potential area for I-11. I believe it would be dangerous to run a freeway in this area, and surrounding area. We get 50 mile plus winds out here. There are multipul dust devils all the time all year round. The lighting storms are frequent . And the rain storms make for horrible visibility when driving. These concerns are for safety only. There are many other concerns as well, however, none are more important than saftey.	webform		1147
Anonymous	Deb		If I11 must exist please use already developed land! Leave the natural desert and homes alone! Thanks	Webform		8
Anonymous	debby		Protect the Sonoran desert. Keep it away from Agra Valley	Email		887
Anonymous	Derrek		This is a terrible idea treading on something so pure and wild find some place elsewhere to build your road we don't need it	webform		1206
Anonymous	Derrick		You're gonna mess up the entire eco system there and for what? Some mess of a highway that's not needed? I'm 100 percent against this like the rest of the community. Don't build this travesty. Don't build this simply so you can justify your jobs.	webform		2343
Anonymous	Drew		[blank submission]	webform		1039
Anonymous	DUCRUET		Wildlife is important. ADOT/FHWA should ABANDON the West Preferred Alternative Option in Avra Valley.	webform		456
Anonymous	Dylan		Tucson is viewed as a place of peace and quiet. It is also more popular due to its acknowledgement and concentration of nature's wildlife. If this highway gets constructed, this will counteract and damage what makes Tucson so unique. As locations for preserving nature diminishes, we gladly ask that this highway does not forgo construction especially in the location deemed necessary. Thank you	webform		2170
Anonymous	Elana		Please DO NOT BUILD the west corridor extension for the interstate! It will destroy precious habitat, harm endangered species, threaten our clean Tucson water supply, and negatively impact the protected lands of Saguaro West, Tucson Mountain Park, etc.	webform		1994
Anonymous	Em		Do not rip up anymore of our desert. We have plenty of highways.	Webform		101
Anonymous	Emily		Please abandon the West Option to mitigate immense ecological, economic, and cultural damage. The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. The repercussions of this project are innumerable and demand an extension for comment period and review. That which needs to be reviewed cannot be done in such a short timeframe. Please abandon the West Option and give the public a chance to learn about the immense repercussions and the legacy of destruction this project would have.	webform		869
Anonymous	Emily		[Blank Submission]	Webform		1477
Anonymous	ER		I would like to request an increase from 30-day comment period to 120-days for the public to review the West Preferred Alternative Option. ADOT/FHWA should ABANDON the West Preferred Alternative Option in Avra Valley as it would cross through the Tucson Wildlife Mitigation Corridor and have severe impacts on wildlife and natural resources.	Webform		921
Anonymous	Erin		It's going to ruin the desert. It's going to ruin our water. Don't be selfish.	Webform		1491
Anonymous	eva		this would be a detrimental force to our environment and the ecosystems that keep us alive. i am a tucson resident, born and raised, and am begging to not see more of our landscape destroyed.	webform		2054

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Anonymous	Evan		I think its a good plan and I favor the western route from Sahuarita to Marana through the Avra Valley. I think steps MUST be taken to mitigate the visual impact and noise like a depressed corridor, wildlife crossings and no on/off ramps to prevent development of the area. I just dont see how I-10 can accommodate even further traffic without a major expansion.	webform	Evan_1319	1319
Anonymous	Felicia		I'm not understanding why the interstate that is AREADY built isn't good enough? This new proposed interstate isn't even far off from the old interstate that I'm sure will still be traveled. This is wrong environmentally and not money savvy.	webform		2217
Anonymous	Fuck You		Widen I-19 to accommodate more traffic. I-19 is already lacking and is notoriously unsafe. Why disturb many home owners and the untouched desert when widening the existing highway makes the most sense to anyone in the area.	Webform		1555
Anonymous	Gabriela		This is a horrible and detrimental idea	webform		2131
Anonymous	Grace		Please don't do this to our beautiful desert! The last thing our climate needs is more highways that make traffic/car pollution worse instead of better. Our desert is the most diverse biome in the world, please don't hurt it. Have a heart!	webform		2205
Anonymous	Guillermo	Santa Cruz Meadows	OPPOSED TO NEW I-11 INTERSTATE	Webform		1509
Anonymous	Halle		I feel like this is an awful idea. Having a highway right through national parks is not ideal for preserving the natural environment and adoring the Sonoran Deserts beauty.	webform		2417
Anonymous	Hallie		Please do not go through with the new interstate.	webform		2406
Anonymous	Hannah		We oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. We also request an extension of the comment period from 30 days to 120 days. We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project.	webform		1078
Anonymous	Harper		As a citizen of Tucson, I do not support the construction of I-11. The impacts of a major roadway through this area would be detrimental to the wildlife and ecological structure. Please do not put in a roadway that will disturb so many enjoyable trails and natural areas.	webform		2208
Anonymous	Ian		In consideration of this beautiful and delicate desert landscape we all love, more time is needed for adequate assessment. We are now using more water than ever before in this part of the country. Not only will this proposed route disrupt wildlife passage but it will also require tremendous amounts of water. Please allow at least 120 days for more investigation.	Webform		603
Anonymous	Ilianna	Santa Cruz Meadows	STRONGLY OPPOSED TO THIS NEW PROJECT	Webform		1511
Anonymous	Inai		The building of this interstate highway would endanger many wildlife species, impact the quality of hikes of many residents, violate the sacred land of the native peoples, etc.	webform		1865
Anonymous	Isaac		As a lifelong Tucson resident I believe this highway would be useless and destroy more of the beautiful and unique nature we have here. If this gets approved many hikers and nature enthusiasts who visit Tucson for the many hiking trails, biking trails, or to just enjoy and experience the large amount of endemic plant and animal life will not return.	Webform		1449
Anonymous	Isaac		The east corridor should be chosen	webform		1976
Anonymous	J		Please use existing highways and roadways to complete this project. Cutting through Hidden Valley is a terrible idea. The existing highways make more sense in cost and the infrastructure is already there.	Webform		1567
Anonymous	Jackie		The proposed east option destroys my community. I have raised my family in Sahuarita since my children were babies. I have had the pleasure of seeing our community grow. The east option destroys two of our major shopping centers. Including the Fry's Marketplace that is the only grocery store close to my home. The proposed east option is not good for business, families or our economy. There are schools that would also be impacted by this option; which impacts the children of our community. Please consider a route that is north of Sahuarita so as not to destroy the only community that my children have known.	Webform		1664
Anonymous	Jaime		No	webform		2199
Anonymous	Janet		I am dismayed and upset about the proposed interstate through the Avra valley area. This is an iconic depiction of a desert environment and it would be totally ruined if there was an interstate through it. Please reconsider your plans and do not place progress over preservation of the desert.	Webform		1545
Anonymous	Jannel		Please don't do this. I love going to gates pass. We don't Have much to go out and do in Tucson. This is one thing my family and I enjoy. Hiking and enjoying the sunset.	webform		2222
Anonymous	Jasmine		The proposed I-11 corridor provides too great an environmental impact to the fragile balance of the Sonoran Desert. This is irresponsible use of public funds to create an unnecessary pathway and put more pavement on the ground. The time is yesterday for halting all new road construction projects to consider the impacts on the human life scale. I do not support this project and neither should you. Shame on you ADOT for trashing this beautiful home we have now.	Webform		1416
Anonymous	JC		Absolutely dated thinking that tragically ignores modern paradigms that reveal the negative and permanent impacts of unnecessary "planned" growth. This interstate project is the mutant DNA that will inflict yet more unneeded and environmentally ruinous cancerous growth in the areas it smashes through. Just look around you. If you were in Arizona in 1977 like I was you would not have thought it possible that the entire "valley of the sun" would be swallowed up into urbanization. Destroying the ancient and natural creation of God. I went to UA in the 80's to enjoy a smaller town, and I fell in love with the Sonoran Desert! It's diversity and abundance of wildlife! Now I own a family property in Oro Valley off Tangerine on 10 acres. I am now surrounded by development. It will not stop. I hear the coyotes less and may lose my bobcat friends soon to traffic and destroyed Sonoran habitat that will NEVER return. I probably saw my last desert tortoise tracks on the property last year. It is about short term profit, and government largess preyed on by sophisticated and well connected "planners", bankers, and contractors. Real planning is duty bound to thoughtfulness, intergenerational love, the pride of caring for our real home, Nature, and real human needs, not short sighted profiteering, irreversible dismemberment of our shared home, and the disrespect and destruction of beings equal to us in value if unable to defend themselves from our cancerous DNA. Reject the Western Corridor! It will ruin those ares FOREVER, and reject the entire project while you are at, and how about saving Pima County before it's too late for the Fox and the tortoise and even the tough and wiley coyote. What kind of world do we want our descendants to live in, and how hot will it have to get before we finally answer the question that we have always known the answer too but that our most immediate and selfish needs feign ignorance? The answer is "home". The question is, where do we want to live? It is in our most ancient and wise DNA to protect and fight for our home. Cancel this project!	Webform		1662
Anonymous	jen		Hello, ADOT: First, thirty days is not enough time for people to read, digest, and feel informed about this project enough to provide useful feedback. True, many have been involved with this issue since Day One, but many more are just learning of it (or re-learning of it after a year of ... distractions). Please extend the comment period from 30 to 120 days. Second, please do NOT choose the "west" route through Pima County. Without having looked at the copious documentation, I can say that a state that relies so heavily on tourism is shooting itself in the foot (or worse) by running another damned highway through our gorgeous desert. Visitors come to experience our unique Sonoran region -- see the landscape and sunsets, hear the silence interrupted only by wind-rustled leaves and skittering critters -- not to see and hear the same asphalt traffic sewers they have back home. If respect for the current residents of the area and for the indigenous tribes who have called this area home for centuries is not enough reason to quash the "west" alternative, then certainly our economy's dependence on tourism dollars should do it. Thank you for your consideration.	Webform		541
Anonymous	Jesselle		I value my home and moved out here to be away from the big freeways. It will devalue my home and many homes around me. My family has lived here for 75+ Years and this freeway will take our homes away. Horrible planning, a not needed freeway at all! The 10 does just fine!	Webform		1232

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Anonymous	Jessica	University of Arizona	I oppose the West I-11 option due to its environmental impact on saguaro national park west, and it's impact on natural ecosystems which are already severely impacted by development in Tucson. I am in favor of the East I-11 option as it is the least disruptive to the Sonoran Desert and saguaro National park which is extremely important to the Tucson community, not only for its resources, but also its beauty and cultural significance to this region.	webform		2151
Anonymous	Jill		Just use the already established I-10 and I-19 for the I-11!!!! We want a pristine desert not a concrete asphalt conglomerate!!!!	Webform		1563
Anonymous	Joey		The interstate 11 highway that is being proposed will have a devastating effect on the wildlife that resides in the area and would ruin the beauty of the desert. Not only will it be detrimental to the environment but it would also create noise pollution for the hikers that may be trying to enjoy the beautiful scenery of our city.	Webform		1487
Anonymous	Jorge		VERY BAD IDEA	webform		2133
Anonymous	Jorge		Please don't do this. A lot of great hiking trails, scenic routes, and nice views will be ruined by this. Not to mention the wildlife. There's endangered species in this area you're putting in harm and more at risk dying out. Please don't go through with this I believe it's unneeded.	webform		2314
Anonymous	Joseph		- The 30-day comment period is insufficient for the review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. - Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. - The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. - Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. - The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. - The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. - Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. - The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. - Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally recognized Sonoran Desert Conservation Plan. - In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.	webform		1325
Anonymous	Jr		Please keep this proposed corridors on existing roads and highways. There is no good reasons to build through Hidden valley in Maricopa. There are existing roads that already have the infrastructure to support this highway project.	webform		1020
Anonymous	Julia		The absolute idiocy that would be this interstate is a detriment to the Tucson and Sonoran community. The environmental impact alone, especially in a time of global climate crisis, should have averted this entire project yet somehow we keep electing idiots into these positions and actually educated people who have a small bit of common sense can deduce that this is a stupid and dangerous plan. You are going to kill the Sonoran desert, the MAIN reason people want to drive here anyways. So instead of making another interstate for a town that is so small it barely even needs one, how about not writing a chapter closer to our inevitable climate demise.	Webform		1465
Anonymous	Julian		We have enough freeways, this is something commercial that ignore preserving nature	Webform		1627
Anonymous	june		speaking for nature and an intelligence far beyond our materialistic culture.. Please spend toward healing People, plants, animals, Mother Earth and the elements Air, water, soil, etc thank you please please no messing with what is left of nATURE	webform		436
Anonymous	Justine		Please do not build this freeway. It is both unneeded and unwanted. Firstly the damage done to the Sonoran Desert would be irreversible and secondly, it moves us towards more dependence on cars and fossil fuels, not less. As we face catastrophic climate change, this is the wrong move for Arizona and for our planet. This freeway causes only harm and must not be built.	Webform		1402
Anonymous	Kaye		So... economy stimulating tourists from all over the world who visit Saguaro National Park visitor center can enjoy the new view. This is a really bad idea on so many levels.	Webform		727
Anonymous	Kayla		This is not a necessary addition to the state of Arizona and is going to impact several protected lands and species. I am severely against this development and oppose any idea to develop on this land.	webform		2461
Anonymous	KB		The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.	webform		1073
Anonymous	KB		We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. None of this is okay and I hope that you will see the damage that you are causing to humans & the environment alike.	webform		1074
Anonymous	Keisha		Please do not do this! I can't even imagine how this will negatively impact the wildlife there. But as an active hiker it's going to truly ruin one of the best things about Tucson. Our trails! Very few trails are so close to busy roads you can find peace and quiet in nature. Looking at the proposed route I can see that it's going to change. But even if I didn't hike, I would hate to see this be built.	Webform		1490
Anonymous	Keita		I see the human necessity of this just as clearly as I see the environmental negligence. After all the extreme environmental events that are currently happening, severing lands seems most irresponsible. If you want to build something, rebuild the environment first. I will not be sandwiched between two highways.	webform		1913
Anonymous	Keyaira		It is extremely disrespectful and detrimental to put construction over our wildlife and their beautiful desert ecosystems. Do not build through our desert. Find somewhere else to put your road and construction and listen to your people. 😊 Do not be greedy and aide to the destruction of earth please and thank you.	Webform		1473

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Anonymous	Kirsten		Please don't build a new freeway through Avra Valley and traditional Tohono O'Odham lands. The desert is full of life. It is sad watching the clear cutting of the desert. The west option will disrupt rural areas and eliminate miles of pincushion, Devil's Claw, and so many other desert plants and habitat area. Please extend the comment time beyond 30 days which isn't enough time to inform the public on the issues.	Webform		923
Anonymous	Kristi		Please do not do this. It is absolutely unnecessary and will do irreparable damage to the beautiful landscape and the animals that live there. We need to start caring about the nature we have. Please do not do this.	webform		1092
Anonymous	Kristina		This is a terrible idea and should not happen. Please don't ruin the town of Sahuarita.	Webform		1224
Anonymous	Leon		I would like our wild life environments to be untouched!! If it's not a bullet train the Phoenix from Tucson we don't need it!!	webform		2380
Anonymous	lily		this highway is ultimately damaging to the people and biodiversity of our beloved Sonoran desert. it will damage outdoor recreation areas as well as natural habitats and is ABSOLUTELY NOT NECESSARY.	webform		2188
Anonymous	Lindsay		No, neither option.	Webform		1678
Anonymous	Lis		At a point when our delicate natural ecosystems are in more danger than ever, it is paramount to protect them	Webform		959
Anonymous	Loren		[Blank Submission]	webform		2096
Anonymous	Louisa		Please don't do this!! It is so so harmful to our beautiful environment and wildlife!	Webform		1419
Anonymous	Lourdes		Hi my name is Lourdes. I have been a lifelong resident of the Tucson area (85711) and I am calling to express that I strongly oppose the western alternative option described in the Tier 1 FEIS for I-11. This plan is not only going to cause horrific environmental destruction, your 30 day comment period is insufficient for review of the 5,800 pages of documents in order to ensure that the public is aware of the opportunity to review and comment on this project. In addition to this, many of the communities impacted by this project within the corridor are minority and low income populations who in many cases do not have access to the traditional means to which federal EIS processes are advertised or published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Again, myself, my family and my friends are in strong opposition of your west preferred alternative. Please reconsider and listen to the population you are attempting to serve.	Voicemail		2579
Anonymous	Lucas		Choose the east option for i-11	webform		2022
Anonymous	Lydia		Hi, my name is Lydia and I'm with the Pascua Yaqui Tribe. I'm calling to make a comment about the final EIS statement for the I-11 project. I think first and foremost is recognizing that 30 days is not sufficient time for a document that is 5,800 pages. But I think what is more important is the amount of ecosystems that could potentially be lost; critical ecosystems to our Sonoran Desert that makes it so beautiful. But also that ecosystems with the variety of rare animal species that are only found in our Sonoran Desert, and for what? Another highway that can really just reduce environmental systems including Saguaro National Park. I think it is really critical that you recognize how detrimental this highway can be both in terms of increasing vehicular traffic, the amount of environmental impact that can happen, the rare species such as the desert Bighorn sheep, impacting their ecosystems and wildlife ranges, to the amount of pollution we would have. All of these are reasons why we should not have another highway so we can continue to export products between Mexico and Canada. And so, it is because of this there needs to be an extension of the public comment period, but also continuing to evaluate this highway's impacts to public lands to our wildlife corridors, to our noise, air and light pollution. And I really don't think it is worth the potential economic impact. With that, thank you very much. And I really hope that ADOT takes this into consideration. I'm also thinking as a member of a tribal nation who have been here longer than our US government and who have been stewards of the land and we can continue to learn from them.	Voicemail		2574
Anonymous	Maggie	Phi Sigma Rho	This interstate would disrupt natural ecosystem that have been mainly left untouched since forever. Now more than ever it is essential to protect the environments around us for ourselves, our future children, and for the species involved.	webform		1912
Anonymous	Marcia		I am completely against this roadway going through the Avra Valley. The costs would be far less creating this roadway nearer existing roads. The ultimate destruction of our pristine desert and forcing people who have lived decades here to have this road impact not only the desert, but directly impact their homes, land, dreams and health via added direct pollution to our air, a freeway in our front yards, the loss of property values, and the inability to sell all due to this project which does not belong out here, period.	webform		1046
Anonymous	Maria		Please listen to those that really know what it would mean to continue with this project. A whole way of life would be impacted.	Webform		774
Anonymous	Mark		ADOT can not take care of the roads we have now stop spending money where it is not needed and fix the roads we have now. Leave our desert alone!	Webform		28
Anonymous	MAS		Please do not pursue the West Option in Avra Valley. Putting a highway in this area would negatively impact the wildlife in the area. This valuable migration corridor would be cut up, jeopardizing the movement of many species.	webform		2077
Anonymous	Matty		Do NOT fulfill this project. The UN recently came out with a climate report that states we need to make immediate changes, and the I-11 is not a good change at all. It would disrupt local wildlife and bring contamination from local vehicles to our water supply.	Webform		1493
Anonymous	maya		[Blank Submission]	webform		1915
Anonymous	Maya		Please do not ruin a staple of Arizona. It would truly be heartbreaking and completely against what the saguaro national park and desert museum stand for. People visit tucson to see this beautiful breathtaking area. Please do not do this.	webform		2299
Anonymous	Mia		The environmental impacts this will have with only cause more harm, not only to us, but to the endangered species and other species in the area.	Webform		1438
Anonymous	michael		I believe it is imperative that we keep the natural and sustained ecosystem without jeopardizing the wild life in and around the surrounding area. Without doubt I am opposed to any such development of highways or otherwise.	webform		2473
Anonymous	Michelle		[Blank Submission]	webform		2060
Anonymous	Milan		No West! Preserve the desert!	Webform		936
Anonymous	Milan		No freeway in Arva Valley	webform		1110
Anonymous	Mishelle		I do not agree with this it is a waste of money as well as it will negatively affect the wildlifw	webform		1999
Anonymous	molly		WE DONT NEED THIS HIGHWAY. Please do not destruct the earth more than we are. in this moment in time, especially, we must use our resources to restore	webform		2389
Anonymous	Monem	University of Arizona	No building new road	webform		2393
Anonymous	Nancy		I oppose the proposal of I-11 through our beautiful Avra Valley. A highway would negatively impact the desert areas forever. So much will be lost and for what, so some greedy developers and corporations can move their goods more effectively?!	webform		2173

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Anonymous	Native Tucsonan		Leave our home and our desert alone! You're trying to destroy this area and turn it into LA. I-11 is a complete joke and good way to ruin the lives of all of us who have lived here our whole lives. Take that idea and I think you know where to shove it.	webform		503
Anonymous	Olive		DO NOT BUILD THAT HIGHWAY!!!	Webform		1450
Anonymous	Owen		This is absolutely absurd. The amount of wildlife damage and general ignorance of the environmental impact of this planned Interstate goes to show that we have seemingly lost all respect for what makes Tucson and it's surrounding areas not only habitable for native species but also for ourselves. If this project is confirmed it shall drive away tourists, simply acting as a conduit to Phoenix. This project does not care about Tucson.	webform		2134
Anonymous	Paige		To Whom It May Concern: We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. This short window of time is appallingly unacceptable. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. I must emphasize, this is unacceptable on your part. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you for considering this request.	webform		1977
Anonymous	Patience		Contaminating more of our water source with vehicle emissions and construction is deplorable. Also creating a rift in the natural habitats of our local fauna/flora would have a lasting affect of our immediate location as a city is unnecessary. We don't need another interstate. Work to improve the one we have already.	webform		2325
Anonymous	Patricia		This is a complete waste of tax payer money and will ruin our neighborhood, open spaces and protected spaces. This is a classic case of elected officials putting something elsewhere - not in their neighborhood. Save the taxpayer dollars and double deck the I-10.	Webform		174
Anonymous	Paul		Leave it alone!	webform		1904
Anonymous	Phoebe		I-11 should not be constructed in this corridor of the Sonoran Desert. This construction would damage delicate ecosystems and habitats of endangered species. Additionally, the interstate would be audible from several popular hiking and biking trails. It is important for people to have access to natural spaces away from interstates and other marks of human development. The noise pollution from an interstate would make these trails far less enjoyable and damage ecosystems, but the construction itself could pollute the CAP that supplies water to Tucson. Finally, this process has been rushed. The public has been given only 30 days to comment on the proposal, and the comment period has not been widely publicized. This period should be extended at least another 30 days.	webform		2466
Anonymous	Pierce		[CSDP Talking Points Attachment]	Webform	Pierce_0964	964
Anonymous	Quinn		Please refrain from making this decision until the public have time to respond. I like many others was unaware of this plan until today. This may have a huge impact on the draw to Tucson for many; expands of beautiful desert rich with wildlife and without garnishes of asphalt.	webform		2120
Anonymous	Rachel		Don't do this :(it has more cons than pros	webform		2392
Anonymous	Rebecca		Please find another route than cutting through the heart of Sahuarita. There is plenty of open desert area to put this road, why bring this extra traffic through the middle of a very populated area? The proposed route would cut right through one of the oldest neighborhoods we have, displacing families that have lived in this area for generations. Again, please choose a route that is less populated. Thank you	Webform		1233
Anonymous	Resident		Rather than breaking off I-19 and destroying homes in Sahuarita to build a new highway, please just widen I-19! It would be a better use of resources, some of which are already established (in part at least) and not put people out of their homes.	Webform		1595
Anonymous	Riley		This project will negatively impact the state. Tucson's water source is near by and it's very likely this could contaminate it. Along with that it will endanger wildlife, cause further light pollution endangering insects and more. I do not support this project.	webform		2281
Anonymous	Rita		This new highway will damage local nature We can't afford to ruin our environment any longer, we are already barely keeping this planet together Please consider the wildlife and local population and don't make their lives worse It doesn't matter if we have highways or not on a barren planet	webform		1153
Anonymous	Rose		I strongly oppose adding this route over the beautiful desert landscape west of Tucson. Interstate 10 is sufficient and the new project would cause needless harm to the ecosystem in the region. Animals would be displaced and hurt or killed during construction and afterward as they try to navigate across the highway. Natural recreation areas such as Saguaro National Park West and Arizona-Sonora Desert Museum would be subject to noise and traffic. Please consider just leaving the lands, plants and animals alone. This is unnecessary and destructive. I urge you to listen to the community feedback.	webform		2349
Anonymous	Rowan		We have taken so much from the environment here. The desert is already so fragile we can't impact it this much. Please don't make I-11	webform		1979
Anonymous	Ruben		This isn't something I would want my tax money to go to, nor do I want the environmental Impact this comes with.	webform		1931
Anonymous	Safa		Hello. As an Arizona resident I oppose this highway as it will ruin what makes this state great. I am frequently in Tucson and love it for its abundant wildlife and serene hiking trails. We are currently having a crisis in thay song birds all over the state are quickly losing their natural habitats. A highway would be incredibly damaging to the wildlife in Tucson, not just for birds. The noise and pollution alone would be catastrophic to the environment. Not to mention the influx of traffic and noise to the city itself. I oppose this highway. Do not build it.	webform		2273
Anonymous	Sal		I, and many others are concerned about the environmental impacts of interstate 11. It would impact several endangered species, contaminate Tucsons main source of drinking water with vehicle pollutants, as well as effect noise, light, and air quality on protected lands. Interstate 11 would cause incredible harm as well as ruin the natural experience and solitude of far too many hiking trails. Please consider the numerous negative impacts this interstate will have on the land and community here in the sonoran desert!	webform		2451
Anonymous	Sam		Do not build this freeway. We need to preserve this land.	webform		1090
Anonymous	Samuel		No do not destroy AZ's environment more than it already has been. It's getting too hot here we can't live here if it gets hotter and highways heat up the city.	webform		2202
Anonymous	Sandra		This section of the road is not needed and will destroy forever a beautiful and scenic area of our state. Not to mention the effects of the air pollution on the flora and fauna of Sahara National Park and Desert Museum. Wildlife in the area will be negatively impacted/killed by autos going freeway speeds. Putting a freeway right next to a National Park would start a nasty trend in our country.	Webform		1745
Anonymous	Sandra		Choose the east option and save gates pass trails and recreation and sonoran desert museum	webform		2024
Anonymous	Sarah		DO NOT CONSTRUCT THIS HIGHWAY. Please consider the unique and important ecosystems the Sonoran desert holds. Continually building through these lands will displace species, create more pollution, and disturb the enjoyment for hikers and tourists. I understand why this highway is proposed but there is really not a need for it and it will do more harm than good. Please do not construct it.	Webform		1405

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Anonymous	Sasha		This project will impact national parks and the species within as well as drinking water for many communities. This will be another mistake that damages the environment and the quality of life for people in the area. I urge FWHA and ADOT to stop this project.	webform		2142
Anonymous	Sasha		This interstate would be extremely detrimental to Tucson & the Sonoran Desert. There will be large increases of air pollution and noise pollution. This is also bad for all the animals that are native to the Sonoran desert because it can cut off where they normally live and roam. Tucson only has one highway as of now and that is perfectly fine. Please do not build this! - Sasha Hall-Johnson (16)	webform		2475
Anonymous	Selena		RE: Request for comment deadline extension by 90 days for the I-11 Final Tier 1 Environmental Impact Statement To Whom It May Concern: We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you for considering this request. As always, we appreciate the time you have put into this effort. Sincerely, Carolyn Campbell Executive Director	webform		2037
Anonymous	Shaela	Arizona Youth Climate Coalition	I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option will damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation, who we have already taken large amounts of land from. I am also concerned about how the West route will damage several critical migration corridors: the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill, putting both people and animals in danger. We are in the 6th mass extinction. Being young, I want future kids like me to see the amazing wildlife that we have in Arizona. They were here first. We need to protect them to protect us. The West route would cross the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects. Thank you, Shaela	Webform		1643
Anonymous	Sunny		This action and this road are nothing short of unneeded & detrimental. Vital eco systems will be destroyed. I am born and raised in AZ specifically the wickenburg area and i would be sick to my stomach if this got the green light. This road is not for the better of the natives of arizona but purely based on catering to the horrid population spike, as if the out of staters have not done enough damage to our ecosystems via cookie cutter home developments this will be yet another stain on our beautiful state. I hope you people hear the actual Arizonans out who are not corrupted by greed and money!	webform		1923
Anonymous	Suzanne		I think the highway should connect to I-10 and go south to the 19. The east option makes the most sense. The west option causes people to lose their homes. The east option uses roadways that are already in place. Widen or improve the existing roads and highway rather than cutting a. We one and disrupting people's homes and lives.	Webform		1675
Anonymous	Sylvia		This would compromise our ecosystem.	webform		502
Anonymous	Taylor		The I-11 would be detrimental to so many of the sensitive ecosystems/ national monuments. I am a Tucson local, born and raised. I am opposed to I-11 and the damage it would do to our already dwindling surrounding wilderness areas	Webform		1426
Anonymous	Taylor		DONT DESTROY NATURE!! there is no need for this and no need to harm animals and our ecosystem. Don't be selfish	webform		1934
Anonymous	Tes	Patagonia Area Resource Alliance	The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. Therefore, the 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Please extend the public comments deadline from 30 days to 120 days.	Webform		794
Anonymous	Thomas		No. no. NO. don't ruin our city	webform		2276
Anonymous	Tony		I oppose the I-11 west plan that would infringe upon the ecosystem and that is supported by the wildlife in and around the desert museum. I have lived in Tucson my entire life and as it modernizes, I and many citizens have had an odd emotional experience seeing the development of the city into what it is becoming. I want the best for Tucson and the people that live in it, but I also want to preserve the natural beauty that makes tucson as beautiful as it is.	Webform		930
Anonymous	Tucson resident		The way to strengthen the state is to invest in the people and infrastructure which already exists. The damage I-11 would cause, environmentally, is catastrophic. We could reap more reward through using funding for living wages, keeping the money local. To whomever reads this, you likely passed economics, so you're aware the I11 proposal is an answer to a problem that doesn't exist.	Webform		146
Anonymous	Vanessa		This area is where people go to see and feel what Tucson is all about, the Sonoran desert. These plans are unthinkable as to the negative impact it will have on the area, as well as resulting to further consequent issues to Tucson overall. Please reconsider this as even being a potential site for this project. No amount of convenience is worth the cost of our beloved Sonoran desert. Take this plan elsewhere.	webform		1972
Anonymous	Victoria		There is not a need to bulldoze and ruin homes and important rural areas within our city. Those funds can be put towards more important items Tucson needs. This planned infrastructure could deplete our wilderness that so many in our city take for granted. You'd be completely cutting off the Saguaro National Park's wildlife and basically sending million of species to their deaths. Please reconsider. Do not add to what is not needed, but perhaps, fix what is already there.	Webform		142
Anonymous	Viridian		I-11 would be very destructive to the ecosystems that it runs through and an immense disturbance to nature and trails surrounding it. It should NOT be built and the benefits do not outweigh the negative effects it will have on communities and ecosystems around it.	webform		2381
Anonymous	Wyatt		Ive live in tucson all my life and i dont agree with this, we need to fix and build our prexisting roads and structures. We shouldnt need to take more beautiful land from around us	webform		2177
Anonymous	Wyatt		Ive live in tucson all my life and i dont agree with this, we need to fix and build our prexisting roads and structures. We shouldnt need to take more beautiful land from around us	webform		2179
Anonymous	Your Mom		It is unthinkable that we would increase our murderous footprint on this planet—another interstate would be just another atrocity on your record, and if you choose to go through with this I will offer prayers and tears to any God that is still listening: I will pray that each person involved in this decision will die of dehydration in the desert that will gradually overtake us all. Fuck you, fuck this interstate plan.	webform	Mom_2064	2064
Arenas	Nailea		The desert needs to remain protected and natural and should not be touched. This interstate would damage the surrounding area and take away the beauty of the desert. The saguaro national park is a gem of the world and this would only hinder its beauty.	webform		2136

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Arizona horse council		Arizona horse council	As an Arizona entity that promoted, protects and preserves the equestrian rights, we are disappointed in the fact that YeH agin the rural communities are being taken. We agree with many others in the fact that an extremely viable route exists along the 85 to interstate 8 corridor. We can not fathom why the route you are proposing is even being considered. We still recommend the route of 85 to I-8 for manny legal, protective and financial reasons. We still hope you change your proposed route.	Webform		284
Armijo	Knox		This highway is unnecessary and environmentally destructive. There is no rush to get to Wickenburg and Vice versa. Use this money to repair highways in existence. Tucson doesn't need this, Green Valley doesn't need this and the beautiful desert doesn't need this.	webform		1051
Armijo	KnoxAnn		Here stand four generations of the McGuinness clan on land that has been the family focal point for over 40 years. Some live here in three lovely homes representing countless hours of time and energy. It's where the extended family gathers every Sunday to share food and learn what's new in each other's lives. But these precious acres are in danger of being paved over by Interstate 11. If you think it would be wrong to destroy the homes of so many people, damage the rural character of Hidden Valley, Avra Valley, and Picture Rocks, and scrape away long stretches of wild desert, make your voice heard. Tell the Arizona Dept of Transportation that if I-11 must exist, put it on land already developed, along the existing freeways I-10, I-19, and I-8. Here's the comments link. Don't delay. The comment period ends tomorrow, August 16th. http://i11study.com/Arizona/ContactUs.asp . Don't think your comment doesn't count because it does. Previously, ADOT promoted only the Picture Rocks/Avra Valley option. The public outcry was tremendous. Now they're giving equal consideration to the I-10/I-19 route. While you're at, tell ADOT that I-11 should not only be combined with I-10 and I-19 instead of running it through Avra Valley and Picture Rocks but also with I-8 instead of through Hidden Valley near Maricopa. And ask for an extension to the comments deadline so that everyone can make their voice heard. If you want to see the just-released Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 go to: http://i11study.com/Arizona/Documents.asp?fbclid=IwAR1VIACVq_OQnhfVfji6v6vNMA7nFFQHevK__4RuRkoeQPzFQfC6Q9r9dAc To see if your house is in danger go to this link: https://i11-viewer.hdrgateway.com/ ... The blue is ADOT's western route which represents a 2000' wide corridor somewhere within which 400' would be scraped for the roadway. If you zoom in on the blue you can see 2 blue lines between which is the 2000'. There's also a search box in the upper right to type in an address or other location. If your house is in danger and you would like to be part of this photo project please send me a private FB message. To see more images from the project: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost	Webform		1471
Armijo	KnoxAnn		No to building this unnecessary road. Absolutely no. I live in Tubac and there is no need to tear up any more land for a highway. Interstate 19 is fine and not crowded.	Webform		1474
Armstrong	Alicia		I am concerned about the environmental impacts of the proposed project, being as follows: *Proximity to the Central Arizona Project and contamination from vehicle pollutants. *Impacting endangered species. *Fragmenting a diverse and vibrant wildlife habitat. *Hurting noise, light, air quality and visual character for the protected lands Saguaro National Park west, Tucson Mountain Park and the Tucson mitigation corridor	webform		2295
Arnautovic	Emanuel	Tucson Audubon Society	I urge the planners of i-11 to extend the public comment period to 90 days as this highway will have multigenerational impacts on wildlife habitat and inevitable encroachment and development into critical wildlife corridors. If this road has to be built please choose the eastern option in Pima County to spare the western portion of the Sonoran desert from disturbance by motor vehicles and increased human activity and development.	webform		2293
Arnett	Margie		The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, please consider an extension to provide the public with a full and fair opportunity to participate in this process. The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.	Webform		289
Arnold	Katie		Your comment period is way too short for a project of the magnitude. There would be no harm, but huge benefit in extending that time frame. Finally, I believe that your time frame goes counter to established guidelines for such projects. Please extend the time.	Webform		604
Arrington	Jade		Please don't build this interstate. This world is already losing so much biodiversity and so many natural spaces. Please don't add to this destruction. The Sonoran desert is such a unique, natural space. So many people come to enjoy it. It is home to so many plants and animals that would be killed by the construction of this highway. So I am begging you, please don't build this. Focus on the roads that are already around.	webform		2439
Aspinall	Patrick		Please do not build a new interstate through our desert especially this stretch you are proposing. Myself and countless others have memories, land, houses and families out here. There are plenty of other places you can build your interstate . Please do not ruin people's livelihoods for the sake of business. I have attached a few photos of the peoples lives you will be destroying if you choose to build this here. These are real people, mothers, fathers, sons and daughters, aunts and uncles who live here. Some whom have built these properties with their bare hands . I beg you to reconsider your plans and Please consider alternate options. Sincerely Patrick Aspinall	email	Aspinall_0106	106
Atkinson	Clark		Proposed highway will have negative consequences for AZ treasures: AZ-Sonora desert museum, Saguaro National Park in particular. These treasures are more important than the highway. I oppose highway!	webform		460
ATWELL	JUDITH R		I do not want the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option will cause harm to federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also unfairly harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in violation of the purpose of these mitigation projects.	Webform		1659
Atwell	Judy		Please extend the deadline for discussion on this topic. The plans proposed would cause harm to migrating animals, the environment and the Tohono Nation. We need environmental impact studies and more time to make this important decision.	Webform		613
Atwood	Kristie		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. Best, Kristie Atwood David Christiana Genus Loci Foundation	Email		2512
August	Kimberly		Big fat NO to plans for I-11.	Webform		606

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Austen	Karen		Please let's use some common sense.	webform		862
Avila	Ashley		Do not place a highway in our natural desert landscape. Highway projects damage local environments and have unintended consequences on local cities and ecosystems. The West Option is unacceptable and would damage Saguaro National Park, the Arizona-Sonora Desert Museum, Gates Pass, and so much more. Many endangered species are located along this route and the construction could cause irreversable damage to local waterways, animal and plant life, and increase pollution. Do Not Build A Highway Here.	webform		2093
Avramis	Jim		To Whom it may concern, I request that the 30 day review period be extended to a period of 120 days. This is due to my belief that the 30 day comment period for the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials is insufficient to ensure that concerned and impacted parties are aware of this documentation and review period. This requested extension will also ensure a reasonable time to review the large volume of material provided and generate comments. I also STRONGLY object to the West (Avra Valley) Pima County Option for multiple reasons which include negative impacts to: Sonora Desert ecology and habitat; wildlife migration paths; Tucson Mitigation Corridor (TMC); residents living within the proposed alignment; Saguaro National Park (SNP); Ironwood Forest National Monument (IFNM); Arizona Sonora Desert Museum (ASDM). There are also prior commitments made by the Pima County government to consider as related to the TMC in support of Central Arizona Project (CAP), Central Avra Valley Storage and Recovery Project (CAVSARP) and wildlife migrations paths between IFNM, SNP and Tucson Mountain Park. I will provide further comments after further review of the FEIS. Thank you for your consideration. Jim Avramis	Webform		586
Bachman-Williams	David		I am strongly against having an interstate built through Avra Valley. It will be destructive to the environment and accomplish nothing more than promote sprawl. The correct alternative is to increase/improve rail service for both freight and passenger service between Nogales and Phoenix.	webform		1993
Badeau	Kelly		The thing that makes Tucson so great compared to megalopolises like Phoenix and LA is that we DON'T have a bunch of freeways ruining the character of our town. The area in question is also untouched and precious desert, home to the Desert Museum and Saguaro National Park and will be ruined forever if an interstate highway is built through that corridor. I could not possibly be more opposed to this configuration. If you're going to build an extension, build it to the east of Tucson.	webform		494
Badyaev	Alex		Dear members of the review committee, I am strongly OPPOSED to the West Option (the Tier 1 FEIS for Interstate 11) and urge ADOT/FHWA to ABANDON the West Preferred Alternative Option in Avra Valley. I have three reasons for this opposition: 1) The proximity and redundancy of the proposed route to the existing interstate is unprecedented and is an example of waste. 2) I strongly object to the impact of this proposed route on unique habitats of nearby Saguaro National Park (West unit), Ironwood Monument, Tucson Mountain Park and other unique and critical habitats that occur nowhere else in US and that would be negatively affected by the proposed route. Especially considering the redundancy of the proposed route to the existing highway infrastructure. 3) The proposed route will irreversibly transform the treasured natural and rural nature of my neighborhood – I lived here for half of my life and me and my neighbors greatly treasure low noise and light pollution and undisturbed natural character of our public and private lands. Sincerely, Alex Badyaev	email		1787
Bagley	Darin		Please build this right away. We need it now!	Webform		97
Bahler, retired engineer	Ken		From Wickenburg, use state route 85 south around Gila Bend. Continue on 85 south to Lukeville, border gate. Then use the border wall access road going east to the Nogales, border gate. This way you accomplish 2 very important things: 1) road structure already there and improve two border entry gates for further commercial development, and 2) provide additional security measures along border wall by state and border patrol and increasing health and relations with Tribes. Additional casinos developed to influx luxury taxes in state budget. There are a lot of reasons for this route, plus it would be cheaper to build. Don't develop a parallel highway and disturbing existing communities.	Webform		231
Bahr	Sandy	Sierra Club	[10 page letter from 2021 plus the 2019 letter in the attachments] Summary excerpted from the 2021 letter: Summary Thank you again for the opportunity to provide comments on the FEIS developed for this project. We will reiterate our previous comments. FHWA and ADOT appear to be stuck in the past with transportation planning. Sierra Club encourages you to look forward and move beyond outdated transportation solutions that destroy habitat, harm communities, and continue to give us unhealthy air quality. FHWA and ADOT must seriously consider whether this project is necessary and appropriate or whether it is being pushed forward based on outdated and inaccurate data and needs. We saw no adjustments or considerations relative to the impacts of how people and freight moves in light of COVID-19. Negative impacts to our state's diverse natural resources are unavoidable with a project of this magnitude, and mitigation efforts will not adequately offset the direct, indirect, and cumulative negative effects. We expected a thorough analysis of the impacts and a hard look at the full range of reasonable alternatives, including those that do not envision a freeway and its associated infrastructure. Unfortunately, FHWA and ADOT did not provide that. We again encourage you to withdraw this proposal and go back and evaluate non-freeway alternatives. FHWA and ADOT should break with tradition and offer fresh alternatives that focus on some of the real issues facing the 21st century such as retention of large important open space areas and reduction of fossil fuel consumption to improve air quality and limit climate change. To this end, I-11 is a monumental distraction, encouraging the very things we need to put to rest. We recommend that FHWA, ADOT, and their partners instead invest in other methods—rail options—of moving people and freight from Nogales north across Arizona to our neighboring states.	email	Bahr_SierraClub_1824	1824
Bail	Joseph K		[Blank Submission]	Webform		656
Bailey	Katalina		Request # 1: as a resident of the occupied territory of the Tohono O'odham people that is called Tucson, I implore you to consult with the Tohono O'odham people about building through their lands. Arizona has oppressed and disregarded their importance for years on it - it needs to stop. Request # 2: I personally implore you to stop this project fully as continuous expansion will expand destruction of the desert we love. Building more means destroying more wildlife's sources of food and their homes. Request # 3: If you are a person who does not recognize that this land is occupied territory or if you're an individual who does not value our Mother Nature with the recent confirmations of the Climate Crisis, I implore you to resign from this position as your bias influence will expanded destruction of our lands. (If you are a person that recognizes and values both, I thank you and I implore you to use your voice - no matter what roles you've been given - to elevate these concerns). Request #4: hold yourselves accountable for being educated on these cultural matters and implications. Check your biases and lens that lead to the willingness to disregard honoring these lands as Indigenous lands. The decisions you make. Your vote will reflect your humanity. Request #5: divert funds to combatting high unaddressed rates of human trafficking on your highway by creating a billboard series with the human trafficking hotline number posted, in addition to posting at all rest stops. This isn't just a highway... it's climate, ecosystem, wildlife... please do the right thing. Stop this project. Thank you.	Webform		1472
Bajema	stephanie		To Whom It May Concern: We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to	webform		2245

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			be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you for considering this request. As always, we appreciate the time you have put into this effort.			
Baker	Beryl	Citizen	I-11 opposed 80121 It is obvious from all the comments that I-11 should no longer be an option. Many local residents in both Avra valley and Tucson are opposed to it for many good reasons already stated in previous studies. Even other federal, state, county, city, and tourist attention organizations are opposed to it for many good reasons already stated in previous studies. Monetarily, for many good reasons already stated in previous studies, it would be better to expand I-10 than do a boondoggle I-11. Please take this balderdash off the option list and focus on a solution that people can get behind. We all need to start thinking outside the boxes for long term solutions to the changing climate. Encouraging more trucking and longer distances travel is not a long term viable solution to what the future is predicted to hold. And then there are the vast resources needed to build this highway and the great losses to the environment. Stop this already rejected I-11 option NOW. Beryl Baker, long time neighborhood activist, environmentalist, farmer and many other hats including almost totally a native of Tucson (lack by 4 mos). Tucson, AZ 85713	Webform		550
Baker	Madalyn		As we walk into the future it is CRUCIAL we do everything we can NOW to tend to the earth around us. We owe it to her and the generations to come to offer them a healthy planet. What purpose does it serve to spend millions of dollars, to build a highway on sacred, crucial lands that will only serve the purpose of further polluting the earth? We humans do not need anymore roads and highways. What we need is a healthy, happy planet which in turn allows us healthy and happy bodies. Please truly think about the decision ahead. Think of your future. Think of the future of your kids and their kids. Those futures won't exist if we destroy the earth with meaningless, selfish, tax dollar wasting highways, pipelines, houses, skyscrapers.. etc. Think and act with your heart, not your wallets.	webform		1928
Baker	Tina		To whom it may concern, I believe that I-11 should not only be combined with I-10 and I-19 instead of running it through Avra Valley and Picture Rocks but also with I-8 instead of through Hidden Valley near Maricopa. Creating a new roadway through pristine habitat and important wildlife corridors would amount insurmountable damage to our desert ecosystem and our native flora and fauna. Not to mention all the people's it would displace via home destruction. The noise pollution would also be terrible to those living nearby and to important places like the Arizona Sonora Desert Museum. Please also provide an extension to the comments deadline so that everyone can make their voice heard. Thank you for taking the time to hear this and consider other options. Sincerely, Tina Baker	Email		2514
Baldwin	Denise		RE: I-11 Final Tier 1 Final Environmental Impact Statement and Preliminary Section 4(f) Evaluation (Final Tier 1 EIS) Nogales to Wickenburg, dated July 2021 I. REQUEST TO EXTEND THE COMMENT/DOCUMENT REVIEW DOCUMENT PERIOD TO 120 DAYS OR MORE II. OPPOSE THE WEST/AVRA VALLEY PIMA COUNTY ALTERNATIVE. III. REQUEST TO REMOVE THE WEST/AVRA VALLEY ALTERNATIVE. To Whom It May Concern: It is unconscionable to propose a highway in Avra Valley. The irreversible adverse environmental impacts due to ecosystem fragmentation, impact on wildlife habitat and ecosystem degradation, from the West Alternative alone is enough to make this determination. However, per project definitions of its own purpose, it has higher aspirations to further growth along the route, which the sensitive desert areas of the Avra Valley and the Tucson Mountains cannot endure without its own demise. I am a lifelong resident of the Tucson Mountains. The open space, natural beauty and ecosystems of the Tucson Mountains are as much to be revered as they are a lifestyle. It is extremely important that in reference to the above referenced matter, ADOT follow NEPA procedure, consider community preference, City of Tucson/Pima County Resolutions and not destroy the environment our community cherishes. According to NEPA and ADOT comment process, my purpose is threefold: I. REQUEST TO EXTEND THE COMMENT/DOCUMENT REVIEW PERIOD TO 120 DAYS OR MORE. NEPA procedures allow individuals to request extensions for many reasons which apply to the Pima County Alternatives including aspects including notice, scope and involvement. I request a 120-day minimum comment period for the above referenced matter. My concerns include: Notice and Review. There is vast public interest in and concern about this project from Tucson Mountains residents and throughout the Pima County region. The 30-day comment period is insufficient for the public to be informed of and made aware of the opportunity to review the text and implications of the process. Scope of Project. This is a large project that potentially brings destruction to our ecosystem and lifestyle. Our environment, transportation, dark-sky initiatives, wildlife corridors, open space, and economy are at risk. A 120+ day comment period is requested for a full and fair opportunity to participate in this process. Impact on Minority and Lower-Income Populations. Many communities impacted by the Preferred Alternative Options within the Corridor Study are minority and lower-income populations who may not have access to the Tier 1 EIS. The East and West, Alternatives have these communities and as such, need adequate time to be notified via ground mail or other means. Additionally, the West Alternative is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. These alternatives will have adverse impacts on these populations and require community participation of at least 120-days to review and comment. Infrastructure Requires Consideration. A 120-days or more comment period is required to review, research and respond to a possible addition to infrastructure within metro Tucson. The permanency of these project decisions, no plans or funding available to initiate the project and an estimated cost in today's dollars at as much as \$7 billion, transparency and public involvement is essential. Please extend the comment period to 120 days or more. Convolutd Alternative Names for Pima County Alternatives. The public must contend with numerous sets of names for the Pima County alternatives submitted. There are at least four pairs of names: Recommended/Preferred, East/West, Orange/Green, I-10 and I-19 co-location/Avra Valley. This can be confusing for the public to compare and additional need time or assistance in understanding what the options mean. Need to Review, Research and Respond to Voluminous Material. An extension is requested to adequately review, research and respond to over 5,000 pages of text, maps and other figures of the Draft EIS and the unprecedented scope of this project. The implications of this project will impact our community in significant ways. The public needs sufficient time to review the record, research issues and concerns, and provide a substantive response. II. OPPOSE THE WEST/AVRA VALLEY PIMA COUNTY ALTERNATIVE. I cannot condone the environmental costs of the West Alternative. Tucson Mountain Park, Saguaro National Park and Ironwood Forest National Monument are of great economic benefit due to tourism to Tucson that we cannot afford lose. I-11 Hopes to Serve Growth Along its Route. I oppose I-11 in Avra Valley. ES.4 states the purpose of this plan is to serve population and employment growth. This cannot be located in the Avra Valley because it is too sensitive an area and will exacerbate the traditional adverse consequences of fragmentation due to its close proximity to Ironwood National Monument, Saguaro National Park, Tucson Mountain Park and the greater Tucson Mountains. III. REQUEST TO REMOVE THE WEST/AVRA VALLEY ALTERNATIVE. The West Pima County Alternative option should be removed. The West Alternative is fraught with permanent, unmitigable lifestyle, economic, environmental damage to ecosystems of Saguaro National Park, Ironwood National Monument, Tucson Mountain Park and all of the Tucson Mountains. Pursue the right choice: drop the West Alternative.	webform	Baldwin_1952	1952

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			Two Alternatives to Tier 2 is financially unsound. The incremental cost to pursue two, West and East Alternatives a to the Tier 2 analysis is unnecessary and financially imprudent and wasteful when the evidence indicates that West Alternative will result in permanent adverse environmental impacts to Ironwood Forest National Monument, Saguaro National Park, Tucson Mountain Park and the greater Tucson Mountains which will impact the lifestyle of thousands of residents and the Tucson economy. City of Tucson and Pima County Resolutions Oppose the Avra Valley Alternative. The Tucson City Council (Resolution 23051 on June 18 2019, and 23386 on August 10, 2021) and Pima County Board of Supervisors (in 2007, 2017 and unanimously August 16, 2021) made their voices heard with a firm rejection of the Avra Valley Alternative. The West Alternative is not what Pima County and Tucson want. Remove the West Alternative. I respectfully: I. Request 120 day or more comment period, II. Oppose the Pima County West Alternative and III. Request the removal of the West Alternative as an option for the foregoing reasons.			
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Request the removal of the West Alternative as an option for the foregoing reasons. Respectfully Submitted, Denise Baldwin	Email		2538
Baldwin	Howard		Howard Baldwin Attorney at Law The Baldwin Building, Est. 1907 August 3, 2021 ADOT Communications 1-11 Tier 1 EIS Study Team 1655 W. Jackson St., Mail Drop 126F Phoenix, AZ 85007	mail	Baldwin_2627	2627

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			and: Also submitted online and emailed to 1-11 ADOTstudy@azdot.gov Re: 1-11 Draft Tier 1 Final Environmental Impact Statement and Preliminary Section 4(f) Evaluation (Final Tier 1 EIS) Nogales to Wickenburg, dated July 2021 As property owners in the Tucson Mountains and residents of Pima County, we object to the short period of time you are allowing for public comment. The public cannot review and comment to 5,000+ pages of materials the study team has produced. What is at stake here is a critical 'forever' decision that will obliterate treasured wildlife and vegetation. There appears to be a built in bias for the worst alternative chosen by the team. The West/Avra Valley alternative is the worst environmental and land planning alternative that could possibly be selected. Minimally, another 90 days response time is essential. The only acceptable route is: 1-19 / 1-10 co-location. The Study Team should focus on that route and that route only. To do otherwise is to create a disaster in Western Pima County by completely interrupting the ecosystem in that area in a drastic irreversible way and by creating poorly planned and unwanted satellite communities at the expense of what Pima County holds dear: The Tucson Mountains. Howard Baldwin Annette Baldwin			
Baldwin	Howard & Annette	Attorney	[ADOT Communications I-II Tier 1 E18 Study Team 1655 W. Jackson St., Mail Drop 126F Phoenix, AZ 85007 a n d: Also submitted online and emailed to 1-11 ADOTstudy@azdot.gov Re: I-II Draft Tier 1 Final Environmental Impact Statement and Preliminary Section 4(f) Evaluation (Final Tier 1 EIS) Nogales to Wickenburg, dated July 2021 As property owners in the Tucson Mountains and residents of Pima County, we object to the short period of time you are allowing for public comment. The public cannot review and comment to 5,000+ pages of materials the study team has produced. What is at stake here is a critical 'forever' decision that will obliterate treasured wildlife and vegetation. There appears to be a built in bias for the worst alternative chosen by the team. The West/Avra Valley alternative is the worst environmental and land planning alternative that could possibly be selected. Minimally, another 90 days response time is essential. The only acceptable route is: 1-19 / 1-10 co-location. The Study Team should focus on that route and that route only. To do otherwise is to create a disaster in Western Pima County by completely interrupting the ecosystem in that area in a drastic irreversible way and by creating poorly planned and unwanted satellite communities at the expense of what Pima County holds dear: The Tucson Mountains.]	Webform	Baldwin_0765	765
Bales	Clarice		To ADOT, My name is ClariceBales and I'm a resident in Tucson. I oppose the "West Preferred Alternate Option" for Interstate 11 as described in the proposal. This would create a new highway right through sensitive desert habitat, most of which is right through the Saguaro Nation Park West land and rural Avra Valley. Highways fracture habitats, making it deadly for animals to cross, and they also bring high amounts of pollution, be that noise, light, and trash. Saguaros are THE reason people from out of state/country come to the Tucson area and visit landmarks like the Desert Museum and the National Park. Building a highway through a national park that is named after saguaros in the area, which will surely be disturbed if construction happened, is ridiculous. We are facing issues of a mass extinction crisis and climate catastrophe, fragmented this area with a road will add to these challenges we face. The West route will also be located near the CAP canal, which as I'm sure you know, provides the Tucson area with clean water. Putting a highway close to such a necessary resource like clean water is irresponsible. I am calling on AZDOT to not construct the West Preferred Alternate Option (it will also cost more than the East option) and to expand the public comment period on the project. This is a project that will affect everyone and the public deserves more time to give their input, especially as this will affect the Tohono O'odham tribe, where on tribal land, internet access is sparse. The public has a right to this and I hope you see that. Thank you, Clarice Bales	email		1831
Balk	Meghan		This plan would severely hurt habitat and wildlife and threaten precious water resources. I recommend I-11 is NOT built.	Webform		1410
Banczak	Codie		I prefer the east alternative. The west alternative would cut too far to Saguaro National Park and I don't want to see damage to the ecosystem. Furthermore, because this cuts through low income area of tribal lands, with limited internet access, please extend the comment period to give adequate time for public comments.	Webform		919
Banks	Maggie		We do not need another highway to Mexico. Not only will it cause immense damage to the environment it will add more people. Arizona's water supply from the Colorado river was just cut off the last thing we need is more people moving here. More roads ALWAYS means more people. Lastly, haven't we disturbed and destroyed eblnough of the Yaqui and O'odham's history in the name of progress? We need to actually respect the people who have been hear thousands of years longer than our colonizing ancestors. For once let's not repeat history.	Webform		1453
Barabe	Patrick	private citizen	To Whom It May Concern: I am requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you for considering this request. As always, we appreciate the time you have put into this effort. Sincerely, Patrick J Barabe Tucson, AZ	webform		492
Barabe	Patrick		I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina,	Webform		1771

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			and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects.			
Barajas	Adriana		The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. The impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. The people should have more of a say because this direct impact it will have on our community. I as an individual do not want this project to move forward. Not only will it impact low income families whom already have limited resources, but it will greatly impact the wildlife and ecosystem we have here. Please do not move forward with this project it will hurt many of us and many of already endangered species from plants to animals. Thank for taking the time to read this.	webform		2367
BARANOW	RAQUEL		Please don't build the I-11 freeway through Avra Valley, the noise will ruin the tranquility and disturb animal habitat. The best alternative is to open the Mariposa truck entrance on the Mexico border to allow trucks through 24/7. Trucks can slow down a little through Tucson too.	Webform		761
Baranowski	Mark S		The most important point I want to make is that the West option through Tucson is not worth the environmental and family costs connected with it. It is wiser (and probably much less litigious) to adopt the East option and further improve I-10 thru Tucson (truck express lanes adjacent to the freeway itself are a possibility, much as the some of the non-freeway lanes being developed in the Broadway curve project in Phoenix), especially for southbound traffic leaving I-11 to continue east on I-10. There does not appear to be a way for this southbound traffic to avoid travelling thru all of Tucson on I-10, so it might as well be widened or improved in some other ingenious way. To continue east on I-10, is southbound traffic supposed to take I-11 to its merger with I-19, head back north on I-19 to I-10 and then continue eastbound on I-10? For northbound traffic - Instead of leaving I-10 north of Tucson at mile marker 225, why not continue this concept of using a further expanded I-10 (with its variable speed limit technology already in place) up to the I-8 junction, continue west on I-8 and begin I-11 heading north again at Mile Marker 167? Are dust storms not an issue in the current proposed alignment for I-11? A contrary thought to the use of I-8 in the above paragraph - the upcoming widening of I-10 from Casa Grande to just south of AZ-202 would also seem to complete the route for an efficient bypass of the core of Phoenix, using the new section of the AZ-202 SanTan to join westbound I-10 at roughly 59th Avenue. Why not expand I-10 from Casa Grande to just south of AZ-202 by 2 lanes each way? I know there are geographical challenges to this, but are they any greater than challenges faced in creating I-11? With this expanded I-10, does this AZ-202 bypass route eliminate the need for the section of I-11 from I-8 / Mile Marker 167 to I-10 west of Phoenix? I am glad to see the Preferred Corridor making more use of existing interstates 10 and 8, and state highway 85, with the assumption that they will be widened or upgraded as needed. The use of 85 and 10 in the West Valley has 2 advantages - it appears to consume less farmland and keeps traffic away from the Palo Verde nuclear plant. Wherever new portions of this interstate are built in urban areas, please make them 3 lanes in each direction so that you do not have to go back and widen the road a few years later (as has been the case with many of the state's highways in the Phoenix metro).	Webform	Baranowski_1723	1723
Barber	Brian		I do not think constructing the proposed I-11 alternative route west of the Tucson mountains is a good or wise choice, as in my opinion, it would harmfully impact the current wonderful natural Sonoran desert plant, wildlife and landscape of this area. It would likely also accelerate rapid development growth along this alignment further degrading the quality of this natural beautiful environmental setting against the wishes of the existing residents chosen quality/way of life, and I think the general public at large hoping to preserve this wildlife corridor area. I worked 20 years as a highway design engineer and I can say from my personal experience this would not be the best choice alternative considering the cost effective, environmental and public sentiment pros and cons. Thank you for reviewing my comment.	Webform		1577
Barcelo	Lourdes		Hi there Since I-10 has been under construction for the last several years adding lanes to let the traffic flow, I do not see why you have to molest another part of our desert. Our environment its being destroy by us, people. Please, let's preserve as much as we can our beautiful desert and leave the land to our wild species to complete their purpose in this planet. We won't be able to survive in this planet without our ecosystem. Thank you	webform		1160
Barclay	Steve		Please dont do this! We have already seen what sprawl has done to our environment. More trash, less water, more heat. Once it's gone, it's gone forever... Improve and cleanup both I-10 and I-19...	Webform		1656
Barey	Pat		I urge you to drop the West Option for the following reasons: The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. The West Option severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. It directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway. The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. The West Option is located perilously close to a wide array of public lands, including: Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. Please, please do not advance this disastrous option. Thank you.	Webform		1737
Barey	Patricia		July 24, 2021 I-11 Tier 1 E18 Study Team c/o ADOT Communications 1655 W. Jackson Street Mall Drop 126F Phoenix, AZ 85007 RE: Request for comment deadline extension by 90 days for the I-11 Final Tier 1 Environmental Impact Statement To Whom It May Concern: The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures - the length and breadth of this document warrants a longer public comment period to allow adequate review by the public.	email	Barey_0694	694

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			<p>Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means.</p> <p>A new Interstate freeway has not been built in this metropolitan area since 1961 - over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.</p> <p>Because the impacts of this project are so incredibly important, I urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Thank you for your consideration.</p> <p>Sincerely, Patricia Barey</p>			
Barey	Patricia		<p>The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. The Draft EIS documents totaled close to 5000 pages of text, maps and other figures - the length and breadth of this document warrants a longer public comment period to allow adequate review by the public.</p> <p>Many of the communities impacted by the Preferred Alternative Options within the Corridor Study areas are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means.</p> <p>A new Interstate freeway has not been built in this metropolitan area since 1962 - over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns and provide a substantive response.</p> <p>Because the impacts of this project are so incredibly important, I urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process.</p> <p>Thank you for your consideration.</p>	mail	Barey_2589	2589
Barker	Dave		<p>Regarding the I-11 FEIS process:</p> <ol style="list-style-type: none"> 1. A 30 day comment period may satisfy "letter of the law" requirements, but it's completely inappropriate for a project as large as this. The comment period needs to be 120 days or greater. 2. I am firmly opposed the road option through the Avra Valley. The impact to natural Sonoran Desert habitat is too great to balance yet another paved corridor. 3. I-10 still is not three-lane from Tucson to Phoenix, a drop-kick necessity before alternatives are considered. That bottleneck is dangerous, and frustrating, and would be vastly cheaper to fix NOW. 4. A post-COVID world will have vastly different means of both distribution, and transportation. Making plans now is both unwise, and premature. 5. Although unrelated, I would also point out the the I-17 route north of Phoenix to Flagstaff is in need of refurbishment and updating. It too is a bottleneck for the current transportation load. <p>David Barker Tortolita Alliance Board Secretary (435) 881-0161 dwalb@gmail.com</p>	email		712
Barker	David	Friends of Ironwood Forest	<p>Regarding the I-11 FEIS process: 1. A 30 day comment period may satisfy "letter of the law" requirements, but it's completely inappropriate for a project as large as this. The comment period needs to be 120 days or greater. 2. I am firmly against the road option through the Avra Valley. The impact to natural Sonoran Desert habitat is too great to balance yet another paved corridor. 3. I-10 still is not three-lane from Tucson to Phoenix, a drop-kick necessity before alternatives are considered. That bottleneck is dangerous, and frustrating, and would be vastly cheaper to fix NOW. 4. A post-COVID world will have vastly different means of both distribution, and transportation. Making plans now is both unwise, and premature. 5. Although unrelated, I would also point out the the I-17 route north of Phoenix to Flagstaff is in need of refurbishment and updating. It too is a bottleneck for the current traffic load.</p>	Webform		559
Barnes	Bobbie J.		<p>I see NO reason for I11. What is the end goa? To move truck traffic out of Tucson? What do you propose for East bound truck traffic? It seems that I19 is not being maintained so the answer is another roadway that will be neglected? Why not take care of what is here or add TRUCK ONLY lanes on I19? The environment should be protected, the SAGUARO NATIONAL PARK, Native Lands, etc. Sometimes it is better to take care of what we have and forget the almighty DOLLAR.</p>	webform		435
Barnes	Diana		<p>I request an extension of the public comment period from 30 to 120 days on the Final Tier 1 Environmental Impact Statement for I-11.</p>	Webform		394
Barnes	Lindy		<p>The Saguaro is the icon of the Sonoran Desert to remove them for yet another highway is tantamount to rape of the desert. Please consider a corridor that has already been developed. The Sonoran Desert cannot continue to be torn up; this desert needs to be protected.</p>	webform		454
Barratt	James		<p>We oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. We also request an extension of the comment period from 30 days to 120 days. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.</p>	webform		1867
Barthelson	Roger A		<p>As a scientist and someone who has learned to love the Sky Islands by spending time in them, I think it would be incredibly poor planning to build I-11, especially along the current favored route. The Sky Islands altogether a unique ecosystem for the United States, and habitat for wildlife that are not found anywhere else in the US, and face populational threats everywhere. The Sky Islands are a critical source of water for the surrounding desert lands for people as well as wildlife. Further, the Sky Islands will become more and more critical to the future of southern Arizona as climate change effects worsen. One reason for this is because they provide a critical bridge between the mountain chains of Mexico and the mountains of Arizona to the US. The migration of animal and plants through these mountains will be essential to the survival of a number of species.</p>	Webform		976
Barthlow	Katie	City of Kingman	<p>The Sonoran Desert is unlike anywhere else in the world. Our environment is home to so much more than just you and me. Please stop destroying the home of all the native flora and fauna of our unique and beautiful home. Find an alternative route to this highway.</p>	Webform		1401
Basinger	Ursula		<p>As a Tucson resident and trained ecologist, I am dismayed to hear of the I-11 proposed route treat Saguaro West National Park and Ironwood National Monument. These parks and surrounding area are important habitat for many iconic Sonoran Desert plants and animals. A highway would degrade the land and be detrimental to animal migration. It would also have a negative impact on the quality of life of residents and visitors of the area. Please collocate these highway with existing routes.</p>	webform		2403

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Basso	Ellen		Avra Valley is one of the still open desert with many indigenous plant and insect, animal species. Southern Arizonans insist the 'other' option to place I-11 near 1-10 and I-19 would be a far better option for our grandchildren. And the real question is: why do we need this???	webform		1990
Basta	Joanne		To Whom It May Concern: I oppose the Western Pima Option that goes through Avra Valley for the following reasons: The West Option would: <ul style="list-style-type: none"> • Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. Since this area relies heavily on tourism, it does not make sense to destroy what attracts visitors to this area. • Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area. We have enough urban sprawl already. With our climate getting hotter and drier, we need to decrease urban sprawl, not add to it. • Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research. The West Option, along with the entire proposed route from the border to Casa Grande would: <ul style="list-style-type: none"> • Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. • Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others. • Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services. Finally, building another highway is short-sighted and expensive. We need more alternative modes of transportation, such as rail. Why can't the Transportation Department consider this? Thank you, Joanne Basta 2933 E. Alta Vista St Tucson, AZ 85716 Phone: 520-232-4748	Email		989
Basurto	Suzanne		I-11--Sahuarita to Marana--West Option--The Death of Dreams 42 years ago we moved to the wilderness filled with hope for a life of peace and quiet in the midst of a mesquite bosque forest--our nature retreat. We built a rammed earth home and planted organic vegetable gardens which nourished us as we grew on life's path. On moonless nights the inky black darkness of the sky punctuated by sparkling stars and galaxies contains a beauty not found in cities which are littered with lights. The deafening silence at night is a treasure. Where else could you find such soul soothing quiet? Except for early morning hooting of owls or the bleating of toads after a monsoon rain the desert sleeps in a blanket of peace. Living in harmony with us are the wildlife in the desert. Rabbits, javelinas, snakes, ground squirrels, bobcats, coyotes and many types of birds gather here to partake of the clean air and water.  Has the impact to humans--especially in the diverse neighborhoods of the working poor been considered along with other studies? Why do I feel that time and time again the economically disadvantaged ones have to pay the price for "progress"? If I-11 is built with the west option, it will destroy our entire life's dream and that is something that we do not take lightly. I-11 is a Dream Killer. Please do not destroy the irreplaceable desert with the West Option from Sahuarita to Marana.	email		699
Basurto	Tony		ADOT/FHWA should ABANDON the West Preferred Alternative Option of I-11 in Avra Valley. Please oppose any funding for the Tier 2 process for this project. We have lived here our whole adult lives, and now this I-11 freeway is being proposed to go right through our neighbor's property or maybe right thru out house. This will affect us personally with a tremendous disruption to the quiet area, wildlife and clean air. We are retired and do not have the funds to relocate at this point in our lives. Subject_or_Nature_of_Concern I-11 a/k as I11thru avra valley we have lived on peaceful In for about 42 years building on bare land. it took us 42 years to do this without anybody's help, building as we had money. there is no way that nazi government can "purchase" our place for an amount where we could start again. also, i think we own the water rights due to legal action undertaken quite a few years ago where we were given 2,700,000 gallons of water to use yearly. that will cost the government dearly. there are other neighbors with the same problems. One long haul trucker said that long haul truckers would not use i11 thru the valley as this would cost more money and time.	Email		999
Batnett	Mike		First, I would very much like to have the comment period extended from 30 days to at least 120 days. I think one month is not enough time for people to fully understand the proposals. Second, I am absolutely against any plan that would build a freeway through the west route (Avra Valley). I believe that land to be entirely too fragile and that the construction would cause irreparable damage.	Webform		633
Battin	Mimi		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. E M Battin 7151 N Sandario Rd Tucson, AZ. 85743	Email		2534

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Bauer	Jacqui		The scope of this project and the resulting 5000-page EIS document warrant a much longer public comment period than 30-days. To notify all affected communities, properly evaluate the potential impacts, and understand the proposed options, the comment period should be at least 120 days. For a project that will affect southern Arizona for decades, an additional 90-day period to allow for comment is not unreasonable.	Webform		1221
Baum	Christina Elizabeth		ADOT/FHWA should ABANDON the West Preferred Alternative Option in Avra Valley. This would affect an overburdened, minority populations and impact several wildlife habitats. Furthermore, it would further encourage even more car usage in Arizona and contribute to climate change. This is a terrible idea. Do not go through with this plan.	webform		2259
Baumrind	MaryAnn		I have not and will not have an opportunity to fully review and study the FEIS which is a long complex document. I request the deadline be changed to Dec 16 2021. At this time I am in favor of widening/extending Int 10 b/c this would be less expensive, less harmful to the desert we love and our environment.	webform		471
Beach	Barbara		We would like to voice our opposition to the proposed I-11 West Option. We aren't even sure there should be an option...just use I-10. But the West Option goes through too many beautiful natural areas on the west side of Tucson and it would be a shame to have a highway built right through these areas, especially Saguaro Park West and the Ironwood Forest Natural Monument. Please extend the deadline for reviewing the plans for this corridor from 30 days to 180 days so people have more time to study the issue and make comments, and if the corridor has to be built, choose the East Option, please. Thank you, Barbara and Lee Beach Tucson, AZ 85715	Email		1005
Bear	Dinah		At this point, I am writing for an extension of 120 days to review this extremely lengthy final EIS. Please consider the enormous amount of material to review and the challenges many face in doing so. The community would be enormously grateful if you would grant this request, which I know many residents are making. Thank you for your consideration.	Webform		407
Bear	Dinah		Dear Sir or Madam: As I'm sure you appreciate and as reflected to a significant degree in the FEIS, local governments and many residents of Pima County strongly object to the possibility of I-11 being routed through the Avra Valley (the western route). I concur in their assessment of the ecological damage that would do as well as damage to important sectors of the local economy and urge you to drop that from further consideration. I write to urge a different course entirely, however. The FEIS makes it clear that I-11 is part of an intermodal initiative and indicates that going forward with the I-11 highway proposal does not rule out development for rail connecting, for example, Tucson to Phoenix. However, the very brief and conclusionary statement to that effect is not, in my view, persuasive. It is not intuitively obvious why selecting a highway corridor and moving forward on that front does not prejudice the possibility of rail "down the road", so to speak, either from a logistical/engineering perspective or from a funding perspective. After all, despite the current focus on infrastructure funding, funding is always limited and if I-11 is completed as a highway, resources may be allocated elsewhere other than an alternative mode of transportation along the same route. Importantly, the CANAMEX initiative began long before society as a whole began experiencing the immediate impacts of climate change. Clearly, increasingly many segments of society, including here in southern Arizona, are looking for alternative ways of meeting transportation needs. As transportation is the number one emitter of fossil fuels in the United States, the decision on how to proceed on this particular initiative is a very important one. I acknowledge the work that has gone into preparing the Tier 1 EIS. However, in the context of an intermodal initiative and given the latest projections regarding climate change, I believe that a supplemental EIS needs to be prepared. Specifically, I ask that FHWA and ADOT join with the Federal Railroad Administration to prepare a supplement analyzing possible corridors for rail for this segment. That analysis should be on the same programmatic Tier 1 level as presented for the freeway corridors but importantly, include an analysis of climate impacts from the two different modes of transportation. Such an analysis could not and does not need to perfectly project emission levels and effects, but it can and should provide estimates based on available models and methodologies, such as the social cost of carbon, that provide a basis for comparisons between the two modes of transportation. Continuing to bifurcate the two main potential modes of surface transportation serves neither the decisionmakers nor the public. Taking a step back now and taking a broader look at the options – all within the purview of the Department of Transportation - would serve our future much better. Thank you for the opportunity to submit comments.	webform	Bear_2044	2044
BEARDSLEY	WENDY L		The public comment deadline on the FEIS should be extended from 30 days to 120 days. The FEIS is thousands of pages long, and limiting the comment time to just 30 days is unfair to the public. Are ADOT and FHWA trying to tilt their decision on I-11 in favor of the West Option through Avra Valley by limiting the public to just 30 days for submitting comments? That's the way it appears to those of us living in Tucson who will be most affected if ADOT pushes through their preferred route for I-11 in Avra Valley. ADOT is working against the people of Tucson. We don't want the Sonoran desert west of Tucson ruined with yet another freeway that only businesses and big corporations in Phoenix want. Listen to the people of Tucson, ADOT. Go ahead and expand the existing corridor of I-10 with extra lanes and light rail to Phoenix and Sky Harbor Airport. That's what is needed to improve commerce between Mexico, Tucson and Phoenix. We don't need another unnecessary and destructive freeway that the people of Tucson don't want. We're the ones who will be punished if ADOT goes ahead with its preferred West Option through Avra Valley.	Webform		338
Beaurain	Mary Ellen		After reviewing expansion of I-11 either along existing I-10 and I-19 or a West Option, I am definitely opposed to the West Option. I just returned from a road trip and fresh in my mind is the negative impact of interstates when through public lands. It can really negatively effect critical wildlife corridors. Also, people who live in quiet rural areas should not be taken advantage of by destroying the natural landscape. I also can't imagine the impact on the desert near the Sonoran Desert Museum which many urban Tucson residents value deeply. Again, I am strongly against the West Option. I also believe if the comment period was significantly extended so that those harder to reach rural areas would have a chance to weigh in plus the summer Tucson urban travelers were back in town, you would receive a more representative feedback. Thank You, Mary Ellen Beaurain	email		1837
Beaver	Nicole		As a local resident of Sahuarita and my land and home being in the direct line of the planned path I must disagree with the assessment. The area between Sahuarita and South Tucson is fairly remote north of our town. It is simply not feasible to expect this many long time residents to be removed from their homes when an alternate path can be made without affecting residential properties. Residents and our local mayor have shown disapproval for the west plan path. Please reconsider this north just barley north of the proposed route to avoid residential properties.	Webform		209
Becker	Cameron	Tucson Resident	RE: Request for comment deadline extension by 90 days for the I-11 Final Tier 1 Environmental Impact Statement To Whom It May Concern: I am writing to request a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region, in which I have lived my entire life. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the	Webform	Becker_0824	824

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			opportunity to review and comment on the project. Because the impacts of this project are intergenerational, I urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. I was made aware of these issues related to accessing the project documents during the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago and before both of my Tucsonan parents were born. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you for considering this request. Sincerely, Cameron Becker Fourth generation Tucsonan			
Becker	Cameron		August 12, 2021 Comment regarding: Interstate-11 Final Tier 1 Environmental Impact Statement and Preliminary Section 4(f) Evaluation (Final Tier 1 EIS) Nogales to Wickenburg To whom it may concern, I am strongly opposed to the West Preferred Alternative Option ("West Option") in Pima County described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11), that would have the effect of bypassing the existing Interstate 10. As a lifelong resident in this area I believe that the selection of this West Option will have significant negative impacts on our local economy, public lands and parks as well as to our environment as I describe in the following paragraphs. For these reasons I am strongly opposed to the proposed West Option and in support of the East Option to co-locate the I-11 with the existing I-10 and I-19 corridor. The costs associated with the West Option alternative are enormous and would cost significantly more than the East Option co-locating the route along the existing I-11 and I-19 corridor (Due to the short public review and comment period I have not been able to fully analyze dollar figures from the FEIS, but this additional cost was estimated at \$3.4 billion according to page 2-33 in Chapter 2 of the DEIS which shows that routes A/B/G of the Orange Route Alternative costing ~\$586 million and the routes A/D/F of the Green Route Alternative costing ~\$3.9 billion). In addition to the significant project cost, the West Option would have direct negative impacts on local economic drivers including but not limited to: Saguaro National Park, the Arizona-Sonoran Desert Museum, Kitt Peak observatory as well as diverting traffic away from the existing and growing business districts along Interstates 10 and 19. The West Option would also encroach on the property rights of thousands of private property owners along its entire north-south length, including lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas along this southern stretch. The West Option route would also cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. The increased night lighting west of the Tucson Mountains would also negatively impact scientific research at Kitt Peak Observatory and compromise the ability of scientists to conduct their research. The West Option would have many negative impacts on the public lands and open spaces that make the Tucson area so unique. In particular the areas negatively impacted would include: Saguaro National Park West, Ironwood Forest National Monument and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). The route comes within 1,300 feet of the Saguaro National Park West park boundary and within 400 feet of the Ironwood Forest National Monument boundaries in multiple locations. This would also negatively impact Pima Counties protected lands in the Tucson Mountain Park and open space properties which were purchased and protected under Pima County's renowned Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. This alternative also comes extremely close to and would impact Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. The West Option route would negatively impact our local environment and have detrimental impacts to wildlife habitat. The proposed route would sever critical wildlife corridors and this added fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. Lands and wildlife habitat that would be severely impacted by the West Option route include connectivity between the previously mentioned public lands and open spaces including mitigation lands for Pima County's Section 10 Habitat Conservation Plan (Which are a part of the nationally-recognized and lauded Sonoran Desert Conservation Plan). The City of Tucson In voiced opposition to the West Option on June 18, 2019 (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. This was then reaffirmed by the Tucson City Council again on August 10, 2021. As mentioned previously this route would cause significant noise, air, and light pollution, which would also negatively impact wildlife and our sensitive desert ecosystem. The Alternative "East Option," which proposes the expansion and reconfiguration of the existing I-10 and I-19 corridor is the only acceptable alternative for the proposed I-11 highway. The East Option would be significantly better in regards to the projects impact on our local community, our public lands and parks as well as our larger desert ecosystem and environment. By refusing the West Option and instead selecting the East Option and investing in I-19 & I-10 and developing multi-modal transportation facilities in existing transportation corridors the state of Arizona could mitigate the above listed concerns, reduce highway traffic congestion, reduce the overall cost of highway maintenance, and save on the costs of rights of way purchases and concrete and asphalt production and installation - while reducing air pollution and greenhouse gas emissions. For all of the above reasons I strongly oppose the West Preferred Alternative Option (West Option) for the I-11. Thank you for your time reviewing my comments. Best regards, Cameron Becker Fourth generation Tucsonan Name: Cameron Becker Address: 2510 E. Mabel Street City: Tucson State: Arizona ZIP: 85716 Email: cameronbecker90@gmail.com	webform	Becker_1296	1296
Beier	Paul	Center for Large Landscape Conservation	I strongly oppose the West Preferred Alternative alternative in the I-11 Final EIS. During the final phase of planning the CAP canal, about 1990, Arizona Game and Fish and BLM worked with cap to bury a mile of the canal in this area to permanently accommodate wildlife movement between the Tucson Mountains, Ironwoods, and areas to the northwest. BLM agreed that the land would never be used in a way that would impede wildlife movement. This I-11 alignment would directly destroy that wildlife corridor and conservation agreement. As a conservation biologist who has worked to conserve corridors for over 30 years, I find the preferred alternative absolutely unacceptable, and I suspect it may be illegal. The only way to make this alignment acceptable would be to bury the highway for every foot of its length where it parallels the buried CAP aqueduct.	Webform		1749
Bell	Jan		The feedback time you have allotted for comments is impossibly short. Please extend the comment period to at least 150 days. Many people who will be effected will not be informed of this evaluation report let alone have time to study it and react. I am completely opposed to redirecting traffic through the proposed the Avra Valley corridor. It would despoil what very little is left of desert landscape, would depreciate the value of Saguaro National Park and Ironwood National Monument. Keep urban development to its current location and don't spread urban sprawl all over southern Arizona. PLEEEZE!	webform		483
Bell	Melanie		I am writing to state my OPPOSITION to the proposed I-11 freeway. The environmental costs are too great.	Webform		275
Bell	Zachary		Don't destroy the Sonoran desert for another freeway that will not help travel times and only further encourage single rider car travel. We must care for the environment. We are running out of time to save our planet.	Webform		1500
Belzer	Evelyn		8/14/2021 7:58:39 PM I am writing to state my total opposition to the FEIS West option for environmental reasons. I am a member of the Tortolita Alliance, a group of concerned citizens who are working to make sure the integrity of the land in and around Tucson is treated with the upmost respect on long-term wellness. Evelyn Belzer	email		1822
benarth	frank		As a homeowner whose property exists within the I-11 preferred corridor i am expecting to be contacted before any survey or planing is done on my property	webform		1316
benarth	frank		SAHUARITA TOWN COUNCIL SAYS IF YOU GOTTA BUILD IT DO IT IN GREEN VALLEY NOT SAHUARITA. BUT WOULD RUIN MY PROPERTY. THEY SAY "IF we do not oppose the west alternative route and simply let it go forward, OK... maybe it gets done next year, maybe in your grandchild's life, probably never, but regardless we need to take action now," Lusk said. He said the west route would have negative effects on resources, would cost billions of dollars and require major land acquisitions. He said the east route would involve widening the existing I-19, which would have a smaller impact. "In effect, we'd be responsible for seeing the road widened to six lanes at maximum," he said. "There would still be impacts to some neighborhoods due to the widening, it would be a larger impact in Green Valley, but it will be impacted." "In effect, we'd be responsible for seeing the road widened to six lanes at maximum," . "There would still be impacts to some neighborhoods due to	Webform		1604

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			the widening, it would be a larger impact in Green Valley, but it will be impacted." I oppose the project We bought here as our forever home Now you want us to sell and go find another. LOOKING AT THE INTERACTIVE MAP I THINK I LIVE IN A PART OF GREEN VALLEY THAT WILL BE IMPACTED REGARDLESS OF YOUR CHOICE EAST OR WEST ALTERNATIVE- PLEASE CORRECT ME IF THIS ISNT TRUE			
benarth	frank		As a homeowner inside the I-11 preferred alternative whose property abuts I-19 I ask you to build and rebuild the sound dampening walls along the east side of I-19 before widening I-19. You have failed to take care of the current homeowners and now you ask to make it wider and louder before taking care of regular citizens. If you gotta build it and widening I-19 is the choice please take care of the existing homeowners . I believe the project will ruin neighborhoods, ruin views, drive people away destroy the environment- I currently have eagles, ravens, owls, finch, and hawks that love my trees- your project will destroy their habitat but I see no mention of this in your environmental impact study which definitely included my property	Webform		1606
Bendel	Stephen		Please extend the public comment deadline from the current 30 days to a longer 120 days. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Also, ADOT/FHWA should ABANDON the West Preferred Alternative Option in Avra Valley. The "West Option" would cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. Thank you.	Webform		545
Bender	Carol	Armory park resident	I am concerned about the impact of a stacked highway on the armory park neighborhood, Just south of Broadway. Please address how noise would be mitigated if it is not possible to re-route the highway around the perimeter of downtown. My preference would be to keep the highway as far away from the central business district and armory park as possible.	webform		1163
Bennett	Alice		30 days is not long enough to study and comment on such a large project. Please extend the deadline.	Webform		657
Bennett	Alice		I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects. When will we put a stop to destruction in order to make life "easier" for humans? Please DO NOT plow through the desert to make yet another road, it's not the right thing to do!	webform		1303
Bennett	Andrew		Dear ADOT and the FHWA, Please extend the comment period from the current and insufficient 30-day period to at least a 90-day, if not a 120-period. There is no need to rush, and for a project of this magnitude and with this much potential impact, a more appropriate time period that gives all stakeholders the time to research the proposals and complete research for commenting needs to be held. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you. Sincerely, Andrew Bennett Tucson, AZ	Webform		542
Bennett	Andrew		Andrew Bennett 40 N Panorama Cr Tucson, AZ 85745 Arizona Department of Transportation I-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007 These are my comments regarding the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). I strongly oppose the West Preferred Alternative Option ("West Option") described in the FEIS. This happens to be the FEIS "Recommended Alternative", and I can't recommend against it strongly enough. First of all, the FEIS review and comment period in general is not long enough to allow the public to review the 5,800-page document, nor for ADOT and FHWA to ensure that impacted public are actually even adequately notified of the comment period. The comment period is insufficient and should be extended from 30 days to at least 120 days. The agencies also need to attempt much-improved public outreach, as to my knowledge there has been next to nothing (and I read a lot of news, social media, etc.). The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Saguaro National Park and Tucson Mountain Park—major economic draws for our region—would be forever marred by the sights, sounds, and adjacent impacts of an interstate highway just outside their boundaries; the user experience would be forever negatively transformed. As a result, the Tucson urban area and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. Not to mention that the West Option would actually cost more to build than the East Option. Destroying Avra Valley and these parks at an elevated cost relative to just utilizing the existing footprint of I-19 and I-10 is just not worth the projected 40–50 minute improvement in travel time (and that improvement may only happen if the other pieces of the FEIS farther north fall into place...). I-10 and I-19 are already there with all their associated impacts on communities, nature, etc.—use them instead. No one wants another interstate mere miles from and paralleling an existing interstate except for the companies that will profit from its construction, maintenance, and use for shipping. Building the West Option will almost certainly encourage rampant urban sprawl west of Tucson, instead of the in-filling and reclamation of the thousands of acres of land already available here in town. Expand I-10/19, don't build the West Option. Choosing the West Option would also encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north. Did I mention the impacts on nature? The areas west of Tucson metro are relatively natural and undamaged ecosystems of deserts punctuated by Sky Island mountain ranges. Critters like bears, bighorn sheep, mountain lions, and potentially even rare cats like jaguar and ocelot need quiet, unfragmented landscapes to move between the mountains and to use the desert below unperturbed. Building I-11 in the Avra Valley would fragment these landscapes and thwart migration. There are important wildlife corridors identified in the Sonoran Desert Conservation Plan that allow animals to move—this project would sever them. The West Option would damage lands that include mitigation lands for Pima County's Section 10 Habitat Conservation Plan. There are listed species on these lands that will probably cause litigation to ensue should you choose the West Option—just not worth it. Then, over its entire length, there are the roadkill and negative effects on wildlife from the lights, sounds, gas stations, strip malls, and other developments that inevitably come along with an interstate. The Tucson Wildlife Mitigation Corridor was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project! The hydrological impacts will be similar to other roadways in our region, with unpredictable flash floods posing more of a risk to everyone once the natural landscape is divided and turned upside-down by another interstate (e.g., recent bridge collapses and flash flood accidents on I-8 and I-10 nearby). Avra Valley is not well-developed and drains several sizable ranges. The amount of over-building and maintenance needed to account for the wild hydrology of the Avra Valley would be too costly. Again, improve I-19/10 instead—those interstates' drainages are already heavily controlled. In closing, as you can see, I strongly oppose the West Option through Avra Valley and strongly advocate for the other Preferred Alternative to use I-19 and I-10. Thank you for your time and consideration. Sincerely, Andrew Bennett	webform	Bennett_2116	2116

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Bennett	Andy		<p>These are my comments regarding the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). I strongly oppose the West Preferred Alternative Option ("West Option") described in the FEIS. This happens to be the FEIS "Recommended Alternative", and I can't recommend against it strongly enough.</p> <p>First of all, the FEIS review and comment period in general is not long enough to allow the public to review the 5,800-page document, nor for ADOT and FHWA to ensure that impacted public are actually even adequately notified of the comment period. The comment period is insufficient and should be extended from 30 days to at least 120 days. The agencies also need to attempt much-improved public outreach, as to my knowledge there has been next to nothing (and I read a lot of news, social media, etc.).</p> <p>The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Saguaro National Park and Tucson Mountain Park—major economic draws for our region—would be forever marred by the sights, sounds, and adjacent impacts of an interstate highway just outside their boundaries; the user experience would be forever negatively transformed. As a result, the Tucson urban area and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. Not to mention that the West Option would actually cost more to build than the East Option. Destroying Avra Valley and these parks at an elevated cost relative to just utilizing the existing footprint of I-19 and I-10 is just not worth the projected 40–50 minute improvement in travel time (and that improvement may only happen if the other pieces of the FEIS farther north fall into place...). I-10 and I-19 are already there with all their associated impacts on communities, nature, etc.—use them instead. No one wants another interstate mere miles from and paralleling an existing interstate except for the companies that will profit from its construction, maintenance, and use for shipping. Building the West Option will almost certainly encourage rampant urban sprawl west of Tucson, instead of the in-filling and reclamation of the thousands of acres of land already available here in town. Expand I-10/19, don't build the West Option.</p> <p>Choosing the West Option would also encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.</p> <p>Did I mention the impacts on nature? The areas west of Tucson metro are relatively natural and undamaged ecosystems of deserts punctuated by Sky Island mountain ranges. Critters like bears, bighorn sheep, mountain lions, and potentially even rare cats like jaguar and ocelot need quiet, unfragmented landscapes to move between the mountains and to use the desert below unperturbed. Building I-11 in the Avra Valley would fragment these landscapes and thwart migration. There are important wildlife corridors identified in the Sonoran Desert Conservation Plan that allow animals to move—this project would sever them. The West Option would damage lands that include mitigation lands for Pima County's Section 10 Habitat Conservation Plan. There are listed species on these lands that will probably cause litigation to ensue should you choose the West Option—just not worth it. Then, over its entire length, there are the roadkill and negative effects on wildlife from the lights, sounds, gas stations, strip malls, and other developments that inevitably come along with an interstate.</p> <p>The Tucson Wildlife Mitigation Corridor was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project!</p> <p>The hydrological impacts will be similar to other roadways in our region, with unpredictable flash floods posing more of a risk to everyone once the natural landscape is divided and turned upside-down by another interstate (e.g., recent bridge collapses and flash flood accidents on I-8 and I-10 nearby). Avra Valley is not well-developed and drains several sizable ranges. The amount of over-building and maintenance needed to account for the wild hydrology of the Avra Valley would be too costly. Again, improve I-19/10 instead—those interstates' drainages are already heavily controlled.</p> <p>In closing, as you can see, I strongly oppose the West Option through Avra Valley and strongly advocate for the other Preferred Alternative to use I-19 and I-10. Thank you for your time and consideration.</p>	email	Bennett_1851	1851
Bennett	Gaylen and Barbara		<p>Dear adot: I have lived in Sahuarita, AZ most of my life. It is a wonderful place to live and raise our children and grandchildren. We have a strong community. Much of the land in our incorporated town and surrounding acres are homesteaded land. Our community started in the 1800s and has survived Apache attacks, copper mining and proposed chemical plants. Because our lands have been protected by caring neighbors and the town officials much of our land is what we call "virgin desert." That term carries with it the many original plants. We have the endangered "pineapple" cactus. We also have night blooming cereus, pencil cacti, Santa Rita prickly pears. This is much better now and in the future than asphalt and congestion. "Build it and they will come" may be desirable for your department and developers, but it is not a choice our community respects or wants. Build your highways some where they are wanted! We do not want them here!!! We see no reason that we sacrifice our pleasant community so commercial vehicles can run through here on their way north to Canada. Let somewhere else listen to the growling semis day and night and smelling diesel exhaust. Our son was a truckdriver so we don't hold them responsible. BUT if adot builds it, the masses will come! Thank you for reading or opinion and concerns. Gaylen and Barbara Bennett 1500 W. Twin Buttes Road Sahuarita, AZ 85629</p>	Email		2489
Bennett	Hanna		<p>To whomever it may concern, Please don't let them build a freeway, I will ruin the ecology and kill the desert life. Thank you. Hanna Bennett</p>	Email		985
Bennett	Meghan	USDA Honey Bee Research Center	<p>This construction will severely damage the integrity of the desert, introducing noise pollution, pollution from road run off, and fragments habitat. As a biological scientist PhD, I completely disagree with the building of this roadway. It would be a disgrace to Tucsons natural beauty that humans enjoy and fauna flourish in. This highway will completely change the landscape on the west side of town, one of the most important natural habitats in Tucson. I whole heartedly am agaisnt this project for ecological and social problems it will bring.</p>	webform		2338
Bercheny	Karen		<p>What about the impact this monstrosity will have on our environment!!!! Leave the desert alone!</p>	Webform		1586
Bergenthal	Vanessa		<p>1) Thirty days is an insufficient amount of time for public comment on this infrastructure. Many people who will be impacted by a new highway, specifically native people and communities of color, don't always have access to the internet and must be notified for comment by mail. 2. The Avra valley west portion of the highway project must be abandoned. It will locate a major public highway going through land that should not be further developed and through communities that will be harmed by the influx of outside traffic. As a member of the Arizona Native Plant society I care about the conservation of Arizona plants and animals and this highway would negatively affect the conservation efforts in the mountain reserve, ironwood reserve, public lands, etc.</p>	Webform		682
Bergeson	Nancy		<p>I guess first of all I don't see the need for a freeway that basically parallels the 10.....fix the 10 first! Secondly, I will be greatly impacted by the course of this freeway as my home lies JUST outside the "blue line".....with half my little neighborhood of like 24 homes being within the lines and the other half then having to probably stare at freeway walls if completed as planned. We all bought out here at different times, but will all lose alot. I will not only lose my only financial security I have planned for my retirement, many of us will lose livestock and a way of life. Not to mention the beautiful landscape of saguaros this freeway will plow thru. The more I read about this proposed freeway, the more my heart breaks.</p>	Webform		533
Bergin	Mary Pat		<p>I OPPOSE the I-11 West Option through Avra Valley! The West Option for Interstate 11 would build a new freeway right next to Saguaro National Park and the Arizona-Sonora Desert Museum, causing irreparable damage to the Sonoran Desert.</p>	webform		1318

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Bernauer	Dominique		I moved out as far as I could afford almost 25 years ago. I needed to live as far from the cities as possible. The pollution, noise, lights and humans will be present in overwelming numbers for me. I have loved the land. I have been the care giver to it. I know that we have no choice about this project. The only hope I have is that it's constuction will take years to complete. So I can live here as long as possible in peace. This is very personal to me. Dominique Bernauer 16821 w. Gatling Rd. Marana, AZ 85653	email		432
Bernier	Marc		The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, I urge you to consider an extension to provide the public with a full and fair opportunity to participate in the process. The West Option is located perilously close to a wide array of federal public lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts.	Webform		1583
Bertram	Vanessa		The Tucson Mountains and Gates Pass are some of the most absolutely beautiful and rich areas of nature in all of Tucson. There is a huge amount of wildlife that can be seen in these areas. This ability to connect with nature is crucial for the mental and physical health of Tucsonans. Not to mention, the wildlife that exists out there should be preserved as much as possible undisturbed. Please do not put I-11 here. Tucson's close proximity to largely undisturbed nature is what makes Tucson so special, not highway expansion.	Webform		1457
Besemer	Angela		Interstate 11 needs to go along the I-10/I-19 corridor, not further damage and divide our fragile desert land. We absolutely cannot afford to destroy our desert habitats that make our area so unique and beautiful. 30, 40 years down the road it won't just be another highway that quickly skirts the city. It will become its own metropolis adding to the pollution and taxing our already strapped water supply.	webform		1041
Besinaiz	Daniel		As a planner, the East option in Pima County is the better option. The West option promotes unsustainable and environmentally-detrimental development. We know from decades of regional planning history that building interstates promotes costly suburban sprawl. We simply cannot afford to keep building infrastructure that is costly to taxpayers and jeopardizes the future of the natural environment.	Webform		356
Betts	J David		Dear sir or madam, It is my strong belief that the routing of the proposed I11 through the Agra Valley is short sighted and wrong-headed. In view of the damage it would cause to the natural setting and the Saguaro National Park environs, and the proximity and availability of the existing I10, I hold that ADOT/FHWA should ABANDON the West Preferred Alternative Option in Avra Valley! Yours truly, J David Betts, Ph D	Email		888
Bevill	William		Imagine the light pollution that will affect the science being conducted on Kitt Peak. Think about going to the Arizona-Sonora Desert Museum and, instead of looking out across the valley from the overlook, you see a freeway and the associated development (Circle Ks, Dollar Stores, etc.). This will destroy the habitat, desert, trails, parks. This is a horrible idea!	Webform		553
Bickel			I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage.	Email		2493
Bickel	Bettina		Dear I-11 planning team, Please extend the comment period on the FEIS from 30 days to 120 days. Thirty days is too short of a time period for the following reasons: <ul style="list-style-type: none"> The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Please abandon the West option through the Avra Valley, as an interstate freeway through this area would irreversibly damage its environmental and cultural values. Thank you for considering my comments, Bettina Bickel Glendale, AZ	email		697
bickford	Ali		I don't support this expansion. I would rather see these funds go to a bullet train from Tucson to phx with more light rail lines in phx and Tucson. Adding the freeway will negatively effect the noise / visual landscape resource to a point of no return.	Webform		426
Bierman	Kenneth		I am strongly opposed to the West Option and in favor of the East Option that co-locates I-11 with I-19 and I-10 through Tucson. I have many reasons for my strong feelings. In brief, the West Option destroys too much beautiful natural land that I want preserved for my grandchildren and their children.	Webform		777
Bierman	Kenneth		Please extend the public comment deadline to 120 days. Thirty days in not sufficient time to review such a large and important document.	Webform		778
Bierman	KJ		TO: AZ Dept. of Transportation For more reasons than I can list I strongly oppose the West Option for Interstate 11. That options cuts through the heart of some of this nations most beautiful country. No amount of mitigation/restoration could undo the damage that building this highway would cause. I strongly support the East Option that basically runs through Tucson expanding portions of the existing I-19 and I-10. While I realize this option has its disadvantages/problems I believe it is the better of the two options because it will do the least damage to our beautiful and fragile desert environment. Although I don't know for sure I suspect this is the least expensive option. In summary, I support this option because it does the least damage and hopefully costs the least as well. Finally I encourage you to extend the comment period. Thirty days is much too short a time frame for such an important and far-reaching issue. Ninety or 120 days would be better. Kenneth Bierman 4255 N. Limberlost Circle Tucson AZ 85705 520-661-7555 Kbierman1@gmail.com	email		1792

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Bilgray	Dave		please extend the comment period. 30 days, in the middle of an Arizona summer, is ridiculous. change it to 120 days.	Webform		236
Binnie	Alan		I am writing as a lifelong Tucsonan of over 60 years, a concerned citizen, and a public landowner to object to routing I11 through the Altar and Avra Valleys (The West Route). This route would disrupt crucial wildlife corridors, promote urban sprawl and unsustainable development, negatively impact Saguaro National Park West, and violate agreements to set aside these areas to protect Tucson's water supply and mitigate development in other areas. It would also destroy the rural character of a huge swath of Arizona. It's obvious that the East route, which would colocalize I10 and I11, makes much more sense. I urge you to permanently abandon the idea of an I11 that is not colocalized with I10 between Casa Grande and the border with Mexico.	Webform		561
Binnie	Alan		I'm writing to request that you extend the comment period for the I11 proposal. This is a very significant issue for many people in the county and most of them have not even heard that this proposal exists, or assume that the idea died a long time ago. Even for those of us who are very involved, there has not been anywhere near enough time to review the thousands of pages in the Draft EIS. Interstate routes are irreversible, the public should have ample time to weigh in. Thanks for your consideration.	Webform		599
Bittick	Cynthia		Please ABANDON the West Preferred Alternative Option in Avra Valley and instead use the existing Interstate 10 through Tucson. The area involved in the West Option includes sensitive land for the Tohono O'odham people and would endanger the lives of desert wildlife while also imposing poor air quality and noise issues for the nearby national park and the desert museum. These are 2 very special places for Tucson and attracts visitors which contribute a great deal to our local economy. Thank you Cynthia Bittick Tucson AZ 85745 cgbittick@yahoo.com	Email		2523
Blackburn	Jeffery		I'm highly opposed to this since it would destroy thousands of acres of the Sonoran desert and provide a barrier between Ironwood National Monument and the Sonoran Desert putting wildlife in jeopardy! Jeffery Blackburn, MD. I have volunteered many hours in INFM.	email		714
Blackman	Shelley L		Select route that avoids Estrella Mountain Ranch and the Canta Mia subdivision. I-11 should cross I-10, but not merge with I-10 as it will bottleneck traffic even more on I-10. It makes more sense and is likely less costly to select undeveloped or farm land for the freeway routes.	Webform		120
Blais	Brian		To I-11 Tier 1 EIS Study Team c/o ADOT Communications and whom it may concern: I am writing on behalf of my research collaborators to urge the following: a) abandon the "West Preferred Alternative Option in Avra Valley" (i.e., West Option); and b) extend the public comment period from 30 to 120 days. Attached are substantive materials to support these important requests. Sincerely, Brian Blais, Ph.D. Candidate University of Arizona [Attached document has charts and references] To whom it may concern: I am writing on behalf of my research collaborators to urge the following: a) abandon the "West Preferred Alternative Option in Avra Valley" (i.e., West Option); and b) extend the public comment period from 30 to 120 days. Below are substantive materials to support these important requests. Making an Informed Decision to Abandon the "West Preferred Alternative Option in Avra Valley" I am a conservation wildlife biologist leading a multiyear wildlife research project in the vicinity of the "West Option" (e.g., Avra Valley). Specifically, my team and I monitor road usage by vertebrate species in rural and urban-rural edges. The demographics of the roads yield low to moderate traffic volumes (i.e., <100 vehicles/hour). Our aim is to monitor species and diversity over time, any seasonal, temporal, or geographic trends where there may be frequent or infrequent road usage by vertebrates (termed "hotspots/coldspots" in scientific literature), and relationships between the numbers of dead-on-road (DOR) animals encountered versus traffic volume. This is to understand wildlife dynamics before traffic-increasing infrastructure is implemented and the consequential effects of increased traffic volumes on wildlife. In brief, substantial scientific evidence exists to support that increased traffic leads to more wildlife road mortality, human-wildlife conflicts (i.e., accidents including human fatality), and decreased biodiversity [1-3]. This is especially true for less mobile species such as amphibians and reptiles [4-6]—mortality and impacts of highways has been assessed for these taxonomic groups in Arizona [7,8]. Since 2018, we have conducted surveys in and around rural Tucson and Phoenix, Arizona. Some of our sites overlap with the Preferred Alternative from the final EIS. These include Ironwood Forest National Monument, west of Saguaro National Park—West District, and the U/X segment (Fig. ES-1 fEIS Executive Summary, origin.i11study.com) from Wickenburg to I-10 near Buckeye. Through replicated systematic surveys, we have recorded more than 400 amphibians and reptiles and another 800+ mammals and birds. Unsurprisingly, areas near hydrological features (e.g., streams, washes, lake bodies) are often rich with species. Concerning, road transects with higher traffic volume equate to significantly more DOR vertebrates (p < 0.001; Fig. 1A), especially herpetofauna during important summertime life history stages (p < 0.001; Fig. 1B) [9-12]. In other words, as traffic rates increase, so do the quantity and percentage of vertebrate DOR instances. This is especially true for herpetofauna during the summer monsoon (i.e., rainy) season which is a critical life history time for Sonoran Desert herpetofauna [11]. The West Option will undoubtedly cause irreversible harm to natural resources in these areas. Some of the richest localities from our study occur in the West Option. An estimated 30,000 vertebrates are killed on roads annually in the vicinity of Saguaro National Park alone [13]. From data to-date, we have documented that increased or updated infrastructure (e.g., freshly paved roads) yield excessively high rates of animal roadkill [10,11]. Because the regions near the West Option are already invaluable natural resource systems (e.g., Saguaro National Park, Ironwood Forest National Monument, Tucson Mitigation Corridor, Tucson Mountain Park, and tribal lands of the Pascua Yaqui and Tohono O'odham Nation Tribes)—with species present that are rare or listed (e.g., Desert tortoise, Sonoran Desert Toad, Lesser long-nosed bat; [14] or pose a threat to increase human-wildlife collisions [e.g., migrating desert bighorn sheep [15], mountain lions [16]]—it would be disastrous to consider the West Option alternative. Rural perimeter areas of Tucson and Phoenix—those with less traveled roads—typically equate to more abundant animal observations (p = 0.023; Fig. 2). The potential losses in biodiversity and economic resources freely obtained through ecosystem services by species and habitats provide would be costly [17]. In other words, it makes little economic sense—and no ecological sense—to consider the West Option because the downstream costs would far outweigh the benefits and result in devastating and possibly irreversible harm. Other key points related to known impacts from developing highway infrastructure are as follows	email	Blias_1832	1832

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			<p>IMPACTS TO WILDLIFE CORRIDORS</p> <p>The West Option:</p> <ul style="list-style-type: none"> • Severs important wildlife corridors between the Tucson Mountains, Ironwood Forest National Monument, and the Waterman Mountains. • Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. • In 2016, desert bighorn sheep were photographed in several locations in the Tucson Mountains. These rams likely use existing wildlife corridors between the occupied Ironwood Forest National Monument and the Tucson Mountains region (see Erwin et al. 2018). The I-11 West Option would totally encapsulate and fragment these areas and wildlife corridors. Saguaro National Park–West District is already fragmented by I-10 to the east and SR-86 to the south (the I-11 West Option would complete the cut-off to the west and north of the Park). <p>IMPACTS TO NOISE, AIR, AND LIGHT POLLUTION</p> <p>The West Option would:</p> <ul style="list-style-type: none"> • Cause significant noise, air, and light pollution that negatively impacts a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. • Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area. • Negatively impact scientific research at Kitt Peak and other astronomical Observatories by increasing night lighting and compromising the ability of scientists to conduct their research. <p>IMPACTS TO THE ECONOMY</p> <p>The West Option (and entire proposed route from the border to Casa Grande) would:</p> <ul style="list-style-type: none"> • Cause economic loss to Tucson by diverting traffic away from Tucson’s downtown and growing business districts. [See above for economic losses related to biodiversity and ecosystem service losses.] • Lead to negative economic impacts to key tourism attractions, such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others. • Lead to excessive urban sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services. These areas are already experiencing historic drought and less than ideal water trajectories via multiple climate change models. <p>IMPACTS TO PRIVATE PROPERTY</p> <p>The West Option would:</p> <ul style="list-style-type: none"> • Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north. • Bisect, infringe, and interfere with native peoples, their tribes—such as the Tohono O’odham and Pascua Yaqui—and their lands. <p>Making an Informed Decision to Extend Public Comment Period from 30 to 120 Days</p> <p>The deadline for public comments should be extended from 30 days to 120 days to allow a fair and thorough review by the public.</p> <ul style="list-style-type: none"> • The 30-day comment period is insufficient for review of the ca. 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. • Because the impacts of this project are intergenerational, we urge reconsideration for an extension to provide the public with a full and fair opportunity to participate in this process. • Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations, and they will need adequate time to be notified via ground mail or other means. • The West Option through Pima County is proposed through traditional Tohono O’odham lands where tribal members may have limited internet access. • The FEIS is ca. 5,800 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. Because the many likely issues will have long-lasting, significant impacts on Arizona communities, sufficient time is needed to review the record, research issues and concerns, and provide a substantive response. <p>In Summary, we reciprocate support that many individuals and organizations, such as Coalition of Sonoran Desert Protection and Friends of Ironwood Forest, in recommending that the West Option be abandoned and that the public comment period be extended from 30 to 120 days. We are confident that the substantive material presented here, as well as those from the majority of voices of Arizona communities and stakeholders, will be addressed to abandon the West Option alternative and grant extension to the public comment period.</p>			
Blake	Monahsetah		NO NEW INTERSTATE. KEEP THE NATURE PRESERVED. KEEP NATIONAL PARKS PRESERVED. I have great concern over a new interstate system being built straight through the heart of Tucson's preserved desert areas. Ecologically this will impact the ecosystem heavily, as well as completely destroying multiple hiking trails and all around making it difficult to enjoy the peace and serenity of the desert. We do not need a new interstate, one of the main reasons Tucson was never built on an interstate system like Phoenix was to keep the nature ecosystem and history of our charming city intact. Please don't destroy more of this gorgeous landscape.	webform		2332
Bland	Steve		I object to another interstate freeway through our beloved desert and all the attendant development that will go with it.	webform		498
Bleiman	Karen		"NO" On the i 11 ! Save The Desert	email		1807
Block	Kerstin	Millstone Manor Homeowners	[Blank Submission]	Webform		1763
Blum	J		Abandon the West route.	webform		1047
Bluto	Tammy		This freeway is going right through my property. I have lived here 40 years and made this place my paradise. I do not want to leave my place. The freeway will destroy the desert land and the wild life.	Webform		1531
Bodnar	Larissa		I'm against building I-11 through these areas. We're part of the few places left that have a habitat for animals and plants like this. Who hasn't taken family/friends/out of town visitors to the Sonoran desert Museum and Gates Pass as a way to show the beauty of Tucson? Please don't take away what makes Tucson special.	webform		2435
Boere	John		For the section between Case Grande & Nogales, why can't it follow the existing freeways 8,10 and 19 by widening it? That seems way more cost effective and less impact on the environment than a whole new parallel corridor.	Webform		951
Bogan	Michael		I am writing to strongly discourage the West Option for the proposed freeway I-11 through southern Arizona. This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. I also request an extension of the comment period from 30 days to 120 days. The proposed freeway route would sever important migratory corridors for desert animals, facilitate the spread of invasive and economically damaging weeds, and lead to increased urban development along freeway exits that will also cause ecological damage. I am a professor and wildlife biologist who has studied these impacts along other urban and road corridors in Arizona and am confident that the development of the West Option will cause similar ecological damage in Avra Valley, a unique, biodiverse, and important part of the broader Sonoran Desert. Furthermore, the West Option will encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.	webform		2055
Bolesta	Murray		To Whom It May Concern: We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the	Webform		229

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you for considering this request. As always, we appreciate the time you have put into this effort.			
Bolger	Katie		I am a 52 year resident of Tucson. I am writing in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. Thank you Katie Bolger	Email		2525
Borbon LL.M.	Maria		For the sake of future generations it is imperative to stop Interstate 11. There is no water for the developers who will rush to build cheap crappy subdivisions on both sides of the freeway	Webform		392
Borchaloui	Nicole		Please do nothing to destroy our desert. It is my home. I do not want any new highway built that may negatively impact our precious homeland or anyone's experience of it. Build an east highway if necessary.	webform		2425
Borer			Yea this is Mrs. Borer, B-O-R-E-R. We are at 53621 West Quail Run Road Maricopa, Arizona 85139. Uhm, my comment is I can't see bringing more people in and disrupting elderly people who have been here like us for 32 years. Horse people, country people, uhm, have never bothered anybody. Thinking our houses can be torn down, our lives erupted. We are old, we do not want to move. We have been here all these years for our kids, grandkids, neighbors and they think that we are going to be displaced by a freeway so that more people can build houses here and start their lives while ours have been just kinda pitched out in the dark. It is so hurtful to think that our country doesn't think any more of our elderly that they would be coming through to make room so people can run back and forth and make it easier for them when we have never bothered anybody for 30 years. We have just stayed by ourselves, our neighbors, horse people, dog kennels - we can't have any of that in the city. We don't want the city. Uhm, it's just so heartbreaking that no one seems to care about horse people and people who just wanna be left alone and not bother anybody. And if you wanna travel then use the highways like we have to use. We had to go 35 miles for groceries for 20 years and haul water for 10 before we could afford anything different. Thank you. Please, don't come through here. We just want to be left alone, that's why we're here.	Voicemail		268
Borgman	Corrie		Bendire's thrashers (<i>Toxostoma bendirei</i>) are among the fastest-declining bird species in North America (Rosenberg et al. 2016, Sauer et al. 2017), and their global populations are restricted to the landscapes of the arid Southwest, which has experienced significant conservation threats over the past several decades (NABCI 2016, Iknayan and Beissinger 2018). Their populations are estimated to have declined by 87 percent over the past 45 years (Rosenberg et al. 2016), and the 'population half-life' (i.e., time to a further 50 percent population decline) is estimated to be only 14 years for Bendire's Thrasher (Stanton et al. 2016). Due to the thrashers' scarcity across the landscape, their secretive nesting habits, and their reliance on ephemeral food and water sources in harsh desert environments (England and Laudenslayer 1993), our understanding of their habitat and conservation needs is inadequate, which limits effective species management. In recognition of these sharp population declines, landscape threats, and globally restricted populations, Bendire's Thrasher is widely recognized as a species in need of urgent conservation action. The Bendire's Thrasher is ranked internationally as an IUCN Red List (Vulnerable) species (Birdlife International 2017). It is listed as a Red Watch List Species by Partners in Flight (Rosenberg et al. 2016) and a U.S. Fish and Wildlife Service (USFWS) national Bird of Conservation Concern (USFWS 2021), a U.S. Bureau of Land Management (BLM) Sensitive Species and the Sonoran Joint Venture lists both thrashers as species of continental concern requiring management attention (SJVTC 2006). At the state level, the Bendire's Thrasher is recognized as a Species of Greatest Conservation Need (SGCN) or equivalent designations in the State Wildlife Action Plans (SWAPs) of all U.S. states where they occur (Arizona, California, Nevada, New Mexico and Utah; AGFD 2012, WAPT 2012, CDFW 2015, UWAPJT 2015, NMDGF 2016). All SWAPs identify the need for additional information and development of management actions that advance conservation of these species, while also emphasizing an overall lack of sufficient monitoring that would elucidate population sizes, trend estimates, and habitat requirements of both. This lack of knowledge limits the efficient assessment of conservation needs and stymies targeted on-the-ground conservation. Bendire's Thrashers occupy desert habitats across the desert southwest. In Arizona, the core of their distribution, breeding and wintering populations (both migratory and resident) of Bendire's Thrashers occur in the flood plains and valleys within parts of the Sonoran Basin and Range Ecoregion, including the Lower Colorado/Lower Gila River valleys, Middle Gila/Salt River floodplains, Gila/Salt River Intermediate basins, Upper Gila River Basin, Central Sonoran/Colorado Desert Basins and Arizona Upland/Eastern Sonoran basins. In disturbed habitats, such as Avra Valley, Bendire's Thrashers (resident and migratory populations) can be commonly found utilizing mesquite tree and shrub-lined edges of agricultural fields and large livestock operations within the Sonoran ecoregion, as well as small rural farm and ranch communities found in these areas (Ammon et al. 2020). The vegetation community in the Sonoran ecoregion where Bendire's Thrashers regularly occur is commonly composed of creosote bush (<i>Larrea tridentate</i>), wolfberry (<i>Lycium</i> spp.), graythorn (<i>Ziziphus obtusifolia</i>), yucca (<i>Yucca</i> spp.), and cholla (<i>Cylindropuntia</i> spp.) as well as larger structures of cholla, yucca, or desert tree species such as mesquite (<i>Prosopis</i> spp.), palo verde (<i>Parkinsonia</i> spp.), or ironwood (<i>Olneya tesota</i>). Bendire's Thrashers typically occur in low densities, but in some areas, concentrated breeding has been documented in particular patches. In Arizona, these include an area outside of Wikieup, Arizona, which was designated as an Audubon Global Important Bird Area (IBA; aziba.org), as well as in Avra Valley, west of Tucson. In these areas, numerous breeding Bendire's Thrashers have been documented in a relatively small area. Additionally, this was the study site for a study to investigate wintering movements of Bendire's Thrashers. This study, which utilized GPS tag technology to track Bendire's Thrashers showed that individuals in Avra Valley stayed on small territories throughout the winter and breeding season (Corrie Borgman, unpublished data). Numerous documented breeding and wintering territories are in direct conflict with the West Preferred Alternative Route in Pima County. Because Bendire's Thrasher are occupying this area throughout the year, and in relatively high densities to surrounding areas, these sites are important to the local Bendire's Thrasher population. Loss habitat resulting from the West Preferred Alternative Route would result in displacement or loss of an important concentration of breeding and wintering sites for this at-risk species. This species faces numerous threats from the expansion and growth of the urban footprint in Arizona and beyond. While this species is commonly found on rural edges, such as around the edges of low-density housing, at ranch houses, or areas with historical farming and active or historical grazing, loss of habitat and the level of disturbance associated with the construction of an interstate are not likely to be compatible with presence of this species. Literature Cited: [AGFD] Arizona Game and Fish Department. 2012. Arizona's State Wildlife Action Plan: 2012-2022. Arizona Game and Fish Department, Phoenix, Arizona. E.M. Ammon, D.M. Fletcher, L.B. Harter, C.C. Borgman, E. Duvuvuei, G. Geupel, D. Jongsomjit, E. Juarez, C.L. Kondrat, E. Masters, and R. Norvell 2020. Survey methods, habitat models, and future directions for conservation of Bendire's and LeConte's Thrashers: A comprehensive report of region-wide surveys in 2017-2018. GBBO Gen. Tech. Report 2019-1. Great Basin Observatory, Reno, NV.	Webform	Borgman_1238	1238

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			[CDFW] California Department of Fish and Wildlife. 2015. California State Wildlife Action Plan, 2015 Update: A Conservation Legacy for Californians. A.G. Gonzales and J. Hoshi (eds.). Sacramento, CA. (https://wildlife.ca.gov/SWAP/Final) England, A.S., and W.F. Laudenslayer Jr. 1993. Bendire's Thrasher (<i>Toxostoma bendirei</i>) In The Birds of North America, No. 71 (A. Poole and F. Gill, eds.) Philadelphia: The Academy of Natural Sciences: Washington, D.C.; The American Ornithologists' Union [NABC] North American Bird Conservation Initiative. 2016. The State of North America's Birds 2016. Environment and Climate Change Canada: Ottawa, Ontario. Iknayan, K.J. and S.R. Beissinger. 2018. Collapse of a desert bird community over the past century driven by climate change. Proceedings of the National Academy of Sciences 115:8597-8602. Rosenberg K.V., J. A. Kennedy, R. Dettmers, R. P. Ford, D. Reynolds, J.D. Alexander, C. J. Beardmore, P. J. Blancher, R. E. Bogart, G. S. Butcher, A. F. Camfield, A. Couturier, D. W. Demarest, W. E. Easton, J.J. Giocomo, R.H. Keller, A. E. Mini, A. O. Panjabi, D. N. Pashley, T. D. Rich, J. M. Ruth, H. Stabins, J. Stanton, T. Will. 2016. Partners in Flight Landbird Conservation Plan: 2016 Revision for Canada and Continental United States. Partners in Flight Science Committee. 119 pp. [SJVTC] Sonoran Joint Venture Technical Committee. Beardmore, C.J., ed. 2006. Sonoran Joint Venture: Bird Conservation Plan, Version 1.0. Tucson: Sonoran Joint Venture. [NMDGF] New Mexico Department of Game and Fish. 2016. State Wildlife Action Plan for New Mexico. New Mexico Department of Game and Fish, Santa Fe, New Mexico, USA. [USFWS] U.S. Fish and Wildlife Service. 2021. Birds of Conservation Concern 2021. United States Department of Interior, Fish and Wildlife Service, Division of Migratory Bird Management, Arlington, Virginia. 46 pp. [Online version available at https://www.fws.gov/migratorybirds/pdf/management/birds-of-conservation-concern-2021.pdf] [UWAPJT] Utah Wildlife Action Plan Joint Team. 2015. Utah Wildlife Action Plan: A plan for managing native wildlife species and their habitats to help prevent listing under the Endangered Species Act. Publication number 15-14. Utah Division of Wildlife Resources, Salt Lake City, Utah, USA. [WAPT] Wildlife Action Plan Team. 2012. Nevada Wildlife Action Plan. Nevada Department of Wildlife, Reno.			
Borino	Ron		AZ really needs this highway as well as finishing up I-11 from Hoover Dam to Wickenburg. This has to be a priority. I would encourage implementing a high speed passenger rail line along this route too. Getting this built should take some of the pressure off of I-17 too. Next project needs to be a modern 4 lane highway from Holbrook to Phoenix. [Also, including a high speed passenger train]. Not only would this project help the eastern side of the state but again it would take pressure off of I-17. If Biden is giving the money away AZ needs to get its disproportionate share and improve our primitive highway system. Since the infrastructure bill looks doomed. perhaps AZ need to do something with indexing gas prices like NV has done. AZ really needs to get these projects done to remain competitive.	Webform		100
Borne	Bethany		Please dont, you're destroying so much beautiful desert doing so. We dont want this in GV or Sahuarita. We dont need it.	Webform		1237
boston	janel		Please, please, please--it's time to let go of the I-11 idea. Count me as a NO for I-11. Thanks, Janel	Webform		336
Boswell	Carl		Two issues. First, the comments period must be extended so that the huge document can be assessed in full. Second, the proposed must not be routed through the west side of the Tucson Mountains. Not only will that impinge on open space and wildlife corridors, but it will also cost more than routing the truck highway along/over the existing I-10 corridor.	Webform		379
Bouchard	Michael		I am writing in opposition to the west route for I-11 through Avra Valley. This action winds and jogs around the Valley trying to avoid sensitive areas, National Parks, National Forrests, Native American Nation, but has no regard to other sensitive issues such as wildlife, native plants, and yes homes. Although I am not in its immediate path (it would be in my front yard), my brother-in-law's home of thirty years would be destroyed. With current infrastructure already in place along the I-10 route and none in the Valley, this makes the east route along the current interstate the obvious solution to not devastating Avra Valley.	Webform		1758
Bouchard	Polly		The I-11 corridor will be greatly impacting the residences in the Avra Valley area. The freeway will be approximately 1/2 mile from an established housing developement, not just open desert area. The noise and pollution will be a huge factor in itself. The new freeway will also impact the wildlife and flora in the area. We have an abundance of bobcats, rabbits, coyotes, rattlesnakes, javalina, deer, and birds such as the Harris and Cooper Hawks and the Great Horned Owls. The Sonora Desert Museum will be greatly effected as will the Saguaro National Park land and Ironwood Forest. There will be no on/off ramps for this new freeway so it will be on no benefit to the residents in Avra Valley to have the freeway come through here. There will be no benefit or income to businesses in the area either as it will be a straight throughfare. Please consider using the East Option that co-locates I11 with I19 and I10. You would be not only saving the beautiful desert, but homes of private citizens. Thank you	Webform		770
Bowden	JoAnne		I oppose the Tier 1 FEIS WEST option that would pass upon much wildlife and residential area. The other option is less expensive and will not effect as many wildlife animals/nature. The WEST option would damage natural resources and sever wildlife corridors. It is imperative that the WEST option is defeated! Also, please allow more time for comments to be made as this 5,800 pages of documents needs to be reviewed by the public and 30 days is insufficient. I ask that 120 days be given.	webform		1031
Bowen	Marcia		Please put Interstate 11 on already developed land and combine it with I-10 and I-19. Also I-11 should not only be combined with I-10 and I-19 instead of running it through Avra Valley and Picture Rocks but also with I-8 instead of through Hidden Valley near Maricopa. Note: we own a second home in Tubac AZ	webform		1937
Bowman	Stephanie		I am a home owner and environmental educator in Picture Rocks. For reasons of both environmental ethics and social logic I vehemently oppose any and all proposed I-11 route(s) via Avra Valley. Tucson has an existing I-10 interstate that can be used for that portion of I-11. Stephanie Bowman	email		125
Brabham	Robert		Request for comment deadline extension by Environmental Impact Statement To Whom It May Concern We are requesting a 90: 90 days for the 1 day extension for submitting comments on the Impact Statement (EIS) and Preliminary Section 4(f) Evaluation11 Final been an enormous amount of public interest in and concern about this project region . The 30Tier 1 , 2021 day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to pro full and fair opportunity to participate in this process. Many of the communities impacted by the area a re minority and lowincome populations traditional means by which federal EIS processes are Both proposed alternatives will have and they will need adequate time to be notified Western Alternative through Pima County where tribal memb A comment period anticipated ers may Preferred who Alternative in many cases Final Tier 1 Environmental and associated materials. There has in the Pima County vide the public with a Options do not within the Corridor Study have acc advertised and published. ess to the We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. dispro portionate adverse effects on th via ground mail or other means . e se populations Additionally, t is he proposed through traditional Tohono O'odham lands have limited internet access extension is also warranted . at this stage of the process length of the document and the because of the unprecedented nature of this project. documents totaled close to 5000 pa ges of text, maps, and other figures. The Draft EIS A new Interstate freeway has not been built in this metropolitan area since 1961 issues will have long-- over two generations ago . Many of the lasting, significant impacts on our community and we need sufficient time t review the record, research issues and concerns, and provide a substantive response. , Thank you for considering this request. As always, we appreciate the time you have put into this effort. Sincerely Robert and Patricia Brabham!	webform		443
Bracamonte	Brianna		There should be a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. The 30-day comment period is insufficient for thorough review and public awareness. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access.	Webform		223

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Brack	Jeff	Tucson resident	My understanding about this bypass is that it would unburden I-10 within Tucson of the tremendous amount of agricultural and goods trucking that flows up I-19 from Mexico. I-11 would take that commercial load away from the city, relieving congestion for public use. If this is the case, and great lengths can be taken to protect the Sonoran desert and wildlife, including areas that wildlife can migrate under or over the roadway, then I'd be in support of helping to alleviate the congestion on our only freeway/highway infrastructure in Tucson. 18-wheeler traffic is loud, dangerous, and creates a major burden, and wear and tear on the roadways. Allowing that traffic to circumnavigate Tucson seems like a good solution.	Webform		293
Brack	Jessica	Freeport-McMoRan Sierrita Inc.	<p>To Whom It May Concern</p> <p>This correspondence is concerning the request for public comments for the I-11 Final Tier 1 Environmental Impact Statement.</p> <p>Freeport-McMoRan Sierrita Inc. (Sierrita) operates an active open-pit copper and molybdenum mining complex west of Green Valley, Ariz. The company's holdings also include the Twin Buttes copper molybdenum mine northeast of the Sierrita mining operations, both of which are in the Pima Mining District. There is no active mining at the Twin Buttes site, but the company does operate a solvent extraction and electrowinning facility at that location. The combined total land holdings for the Sierrita and Twin Buttes properties is approximately 39,000 acres.</p> <p>Sierrita personnel attended three ADOT stakeholder meetings to provide input and hear other stakeholders' views about the I-11 project. The recently released I-11 Tier I EIS illustrates two preferred ADOT routes. The first is along the existing I-19 corridor. The second is along a route that lies north of the Twin Buttes property. The concern with the second route is its impacts on the Twin Buttes mine property. The area north of the Twin Buttes pit was acquired and is being held for mining-related purposes. Attached, is a map illustrating the two mine sites in relation to the Sierrita Twin Buttes property boundaries.</p> <p>In reviewing the two I-11 corridor options, Sierrita believes the proposed route north of the Twin Buttes property will have a direct negative economic impact on the Sierrita and Twin Buttes operations as well as a significant disturbance of a number of adjacent residential neighborhoods. Freeport-McMoRan Sierrita had more than 1,100 employees at the end of 2020 and generated an estimated \$222.1 million in economic benefits for Pima County and approximately \$311.8 million for Arizona in 2020 alone.</p> <p>Sierrita respectfully requests the second route option north of the Twin Buttes property as depicted on the attached map, be removed from consideration and ADOT adopt the route that follows the existing I-19 corridor.</p> <p>Thank you in advance for your time and consideration.</p> <p>Jessica S. Brack Manager, Social Responsibility – Sierrita Operations Freeport-McMoRan Cell: 520-240-1110 Office: 520-393-2214 jbrack@fmi.com</p>	email	Brack_FreeportMcMoRan_1855	1855
Bradley	Curtis		Hello, my comments are as follows: I would like to request that the deadline be extended from 30 to 120 days. A 30 day time window is not enough to review the content of this FEIS and notify all of the people that would be impacted by this new freeway. I oppose the West Preferred Alternative Option because it would permanently degrade the public and private lands of Avara Valley as well as the tourist attractions that make Tucson a unique place to visit, such as Saguaro National Park and the Desert Museum. The additional noise and light pollution, as well as additional urban sprawl, will permanently change the rural character this valley. The west option would also bisect wildlife corridors between Ironwood National Monument and the Tucson Mountains and create a wildlife death zone of roadkill mortality from the massive increase in car and truck traffic. The West Option would be more expensive to build and cause economic loss to the city of Tucson by diverting traffic away from the downtown and business districts. And by creating a parallel interstate to I-10, the West Option will create additional need for east to west corridors between these two routes that will add additional roads and urban sprawl. In closing, I think the West Alternative is a terrible idea and would cause sever environmental and economic harm to this region. Curt Bradley	webform		1180
Brady	Clauida		Even though I do not reside in AZ, I appreciate the raw beauty of the Avra Valley. Please consider just widening I 10--it is less expensive, less invasive and would preserve habitats that would be endangered by construct an 11. Arizonans are proud people, don't spoil your image or your state by adding more man-made tracks. Keep it natural !!!	Webform		741
Brady	Dorita		I am opposed to the Nogales to Wickenburg interstate. It is a waste of public funds at a time existing roads are not well maintained. It would be detrimental to the natural environment that the corridor would destroy. No, no, no to this Interstate.	Webform		531
Brady	Dorita		Extend the public comment time	Webform		620
Brady	Richard E	Home Onier	WE DO NOT NEED A NEW FREYWAY .	Webform		1542
brainerd	brian		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. Brian Brainerd	Email		2511
Braley	Joshua		Please consider putting the I-11 on already developed freeway routes. Those of us that live in Avra Valley, love the beautiful desert. We don't want to see it destroyed.	Webform		232
Braley	Lynn-Marie		I don't believe that a new interstate will solve any of Pima County's infrastructure issues when the current infrastructure requires so much work. As an example, I cite the flooding many areas have experienced in recent weeks. Perhaps the areas of high flood risk should be mitigated first before considering putting in a new freeway that would not really benefit Tucsonans and area residents directly. I am also concerned about the environmental impact on the desert. I know that I am not the only one who loves the desert landscape surrounding Tucson and it is one of the reasons we moved here. I am also concerned about the effect of the I-11 on Saguaro National Park West and Tucson Mountain Park. Has a study been done of how the freeway noise and pollution will affect the wildlife and plant life within the parks? I also believe that the I-11 would detract from the rural feel of Marana west of the I-10 and Picture Rocks. I know that I am only one voice but I disagree with the building of the I-11 at all. It will impact the environment around it, the people who live in its path who will lose their homes, and those who will be living along its path without providing any real benefit to those of us who will be living near it.	webform		1186
Brandes	Susan		.I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects.	Webform		1753
Bray	Catherine		If you must make I-11, please put it in already-developed corridors.	Webform		833
Breault	Angel S	Ironwood Tree Experience	This is an awful idea that would cause irreversible damage to pristine Sonoran Desert ecosystem and O'odham ancestral lands. Avra valley is one of the few remaining wild life corridors that is uninterrupted by a major highway system. This proposed plan is out of date and prioritizes unsustainable economic development over community well being, environmental health and cultural history. We demand an extension of the public review process in order to promote transparency and capture the true sentiments of borderland communities, particularly those concerns coming from the Tohono O'odham nation.	Webform		783
Breci	Linda		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage.	Email		2535

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Breiding	Michael and Betsy		To Whom it May Concern: As annual visitors to the Tucson area we are very concerned about the proposal to build "Interstate 11" through the Altar and Avra Valleys. This area is adjacent to some of the most beautiful and pristine areas of Sonoran desert which are visited by thousands of people each year. These visitors come to enjoy the quiet beauty of towering Saguaros, breath taking mountain vistas and the unique flora and fauna of the Sonoran desert and to enjoy and area which is devoid of light, noise and air pollution. An interstate corridor through the Altar and Avra Valleys would have a permanent negative impact on this unique and precious natural area and permanently degrade the experience of current visitors and future visitors for generations to come to say nothing of the negative impact on the wildlife. We oppose the West Preferred Alternative Option and we support the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. Lastly, the 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. Sincerely, Michael and Betsy Breiding Morgantown, WV Tucson, AZ	email		1381
Brennan	Christopher		Hello, I am local landowner with several parcels located near the planned I-11 configuration. This plan is an abomination. Opening up a new transportation corridor across undeveloped desert destroys habitat and endangers critical species. Although I stand to profit from the development of a new interstate, it's at the cost of the same landscape that makes my land so beautiful. The entire concept of this interstate should be abandoned immediately. Expand the transportation corridors we have, don't open new ones at the expense of our public lands and our legendary landscape. And for what? To reach Vegas faster? This whole concept is a scandal in the making. I will vote for and support financially any political action which aims to shut you down and defund this project completely.	Webform		64
Brennan	Elizabeth		ADOT/FHWA should ABANDON the West Preferred Alternative Option in Avra Valley. It's unnecessary and damaging to the environment.	webform		1132
Brewer	Hannah		This is a horrible plan. Do not proceed.	webform		1997
Bridges	Wendy		It's so important that we protect wild places for our future generations. Mammals, animals, plants all rely on us to make the right decisions for all. I urge you to look carefully at the long term repercussions if this road is built. How it will affect the wilderness and it's inhabitants.	webform		1117
brill	scott		I oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson.	Webform		1713
Bromfield	Renee		Please reconsider location of this build. It is too close to homes like ours that enjoy the rural area	webform	Bromfield_0473	473
Bromley	Fern		I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects.	webform		1308
Broughton	Christopher		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage.	Email		2510
Brouillette	Paul		To Whom it May Concern: As an Avra valley property owner, I am strongly opposed to the construction of highway I-11 through the Avra Valley west of Tucson. Locating I-11 adjacent to the Tucson Mountain District of Saguaro National Park would have a devastating environmental impact on the area's wildlife, natural beauty, and desert landscape, in addition to increased air and noise pollution. It will also have an extremely negative effect on the quality of life of everyone who lives in the area west of Tucson. The proposed East route of upgrades to, and expansion of, existing highways I-10 and I-19, as described in Final Tier 1 Environmental Impact Statement, would be considerably less disruptive and expensive, while substantially responding to the economic needs of the business community. I strongly urge you to choose the East alternative and keep the pristine quality of the Avra Valley intact. Regards, Paul Brouillette	Webform		1640
Brown	Barbara		I was surprised to find out that the West Option through Avra Valley was still being considered for I-11. I attended several of the prior community meetings and spoke to people who submitted comments - I can't find anyone in favor. It would be a disaster for wildlife, plants, public lands, private holdings - and destroy the peace of the Avra Valley. Kitt Peak would be affected by the light, the noise and visuals of a freeway and associated development would negatively affect the Arizona-Sonora Desert Museum and Saguaro National Park West. People do NOT come to the desert to see a freeway and hear trucks roaring by. And what about the businesses in Tucson?? So in economic terms, this would destroy two of our most popular attractions AND affect the Tucson proper economy. Besides, widening I-10 is a cheaper option. I was distressed to see that the comment period is only 30 days. This is not right, especially during a time when many people are out-of-town for the last summer trips before school starts. Extend the comment period - and ultimately, take the I-11 West Option through Avra Valley off the table.	Webform		348
Brown	Duncan		Please EXTEND the public comment period for this VERY major transportation project as presently conceived since the relevant documents involved outlining this project comprise some 5,800 pages! To adequately process this data requires MORE TIME! As presently conceived this project would be DISASTROUS to human communities directly impacted by its location, DISASTROUS to natural areas and the wildlife they contain, and DISASTROUS to the very notion of "project mitigation" since the lands that would be impacted are ALREADY THEMSELVES mitigation areas to offset damage that was done by the Central Arizona Project canal! Choose the EAST option instead!!!	Webform		1663
Brown	Duncan		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. Sincerely, Duncan Brown Tucson, AZ	Email		2533
Brown	Helene		Please do not build I-11 through saguaro park west.	webform		1918

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Brown	Joe		What sort of environmental studies have been done on this project? Will this affect our water supply? Why can't we expand the i19 and i10 interchange better than what we have? This seems like a complete waste of tax payer dollars. Where are the benefits?	webform		2310
Brown	Kaleigh		I believe the proposed Interstate 11 would negatively impact the environment and the Tucson community for years to come. We do not need new roads, we need to direct our attention to maintaining our current infrastructure. We already have roads that are constantly used could benefit from the money that would go into such a project as this. A new road not only blocks the wildlife crossings, it disrupts the natural rhythms of the environment for an unknown number of years. Why continue to disrupt our beautiful desert simply for more was of access to the borders when we already have roads that achieve the goal just fine? Please do not make I-11 your selection. It worth neither the expense nor the exhaustion of the environment.	Webform		1482
Brown	Lahsha		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. The route is right next to Tucson Mountains District of Saguaro National Park, the Arizona-Sonora Desert Museum, Ironwood Forest National Monument, tribal lands, and other protected open spaces. Mitigation for its impact is impossible. The Tucson Mountains would be 100% surrounded by freeways and our local water supply would be at risk. Sincerely, Lahsha Brown	Email		2505
Brown	Larry N.		I would prefer the new I-11 be placed east of the Tucson Mountains. Areas west are public lands with the fragile Saguaro National Park and the Sonoran Desert Museum are too valuable to lose to road construction and future traffic. The western route is also more expensive. Please use the eastern route, not the western route for the new I-11 highway.	webform		1336
Brown	Melvin and Barbara		My husband and I are so upset by your I-11 project. I saw in the paper where I could go online and see what your final tier environmental impact statement and preliminary section. We live on Johnson between Dove and Teel. It looks like our house...the house we worked our whole life to save and pay off early so that we could retire and live without the huge expense of a house payment, is in the middle of your project. We have never received one single communication about this. What will happen now? And when will it happen? When exactly are you going to inform us that you will be taking our home from us? We have lived here since the 1980's, we raised our children here, we worked hard to pay our taxes, to pay this house off, and we retired 2 years ago. Half the people who live on this street are retired and living on a fixed income . What now? And all this....for another road. I need someone to make contact with some kind of information, regarding a timeline. What do we do? What now? Melvin and Barbara Brown	Email		77
Brown	Rev. Dr. Kenneth Alva	Extinction Rebellion Tucson, AZ	Building the I-11 would be an ecological and biodiversity disaster to the Sonoran Desert and to Air Quality if allowed. It would impact the Saguaro National Park, Desert Museum and Native O'odham land and people! Please halt this process!	Webform		385
Brown	Stephen	Commonwealth Solutions	Please extend the comment period for 90 days. Between now and August 16th I will not have time, beyond my usual work and summer activities, to study the report. As a Tucson native and long-term resident, I have seen unanticipated consequences of previous projects, and I want to make assure public health and community integrity is included in the assessment.	Webform		614
Brown	Terry		Train please, not freeway.	email		811
Bruce	Robert	None	Please extend the review period to 120 days. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.	Webform		558
Brudos	Susan		Please do not destroy any additional desert! Combine I-11 with I-10 and I-19... in addition, I'd like to see it combined with I-8 instead of going through Hidden Valley. And please consider extending the deadline for comments, so we can hear from as many people as possible!	Webform		1528
Bruins	Gary		I concur with the findings and beliefs of the Tucson Mountain Association and GPNA that there should be more time for public opinion and that the Avra Valley route should not be chosen.	Webform		1736
Brumfield	Martha		I am writing to oppose the Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option will negatively impact and even damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects and with our responsibility as citizens to speak up for those species who have no voice and for our environment. It is our obligation to protect our beautiful state of Arizona and preserve its beauty for future generations.	webform		1297
Bruno	Nicholas	Tucson Unified School District	This is an awful proposal that will be another devastating blow to the environment. The Sonoran Desert needs our protection and support sustaining it. The border wall has been murdering the ecosystem here, and another highway will have similar impact, and in many ways worse ones.	webform		2169
Bryant	Lori		No, no, no. Not through a national Park, not through the reservation, not through a national monument. And Definitely not needed. Build a high speed train along side I 10 instead.	Webform		155
Buck	Daniel		The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation	Webform		899

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. In short: Please abandon the West Option in favor of the East Option and increase the number of days this is up for comment.			
Buckley	Daniel		This would be an environmental disaster, particularly to the Ironwood Forest National Monument. At the moment it's one of the last pristine areas of pure desert in the Tucson area. Adding that level of road and the pollution from the traffic would destroy this area. Better solutions can be found.	webform	Buckley_2226	2226
Bullock	Michelle		As a Tucson resident, I am against the construction on I-11. Preserving the land is much more important to me than more/ easier/ faster access.	webform		2400
Bunevich	Frank		The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. I implore you to abandon this project.	Webform		144
Burford	Regina		To the AZDOT and FHWA, Thank you for providing an opportunity for public feedback and taking the time to read mine. I am writing to provide my feedback as a resident of Tucson for 26 years on the Preferred Alternative Options from the corridor study. As a long time resident, I have a lot of passion for the city I call home, and the desert that Tucson owes both its heritage and success to. First, I request that the public review period be extended from 30 days to 120 days. Many residents impacted by the preferred alternative options within the corridor study, however, are low-income and may not have access to the traditional means by which federal EIS processes are advertised and published. The Western option of the corridor study places I-11 through traditional Tohono O'odham tribal lands which has limited internet access in some areas. With over 5000 pages of documentation including texts, maps, and other figures, 30 days is not sufficient enough time for the community to thoroughly review and comment on the project. I do have full internet access, and I do not think that I realistically could review everything in 30 days. I found out about this today through social media, so I was unable to review any of it myself and have to rely on very little information. Because a new interstate's impacts will be intergenerational, I urge you to consider an extension of the review period to provide the public with a full and fair opportunity to participate in this process. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Second, I would like to provide feedback for my preference toward the East Option that co-locates I-11 with I-10 and I-19. Not only would the West option impact low-income, low-access communities, it also places freeway traffic through sacred tribal lands, nature preserves, and a national park. Already facing challenges from invasive species and climate change, a new interstate west of the Tucson Mountains would cause further disruption to the Sonoran desert's sensitive ecology. It would also drive freeway traffic away from the Tucson business corridor and tourism/travel amenities, which is a key economic driver in Arizona. Across the state, tourism accounted for nearly 185,000 jobs in pre-pandemic figures. As we attempt to recover from the economic losses of the pandemic, driving traffic from a corridor spanning between the border and Las Vegas will provide a huge incentive for investors in the tourism industry, as well as boost the economic power of the area. Regarding the intergenerational impacts of the proposed options: if the eastern option was built, what does this look like? This is all my own personal speculation -- and I'm not a biologist, but I can apply some dialectical thinking to the situation. During construction, a strip of land will be cleared and water will be pumped from the ground to keep the dust levels down. Dust will still fly into the air anyway. Once finished, Tucsonans will all see a freeway from both sides of the Tucson Mountains, and a freeway would now be visible from most parts of Saguaro National Park. The sound of freeway trucks would be ever-present on every hike, anyone trying to camp in the park would hear them all night long instead of the songs of coyotes. The asphalt and cars passing by will contribute to the heat. With fewer plants, the desert will not cool itself as well each night. There will be fewer birds, despite being along a major aviary migration path for the North American continent. There will be potential for bigger dust storms and bigger brush fires. I am also not personally hopeful this would remain an alternative truck route to Tucson. Many of the communities in the area are already seeing rapid expansion, and this freeway would likely contribute to rapid metropolitanization of the area, depleting land resources and creating challenges similar to what Phoenix faces today. Tucson residents would see minimum benefit to the east option. The I-10 in Tucson is still expanding to accommodate traffic from Phoenix, and does not see gridlocks like those found in between Tucson and Phoenix. The majority of Tucson residents do not utilize the freeway daily, and have long debated inner-city freeways to aid in cross-city travel. Trucks are not the reason that residents do not utilize the freeway. Moreso, it's simply where the freeway is (or isn't, in most cases). Anyone who lives here who has had to drive to the airport knows that the freeway isn't the best route. To put it simply, we, Tucson residents, need more than 30 days to review these kinds of projects. We need to be given ample access, and provided advertisement to participate. We need better in-city transportation infrastructure that the I-11 proposed alternative route will not provide. Please consider ONLY the west option to co-locate I-11 with I-10 and I-19. This will have a less serious environmental impact to the area, and provide Tucson with additional economic relief to our tourism industry after the pandemic, while not impacting communities west of the Tucson mountains. I thank you for taking the time to read this feedback. I hope that you will consider my words and the words of my neighbors. I look forward to hearing the decision. Thank you, Regina Burford	webform		2307
Burgess	Jeff		This project is the biggest boondoggle in the history of the Arizona Department of Transportation. It's obvious that it's real purpose is to facilitate more real estate development, as the problem of I-10 congestion could be solved by simply widening it, as is called for in the no build alternative. The word "transportation" is in your agency's name, so that should be your focus. And if it truly was, you'd be focusing on creating alternatives to cars and urban sprawl. Arizona's large urban areas have unacceptable air quality and traffic congestion. Devoting resources to this road would steal them from being used to solve those problems. It's sad that you've already spent millions of tax dollars on this nonsense. I have to wonder who are the powerful people working behind the scenes who will make millions in real estate development if this unnecessary road is built. From the perspective of the average Arizona citizen, there are bigger priorities.	Webform		428
Burgess	Martha A		Please extend the public comment period for the Interstate-11 Final Tier1 EIS and Preliminary Section 4(f) Evaluation (Final Tier 1 EIS) from 30 days to 120 days ! It is very long (5800 pages) and needs intensive study in order for properly considered responses.	Webform		321
Burgess	Martha A		In June of 2019 I wrote a letter to the EIS Tier 1 Study Team stating many reasons that any Avra Valley optional route for I-11 should NOT be approved. I never received acknowledgement or answer so I am attaching a copy of that same letter. The reasons were cogent then and are even more consequential now, in the light of our increased understanding of climate change, and the need to significantly reduce fossil fuel use, limit extent of development, be more aware of Indigenous needs, and reduce impacts on water supply. Opening up such a new transportation corridor through a rural area where cultural use is vital, where natural parklands depend on silence and open space, and where water recharge is of paramount importance, only INVITES more extensive fossil fuel services, more land development, reduction of carbon-sequestering desert plants, and more automotive pollution of sound, air and ground water. I would like to have definitive answers to the several issues raised here in this note and in the attached 2019 letter. Please acknowledge receipt of this letter AND please let me know what particular plans are proposed to mitigate these cultural, hydrological, and environmental issues of concern which I enumerate. June 24, 2019 M.A. Burgess PO Box 87704 Tucson, AZ 85754	webform	Burgess_0466	466

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			<p>TO: I-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W Jackson Street, Mail Drop 126F Phoenix, AZ 85007</p> <p>To ADOT Communications Staff and others Whom it May Concern:</p> <p>I am writing to you in reasonable and vehement opposition to the so-called Recommended Alternative for Interstate 11 by-pass through rural Altar and Avra Valley. The nature of this desert valley cannot support or survive a freeway.</p> <p>I have worked in Avra Valley and Altar Valley for over 50 years, with Native Tohono O'odham harvesters, with local farmers, native plant growers, scientists, with Buenos Aires National Wildlife Refuge, Ironwood Forest, Saguaro National Park West since it was a National Monument, and on staff at the Arizona-Sonora Desert Museum, hence I speak with wisdom and care, from a deep perspective. The iconic desert plants of this wide valley system, and the rural, long-distance desert landscape of scattered farms and preserved natural areas, are part of our collective Arizona Heritage and should not be compromised.</p> <p>The area's economic importance for tourism alone – left as rural landscape-- should ring loud cash-register bells in the mind of any planner or economist. Tourists come here to Saguaro National Park, to the world-famous Desert Museum, to the remote Ironwood Forest, positively enhancing Arizona's economy; visitors and residents alike are blown away by the true unbroken, long-range views, the experience and feeling of expansive desert landscape. If you would put a value on a broad unbroken vista, find a direct indication in Tucson's tourism dollars.</p> <p>Since before statehood to the present, landowners have settled Avra Valley because it IS rural, because it does NOT have fast-moving traffic and vehicle noise and pollution. They deserve to have planners understand this and keep it rural.</p> <p>Scientists continue long-term studies of Avra Valley's and Altar Valley's unique desert plants and animals. A freeway would harm the very habitat and corridors of their plant and animal subjects, interrupting natural movement. Their time-critical studies would be altered or destroyed. Astronomers at Kitt Peak National Observatory depend on dark skies for their studies of deep space. A freeway with it's necessary lighting systems, traffic, and increased population would compromise the present low light levels of the Valley that make astronomy at Kitt Peak so successful.</p> <p>But far more important than economic benefit, rural lifestyle, popular recreation on public lands, or scientific value is the need to keep traditional Native American harvesting terrain intact. A freeway through the middle of traditional Tohono O'odham desert harvesting land is unethical, insupportable, racially discriminating, and socially and culturally destructive. The Valley must be left intact, undivided by the destructive slice of a freeway. The traditional Tohono O'odham still use this terrain not only for their ceremonial saguaro harvest, but also as a source of critical foods that they are using in increasing quantity for diabetes prevention—mesquite from mesquite woodlands, cholla, wild rhubarb, prickly pear cactus pads and fruits, wild chia, amaranth grain.... These wild-harvested, disease-preventing foods lie right in the path of the proposed freeway. Such traffic would not only prevent ingress and egress to harvest-land, it would pollute the foods themselves. The greater dual Valley area is a garden and pharmacy for Native Elders and an educational training ground for young Natives who are trying to stay healthy, physically and culturally.</p> <p>Another route through an already-urbanized, already-disturbed space should be found for Interstate 11, such as the orange route shown on a recent map of alternatives. With advancing technology, the present corridor of I-10 and I-19 could be used far more efficiently with double deck or underground traffic.</p> <p>Please--No more disturbance of our natural, precious, valuable desert! The swath cut by a freeway corridor invites every form of unhealthy pollution—dust, emissions, noise, noxious and invasive species.</p> <p>Thank you for attending to these truths and for considering Nature, culture, and health in preserving what we have!</p> <p>Sincerely, Martha A Burgess Ethnobotanist 520-907-9471, marthaab@aol.com</p>			
Burleigh	David		Regarding the preferred alternative for Marana to Saurita and the Orange alternative. In a few years expansion of I10 will be nearly complete easing congestion and slowdowns with as many as 10 lanes in most sections. The cost to our way of life in Avra Valley to build a 4 lane bypass where there is already an existing 10 lane highway operating at 70mph is unjustified. I drive I10 on a regular basis and barring accidents, travel is generally quick and easy.	Webform		2
Burnett	Alexandra D	University of Arizona	As a resident of Tucson and a biologist currently working in the Sonoran Desert, I vehemently oppose the proposed I11 route through Avra Valley and support the alternative option of using I10 and I19 instead. Given the environmental costs that your proposed plan presents, I cannot think of a logical reason why a route through Avra Valley is still being considered, given that the infrastructure, gas, hotels, restaurants, etc. already exists only 20 miles away! The Sonoran Desert is one of Arizona's most valuable resources, attracting millions of tourists every year and attracting new residents, making Phoenix and Tucson one of the fastest-growing regions in America today. We must be mindful of the threats facing this resource due to population growth and climate change and work to preserve what we have left of one of the world's most biodiverse deserts. A new highway will further reduce available habitat for Sonoran species and increase fragmentation of our land. Fragmented patches of land are more vulnerable to extreme events caused by climate change and populations living on fragmented patches are more vulnerable to extinction. A major highway running through the area would cut off Saguaro National Park from the surrounding desert and seriously threaten the protected flora and fauna residing there. Not only does this take away a treasured resource in Tucson (a resource that taxpayers pay to protect), but it also increases the vulnerability of human and nonhuman populations to climate change. We need the populations surrounding Tucson to help with water retention and land erosion, air and water purification, and to reduce the urban heat island effect as monsoons and heatwaves grow more extreme. A new highway not only threatens the species that provide these services but also directly threatens the city's air and water supply through pollution and potential toxic spills. Southern Arizona is already one of the most vulnerable regions in the country to climate change, experiencing record-breaking heatwaves annually. The absolute last thing ADOT should be working toward is making our region even more vulnerable to environmental disasters that endanger Arizona's citizens. I hope these points are carefully evaluated and considered.	webform	Burnett_2391	2391
Burns	Thomas		<p>please read attached file against the West Route through Sahuarita.</p> <p>_____ To:ADOT Comments on the Final I-11 Tier 1 Environmental Impact Statement open for public review. First, I am not against the need for a good route to unite and facilitate commerce between Mexico and Canada and all points in between. However I do not agree with one of the options currently under consideration. To put my feelings in as concise a manner as possible, I would like you to add my input to your review as follows. Please: ELIMINATE the West Route from further consideration in the Final Tier 1 Decision of Record, and Endorse instead, the East Route that utilizes existing I-19 & I-10 for the Sahuarita to Marana Section Yes, I-19 (the new I-11?) would have to be widened by one or two lanes, but the cost and the use of that freeway would be beneficial not only to the new truck traffic, but also the residents of both GreenValley and Sahuarita. An added problem with the unwanted West Route.</p>	Webform	Burns_1683	1683

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			I feel the disruption caused our community and the difficulty building over mine tailings and Drainage issues would be significant and unpredictable. Our recent storms have played havoc with water flow and I'm sure the disruption of the freeway itself (let alone the mayhem that would exist during construction) would only exacerbate the problem Thank you for accepting my comments on this issue. Please listen to mine and the many others that must be coming in against the West Route. West Route – BAD East Route- GOOD			
bushman	suzanne		Please wait on this issue until November or better before deciding/voting on this issue so all voices can be heard! I don't like things like this being done in this season when most of our residents are not here.....shady at best!	Webform		1686
Butler	Delores		A route through Avra Valley is a bad idea as that area is pristine and should remain so. Also water from that area provides 90% of Tucson's supply. Let's not toss the baby out with the bath water and emulate Phoenix that has made so many mistakes in the name of progress.	webform		1343
Butler	Dr. Emily		My husband and I are strongly in favor of the east option, which would add infrastructure where it already exists, without disrupting natural habitat and native lands. By having the additional highway closer to the existing ones, it would make it simpler to get on and off to Tucson destinations and would therefore probably reduce the congestion on I-10 more effectively than the end run on the west, which would very negatively impact the natural habit in that area, without adding Tucson-bound options.	Webform		677
Byers	Logan	Green Cloud Landscapes	*please extend comment time Please do not consider the west corridor option as a graduate of landscape architecture from the University of Arizona and long time Tucson resident the road would be detrimental to wildlife, communities, and recreation. It would increase pollution, invite more invasive species including buffelgrass that will destroy the sonoran desert in the even of a fire. Please consider other options.	Webform		1454
Bygott	j.p.		Dont build a new freeway. Utterly unnecessary, destructive, and expensive! Use the existing I10 route. Extend the period for comments. This idea is nonsensical, to ruin a pristine area when an existing route is available and modifiable? Not very sane.	Webform		1641
c.	moira		as a life long tucsonian, the natural wildlife of the sonoran desert around us has always amazed me. we truly live on beautiful land. why continue to poison it by building a highway? why continue to pollute it by bulldozing down the wildlife already there? we have a duty as humans, now more than ever, to take care of our environment. it saddens me that this is even an idea being considered. imagine going on your favorite hike, wanting to see your favorite viewpoint of the desert and the mountain.... only to see an ugly highway, filled with cars stinking of gas and tar. tucson is a beautiful place to live, people come visit our city just for the wildlife. why ruin that?	webform		2420
Caballero	Krysten		ADOT/FHWA should ABANDON the West Preferred Alternative Option in Avra Valley.	webform		1971
cable	Harrison		Please don't construct this interstate. There is so much to be lost in the untouched nature beyond the Tucson mountains which this highway passes through. While there is little to gain from this rout being constructed as there is never excessive traffic on i10 and having this rout built would provide little to no convenience to the residents of southern Arizona when compared to loss of wildlife, natural beauty, and many other negative impacts this highway will cause.	webform		2215
Cabrera	Melanie		Do not destroy these habitats!!!! The world is already crumbling to climate change don't make it worse	Webform		1497
Cain	Lilly		Please do not go through with this plan, the people this will impact have not had enough time to understand all of the impacts that this project would have. 30 days is not enough. Many scared indigenous lands and popular hiking trails would be sacrificed but we need to save the land, not encourage more fossil fuel driven cars	webform		2287
Caldwell	Dennis		I am requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement and Preliminary Section 4(f) Evaluation and associated materials. I am adamantly against the Avra Valley route and feel it will negatively impact the Ironwood Forest National Monument	Webform		560
Caldwell	Divinity		The construction of the I-11 would severely disturb the desert ecosystem and negatively affect wildlife, some of which is endangered. The noise pollution would disturb many popular hiking trails that draw tourists in, and there would likely be increased pollution from the influx of cars which would negatively affect the environment and the scenic areas that so many tourists travel to see. PLEASE do not go with the West option through Avra Valley. It makes more sense to VO-locate I-11 with the existing I-10 and I-19 highways.	webform		2386
Call	Colleen Ray		Please use I-10 and I-8 for the I-11 corridor. It's the only one that makes sense and does not disturb desert and communities!	Webform		1569
Call	Diane		This is in regard to the proposed West Route through Avra Valley. You are asking for "substantive " reasons and issues that have not yet been addressed. First of all this I-11 would destroy my house . Do you really believe this is not substantive to me and my family? And a simple payoff does not compensate for a lifetime of labor and investment. It is a grotesque disregard for private property and ownership and of the rights of those of us who have the least to sacrifice for the benefit of developers and other large corporate entities who have no true interest or care for this area other than there own means to profit. There would inevitably be more urban sprawl and corporate chain stores that would encourage more building and more roads. It would destroy and degrade the wildlife areas : public lands such as Saguaro National Monument , Tucson Mountain Park, and the Desert Museum. Mitigation measures will never compensate for the level of destruction by noise, air, and light pollution. Second - as for needing to relieve congestion on I-10 in case of car accidents and blockages there can be access roads widened. The temporary inconvenience to travelers on those freeways when held up is not worth or equal to the loss of numerous people's entire life work invested in their homes. To ask those of us who have the least to sacrifice and the most to lose to give up all we have for the so called economic growth plans designed by people in government who do not live here or will not bear any of the destruction or sacrifice is a violation of what this government was designed to do. Represent the people. Not big business, developers, and planners . In a time when crime in cities is skyrocketing, and drastic measures are being made to reduce climate change, doing anything to encourage urban sprawl , more cars, more travel is contrary to the public good , and the good of our natural world and resources. It undermines our long term survival in a desert where water resources are already diminishing. The proposed route would be built near and next to Tucson's water supply and any spills or accidents could pollute the city of Tucson's water supply. Furthermore it would violate and desecrate even further the lands of tribal people than our civilization has already done. To force these indigenous people to once more sacrifice for our outrageous bloated appetites for economic growth and things is alone enough of a reason to eliminate this proposed alternative route forever from the I-11 scheme.	Webform		1615
Calles	Mario	AWC	To Whom It May Concern, Attached is Arizona Water Company's response letter regarding ADOT's Interstate 11 Corridor Tier 1 Environmental Impact Statement, Nogales to Wickenburg Study review and comment phase. Please let AWC know if there any questions or concerns. Thank you, Mario Calles Engineer Arizona Water Company 3805 North Black Canyon Highway Phoenix, AZ 85015 Phone: 602.240.6860 Fax: 602.294.2169	email	Calles_AWC_1849	1849

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			<p>To Whom It May Concern:</p> <p>Arizona Water Company ("AWC") has reviewed Interstate 11 Corridor Tier 1 Environmental Impact Statement, Nogales to Wickenburg. AWC has concerns regarding both the Preferred Alternative and the Recommended Alternative alignments for the Highway. The Preferred Alternative and Recommended Alternative fall within the AWC service area and are in conflict with existing AWC facilities within our Pinal Valley water system.</p> <p>In addition, both alternatives fall within the "Areas of Growth" identified by the EIS study. Each Alternative would disrupt planned future growth in Arizona City and in Casa Grande. I respectfully request that AWC be notified and included in all future schedule design and construction coordination meetings for the above mentioned project.</p> <p>If you have any questions or need any further information please call me at the number listed above.</p>			
Camacho	Jesus M.		<p>The current plan for the location of the I-11 Corridor (West) affects the entire Sahuarita community. I myself, will lose my home, as well as those of my friends and neighbors. My family is from this area and dates back to the 1930's and 40's. My grandparents worked in the agricultural fields alongside German POWs from WWII. Back then this area was affectionately known as Sahuarito. The addition of this Corridor being located in Sahuarita, Arizona will affect the community with increased crime, taxes, and the destruction of most of this new community's infrastructure, not to mention the environmental impact. We respectfully request, that the location of this new Corridor be moved to an area which will not impact the Sahuarita community and its environment.</p>	webform		2375
Camacho	Mary E		<p>I feel that the I-11 Corridor will greatly impact the Sahuarita community. Although I have lived here for more than thirty years, Sahuarita is a new and growing community attracting many new people to the area. There are new home subdivisions being built along Interstate I-19, along with grocery and retail stores that are fairly new. There is much more growth planned in this area. If the current location of the I-11 Corridor is selected, it will detract people from moving to this location, due to more traffic, the possible increase in crime, and an eye sore as Sahuarita, Arizona will be where the Corridor begins. Not to mention all of the homes that will be affected and destroyed (including my own). Please do not destroy this beautiful community in Southwestern Arizona!</p>	webform		2345
Camacho	Michael		<p>As a civil engineer and having experience with transportation engineering, it is concerning why ADOT has selected Sahuarita, Arizona as a possible location for the proposed I-11 Corridor to begin. This is a community that is growing and thriving and bringing more people into the area. There are other options that can greatly mitigate the impact to an existing community. A possibility could be to move it to an area that is not populated, or at least consider other options. I feel that it is irresponsible for ADOT to not fully examine how the location of the entrance to I-11 will ultimately affect Sahuarita, Arizona (with, or without, community comment!).</p>	webform		2342
Campbell	Carolyn	CSDP	<p>Please discard my previous comment letter submitted at 3:16pm today and replace with the attached. Thank you.</p> <p>To Whom It May Concern:</p> <p>We appreciate the opportunity to provide comments on the Interstate 11 Tier 1 Final Environmental Impact Statement (FEIS), Nogales to Wickenburg. We submit the enclosed comments on behalf of the Coalition for Sonoran Desert Protection and the undersigned organizations.</p> <p>Inadequate time for review</p> <p>We have been reviewing the FEIS documents as thoroughly as we have been able to, considering the FEIS and appendices total 5,800 pages and the community was given just 30 calendar days to submit comments. This is inadequate for the reasons stated in our July 20, 2021 request to extend the deadline by 90 days. For comparison, the comment period on the Draft Tier 1 EIS (DEIS) began on April 5, 2019 and closed on July 8, 2019. During that time, 12,445 comments were submitted through various media, including the ADOT project website, emails, a telephone hotline, letter, and oral and written testimony at public meetings. The community in southern Arizona has shown a high amount of interest in this proposed highway project and thus should have been given more than 30 days to review these thousands of pages of documents.</p> <p>However, you state on August 12, 2021,</p> <p>"In reviewing the comments that have been submitted during the current Final Tier 1 EIS review period, the I-11 study team is looking for substantive issues that were not raised during the 90-day Draft Tier 1 EIS public outreach process. For all of these reasons, the Final Tier 1 EIS review period will remain at 30 days, concluding on August 16, 2021.</p> <p>While the reviewers and authors may know what revisions were made between the DEIS and the FEIS, members of the public do not know this information and must still read through the thousands of pages of texts and maps to know what these changes are. Trying to compare the two documents and parse through their differences is an arduous endeavor, even for conservation professionals, much less the general public. Examples of substantive differences that need to be examined include changes to the route of the Recommended Alternative in the DEIS to its current iteration as the West Preferred Alternative Option in the FEIS. There is also now a second route option that has been added to the FEIS, resulting in two Preferred Alternatives, a "West Option" and an "East Option." While we are glad to see the "East Option" back under consideration, this is a significant change between the DEIS and FEIS. New significant issues of concern may have arisen with these changes and these changes require adequate time for review and analysis.</p> <p>Lack of information demonstrating overall need for project</p> <p>We continue to have significant concerns with this overall proposal. As a global comment, we continue to question the Purpose and Need of this project. ADOT and FHWA have not adequately demonstrated the need, nor have they directly responded to any of our comments questioning this need.</p> <p>Inadequate response to comments submitted on the DEIS and Administrative Draft</p> <p>In reading the detailed comments from both the DEIS and the Administrative Draft, we are disappointed that no substantive revisions were made in response to comments made by Cooperating Agencies, Participating Agencies, or the public at large on the southern portion of the proposed I-11. While we appreciate that the agencies responded to the overwhelming opposition to the Recommended Alternative by providing an East Option in the FEIS, the now West Option is still under consideration, despite overwhelming public opinion against this route and the significant negative impacts this route would cause that have been outlined by experts.</p> <p>Studying impacts to lands are routinely deflected to the Tier 2 phase of this planning process; however, expert cooperating agencies and others have shared specific known negative impacts to land resources that would be caused by the Recommended Alternative/West Option, yet they were not addressed or responded to in the FEIS.</p> <p>We stand by our detailed comments submitted on the DEIS on July 4, 2019 and are resubmitting them here, in the hopes that they will be addressed by the Project Team.</p> <p>New substantive issues not addressed in our DEIS submittal</p> <p>1. A thorough update on emerging data and information related to climate change and the impact of this project on climate change and related issues.</p> <p>In early August 2021, the Intergovernmental Panel on Climate Change released its latest report: Climate Change: Major Relevant Findings from the IPCC Sixth Assessment Report (IPCC 2021)1. The report clearly describes how climate change is accelerating as are severe weather events that are made more severe and frequent by the warming temperatures and intensification of the global water cycle.</p> <p>The report released new findings about how the climate system responds to the interplay between human influence, natural drivers, and internal variability. The assessment of climate-related risks and adaptation planning as well as the contribution of this project to potentially fueling further climate change should be assessed.</p> <p>A few specific conclusions from the report to highlight include:</p> <p>A.3 Human-induced climate change is already affecting many weather and climate extremes in every region across the globe. Evidence of observed changes in extremes such as heatwaves, heavy precipitation, droughts, and tropical cyclones, and in particular, their attribution to human influence, has strengthened since AR5.</p>	email	Campbell_CSDP_1859	1859

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			<p>B.3 Continued global warming is projected to further intensify the global water cycle, including its variability, global monsoon precipitation and the severity of wet and dry events. Projected changes in extremes are larger in frequency and intensity with every additional increment of global warming. At the high end of future global warming levels (4 degrees C) heavy precipitation events that occurred once every 10 years may be expected to occur as frequently as once every 2.3 - 3.6 years and be 30.2% wetter. The EIS should include assessment of route location against the likelihood of extreme weather events such as monsoonal flooding. In addition, a recent Washington Post article² discussed five key statements in the IPCC report. The final statement reads: Global warming of 1.5°C and 2°C will be exceeded during the 21st century unless deep reductions in carbon dioxide (CO₂) and other greenhouse gas emissions occur in the coming decades. The article continued: Discussions around climate change often involve the idea of keeping the planet from warming beyond certain thresholds, such as 1.5 degrees or 2 degrees Celsius — the latter of which scientists and policymakers have identified as a red line if the planet is to avoid catastrophic and irreversible consequences. The world is already experiencing 1.09 degrees of warming, according to the report. The best-case scenarios it explored would stabilize warming at 1.5 degrees, but that would involve cutting emissions to “net-zero” by 2050. So far, though, countries are falling short of what is needed to avoid the worst effects of climate change, according to a U.N. analysis from earlier this year. Even if current emissions pledges are realized, they would amount to just a 1 percent reduction in global emissions by 2030, compared to 2010 levels. Scientists say the number needs to be closer to a 50 percent reduction. “We must act decisively now,” said Guterres, the U.N. chief. “Every fraction of a degree counts.” Building a new freeway in southern Arizona to enable increased traffic by fossil-fuel burning trucks and cars is the exact opposite of the type of smart planning needed for our future and the future of our planet. Additionally, converting lands into highways contributes to urban heat island effects. Thus, even if all greenhouse gas emission vehicles are replaced by EV vehicles, highway expansion will still lead to a net increase in climate warming.</p> <p>2. Impacts to Scenic Routes in Avra Valley Pima County has clearly identified Scenic Routes. The West Option would negatively impact four Scenic Routes in Avra Valley, including: Ajo Road: Scenic, State Highway (West Option crosses over once) Sandario Road: Scenic, Major Route (West Option crosses over twice) Avra Valley: Scenic, Major Route (West Option crosses over once) Silverbell: Scenic, Major Route (West Option crosses over once) The purpose of Pima County’s code (18.77.040) related to the protection of Scenic Routes is to “preserve and enhance the visual resources of the natural and built environment from and along scenic routes in order to: 1. Protect property values and the character of neighborhoods; 2. Protect and enhance the unique character of a community, including vegetation, architecture and geology; 3. Protect and enhance the economic value of tourism; and 4. Protect natural resources.” These Scenic Routes would be dramatically impacted by the construction of a new freeway in Avra Valley. A full evaluation of these impacts needs to be completed before the FEIS is finalized and a Record of Decision is made.</p> <p>3. Impacts to the Tucson Mitigation Corridor We support and reiterate the concerns below expressed by the Bureau of Reclamation (BOR) related to the impacts of the West Option to the Tucson Mitigation Corridor. The BOR expressed the following in comments they recently submitted in response to the FEIS on August 16, 2021. Based on the Final EIS and the Section 4(f) Evaluation, the Preferred Alternative West Option through the Tucson Mitigation Corridor (TMC) would result in permanent adverse impacts to the primary function of the TMC. The Fish and Wildlife Coordination Act (FWCA) of 1958 (PL 85-624, 16 U.S.C. 661 et seq.) requires that “lands described herein for fish and wildlife purposes shall not become subject to exchange or other transaction if those actions would defeat the initial purpose of their acquisition [16 U.S.C., section 663(d)].” As identified in past correspondence, the TMC was established under the authority of the FWCA “[t]o mitigate for the movement disruption impacts, not totally compensated for by the wildlife crossing structures over the aqueduct, by providing an undeveloped and long-term movement corridor for wildlife to maintain and promote normal gene flow while avoiding genetic isolation of the Tucson Mountains and wildlife habitat to the west.” The FEIS contains no information supporting the proposition that construction of a major highway through the TMC would not defeat this initial purpose of the property. After reviewing the Final Tier 1 EIS/Preliminary 4(f) Analysis and after considerable review of the TMC’s historic purpose, the BOR lacks sufficient information to conclude that it could grant the right-of-way through the TMC that would be required to implement the Preferred Alternative West Option (BOR, 1983; FWS, 1984; BOR, 1985; BOR, 1990; and, BOR, 2020). At this time, Reclamation does not believe the adverse impacts of a surface-level or elevated highway through the TMC can be mitigated in a manner that avoids defeating the purpose for which the TMC was acquired. Further, Reclamation questions whether an underground highway beneath the TMC, with necessary surface features for ventilation and emergency access, could be designed in a manner that does not defeat that purpose.</p> <p>4. Likelihood of new alternative transportation options between Tucson and Phoenix absorbing traffic load Included in the bipartisan infrastructure bill currently working its way through Congress is \$66 billion for Amtrak which would include adding a new route between Tucson and Phoenix with service three times a day as well as a route from Tucson to Los Angeles³. The addition of these alternative transportation options will likely have significant impacts to transportation volumes and other metrics along the I-10 corridor between Tucson and Phoenix. The impacts should be thoroughly evaluated before any Record of Decision is issued.</p> <p>5. Impacts from the Covid-19 global pandemic and how it has changed how people work and commute Traffic studies and land plans in the FEIS have not accounted for the COVID-19 global pandemic. For the past 16 months, office workers who are able have been working from home. From 2019-2020, congestion measures fell 50% or more in the U.S., a drop reflected in Arizona cities⁴. Although some in-person business will resume, the new prevalence of remote work approaches and video conferencing to support virtual meetings has created a seismic shift in work approach. Some companies are eschewing brick and mortar office space and allowing employees to work from home permanently or adopting a hybrid model that allows employees to work from home part of the week/month. Furthermore, many companies are allowing workers more flexible schedules which directly reduces commuter traffic. These changes in worker schedules could reduce commuter traffic for years to come. A Mercer survey from May 2021 found 70% of companies reported that a blend of in-person and remote working will be the new normal. Changes in traffic volume and timing of peak hours has likely changed dramatically since March 2020 and these changes should be studied in combination with alternative transportation options that may come online in the coming years.</p> <p>6. Local resolutions by Pima County and the City of Tucson support abandoning the Preferred Alternative West Option; Town of Sahuarita also formally opposed West Option Both the City of Tucson Mayor and Council (August 10, 2021) and the Pima County Board of Supervisors (August 16, 2021) have reaffirmed their opposition to the Preferred Alternative West Option through Resolutions (attached). The Town of Sahuarita also unanimously voted to oppose the West Option on August 10, 2021 and will be submitting a letter to that effect.</p> <p>Conclusion</p>			

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			<p>Given new substantive issues we have raised in this letter, the only viable option is the "No Build" option. However, if you move ahead with a "build" option in Tier 2, the only acceptable "build" option for I-11 in southern Arizona is the East Option, which must be undergrounded through the heart of Tucson. Impacts related to this option must be studied adequately should this project move to Tier 2. The underground alignment has the opportunity to mitigate the enormous existing urban heat island caused by the current freeway infrastructure and would offer reparation for the injustices inflicted on Tucson's Mexican-American, minority-majority, and low income urban neighborhoods, by the original construction of I-10. We support the full comments submitted by the Tucson Historic Preservation Foundation on the issues surrounding the East Option.</p> <p>Overwhelming opposition to a new freeway in Avra Valley is longstanding and robust in southern Arizona. Given the latest scientific conclusions in the recent IPCC report, reductions in commuter traffic due to the Covid-19 pandemic which could be permanent, the overwhelmingly negative impacts to federal, state, and local protected open spaces, and the potential for disastrous consequences for the local water supply and groundwater table, along with many other issues we raised in our 2019 DEIS comments, we implore you to remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. Thank you very much for considering our comments on this proposal.</p>			
Campbell	Carolyn	CSDP	<p>Hello, our organization requested an extension of the Tier 1 FEIS comments on July 20 (see below). As the current deadline is a short time away, can you let me know when a decision will be made as to whether to extend? Thank you, Carolyn [See 0087 for the referenced request]</p>	Email	KennedyCambell_CSDP_0087	1001
Campbell	Carolyn	CSDP	<p>Dear Project Team Members: Please see attached comments. Thank you, Carolyn</p> <p><u>To Whom It May Concern:</u> We appreciate the opportunity to provide comments on the Interstate 11 Tier 1 Final Environmental Impact Statement (FEIS), Nogales to Wickenburg. We submit the enclosed comments on behalf of the Coalition for Sonoran Desert Protection and the undersigned organizations. Inadequate time for review We have been reviewing the FEIS documents as thoroughly as we have been able to, considering the FEIS and appendices total 5,800 pages and the community was given just 30 calendar days to submit comments. This is inadequate for the reasons stated in our July 20, 2021 request to extend the deadline by 90 days. For comparison, the comment period on the Draft Tier 1 EIS (DEIS) began on April 5, 2019 and closed on July 8, 2019. During that time, 12,445 comments were submitted through various media, including the ADOT project website, emails, a telephone hotline, letter, and oral and written testimony at public meetings. The community in southern Arizona has shown a high amount of interest in this proposed highway project and thus should have been given more than 30 days to review these thousands of pages of documents. However, you state on August 12, 2021, "In reviewing the comments that have been submitted during the current Final Tier 1 EIS review period, the I-11 study team is looking for substantive issues that were not raised during the 90-day Draft Tier 1 EIS public outreach process. For all of these reasons, the Final Tier 1 EIS review period will remain at 30 days, concluding on August 16, 2021. 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A thorough update on emerging data and information related to climate change and the impact of this project on climate change and related issues. In early August 2021, the Intergovernmental Panel on Climate Change released its latest report: Climate Change: Major Relevant Findings from the IPCC Sixth Assessment Report (IPCC 2021)¹. The report clearly describes how climate change is accelerating as are severe weather events that are made more severe and frequent by the warming temperatures and intensification of the global water cycle. The report released new findings about how the climate system responds to the interplay between human influence, natural drivers, and internal variability. The assessment of climate-related risks and adaptation planning as well as the contribution of this project to potentially fueling further climate change should be assessed. 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The EIS should include assessment of route location against the likelihood of extreme weather events such as monsoonal flooding. In addition, a recent Washington Post article² discussed five key statements in the IPCC report. The final statement reads:</p>	email	Campbell_CSDP_1852	1852

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			<p>Global warming of 1.5°C and 2°C will be exceeded during the 21st century unless deep reductions in carbon dioxide (CO2) and other greenhouse gas emissions occur in the coming decades. The article continued:</p> <p>Discussions around climate change often involve the idea of keeping the planet from warming beyond certain thresholds, such as 1.5 degrees or 2 degrees Celsius — the latter of which scientists and policymakers have identified as a red line if the planet is to avoid catastrophic and irreversible consequences. The world is already experiencing 1.09 degrees of warming, according to the report. The best-case scenarios it explored would stabilize warming at 1.5 degrees, but that would involve cutting emissions to “net-zero” by 2050.</p> <p>So far, though, countries are falling short of what is needed to avoid the worst effects of climate change, according to a U.N. analysis from earlier this year. Even if current emissions pledges are realized, they would amount to just a 1 percent reduction in global emissions by 2030, compared to 2010 levels. Scientists say the number needs to be closer to a 50 percent reduction. “We must act decisively now,” said Guterres, the U.N. chief. “Every fraction of a degree counts.”</p> <p>Building a new freeway in southern Arizona to enable increased traffic by fossil-fuel burning trucks and cars is the exact opposite of the type of smart planning needed for our future and the future of our planet. Additionally, converting lands into highways contributes to urban heat island effects. Thus, even if all greenhouse gas emission vehicles are replaced by EV vehicles, highway expansion will still lead to a net increase in climate warming.</p> <p>2. Impacts to Scenic Routes in Avra Valley Pima County has clearly identified Scenic Routes. 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Likelihood of new alternative transportation options between Tucson and Phoenix absorbing traffic load Included in the bipartisan infrastructure bill currently working its way through Congress is \$66 billion for Amtrak which would include adding a new route between Tucson and Phoenix with service three times a day as well as a route from Tucson to Los Angeles. The addition of these alternative transportation options will likely have significant impacts to transportation volumes and other metrics along the I-10 corridor between Tucson and Phoenix. The impacts should be thoroughly evaluated before any Record of Decision is issued.</p> <p>5. Impacts from the Covid-19 global pandemic and how it has changed how people work and commute Traffic studies and land plans in the FEIS have not accounted for the COVID-19 global pandemic. For the past 16 months, office workers who are able have been working from home. From 2019-2020, congestion measures fell 50% or more in the U.S., a drop reflected in Arizona cities. Although some in-person business will resume, the new prevalence of remote work approaches and video conferencing to support virtual meetings has created a seismic shift in work approach. Some companies are eschewing brick and mortar office space and allowing employees to work from home permanently or adopting a hybrid model that allows employees to work from home part of the week/month. Furthermore, many companies are allowing workers more flexible schedules which directly reduces commuter traffic. These changes in worker schedules could reduce commuter traffic for years to come. A Mercer survey from May 2021 found 70% of companies reported that a blend of in-person and remote working will be the new normal. 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However, if you move ahead with a “build” option in Tier 2, the only acceptable “build” option for I-11 in southern Arizona is the East Option, which must be undergrounded through the heart of Tucson. Impacts related to this option must be studied adequately should this project move to Tier 2. The underground alignment has the opportunity to mitigate the enormous existing urban heat island caused by the current freeway infrastructure and would offer reparation for the injustices inflicted on Tucson’s Mexican-American, minority-majority, and low income urban neighborhoods, by the original construction of I-10. We support the full comments submitted by the Tucson Historic Preservation Foundation on the issues surrounding the East Option.</p>			

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Campbell	Wade		This is completely unnecessary and will negatively impact the unique environment of the Sonoran Desert. What is to gain from this project that an improvement of the existing I-10 and I-8 couldn't address?	webform		2355
Camus	Elizabeth		I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects. In addition, the area enclosed by I-10 and I-11 almost surely will begin to be developed in ways that worsen an already worsening water/resources situation facing Tucson. There are much more important issues here than unbridled economic "growth." I-11: please don't do this.	webform		1254
Canalosi	John		To whom it may concern, As one of the many thousands who love the natural beauty of the Sonoran desert in and around Tucson, I was shocked to hear of plans to route a major highway through the Avra Valley, an area that holds so much value as a natural area and has so much potential for ecotourism. This area is a magnet for lovers of natural and cultural history, and other outdoor recreation pursuits. To degrade this zone with road construction and associated developments would ignore the very things that make Tucson a special area. I believe it would be a short-sighted mistake that would hurt both the natural beauty and economic potential of a world-class, beloved chunk of the ever-dwindling Sonoran desert. Many of my photographs taken in this area have appeared in Arizona Highways, National Geographic and elsewhere around the world. I can assure you that I won't be back to photograph another stretch of sterile, Interstate highway, as I'm sure holds true for the many tourists, and their dollars that presently frequent Saguaro National Park and other sections of the proposed Interstate highway 11. Thank you for your time and consideration. Thank you, John Canalosi	Email		991
Candelaria	Nicole		As a life long citizen of Tucson who grew up in the Marana area, I absolutely DO NOT SUPPORT the construction of interstate 11. The Sonoran desert is a singular, beautiful ecosystem, and the proposed interstate would carve through the heart of pristine desert beauty. In a time where we are reckoning with unfettered desert construction already marring our rare land, putting in additional, pollutant-causing transportation means is absolutely unconscionable. Please, for the love of the land that makes where we live so special, do not build this interstate.	Webform		1403
Cannon	Andrew		This is a ludicrous plan, not only economically, but also environmentally. It would destroy precious habitat, wildlife, water resources, homes etc. Much better to expand the existing freeways I10 & I19. Andrew Cannon	Email		2485
Cannon	Deb		My family is against destroying the beautiful and pristine area of Avra Valley to build a new freeway when there are alternatives! Do not take away homes, families, and our desert just to have a trucking route that is not needed. Please listen to those that live here. I would have a freeway close enough to hear the cars out my front porch. I have lived out off of Sandario for 28 years and retired. There is no way we could afford to move now to get away from this terrible freeway. Please do not let this be approved. Thank you, The Cannon family.	Email		2518
Cannon	Deborah		Please no not build your existing route! We have lived here almost 29 years. We raised our four children out here away from Tucson to be able to enjoy the quiet of the desert. This will cut through a great community. The wildlife including deer, roadrunner, coyotes and more will suffer from this project! You will cut off the entrance to our neighborhood. This is not what is best for our area. Please consider what and how this impact people's lives who want nothing to do with a freeway in their backyard including the noise and pollution. Please I say NO to this project!	webform		455
Cano	Delia		Please don't make this on undeveloped land and on the properties and homes of people. They appreciate the views, and a lot goes into owning and maintaining a home for it to be taken away.	Webform		1228
Cardenas	Alex		I am very opposed to the I-11 proposed route. It is going to force a lot of people out of their homes, homes they've probably lived in for years. The route is going to destroy a lot of animal habitats through a lot of the desert. I believe it should be built on land that is already developed. I've lived in this area for most of my life. I don't want to see it destroyed. Thank you for taking the time to read my comment. Have a wonderful day.	Email		313
Cardenas	Eva		After the environmental destruction we have already endured under a misguided previous administration, it is despicable to even consider such a horrendous project. The impacts to wildlife corridors and the ancient saguaros could never be justified.	Webform		131
Carder	Lisa		To Whom it May Concern; REMOVE THE WEST/AVRA VALLEY ALTERNATIVE! As a former employee of Saguaro National Park, this option is deeply troubling to me. TMA continues its concern with the Pima County Avra Valley, now West Alternative, and it's apparent unmitigable environmental costs. The Tucson Mountain Park, Saguaro National Park and Ironwood Forest National Monument are of great economic benefit due to tourism to Tucson that we cannot afford lose. Not only is the purpose of this plan about future modes of transportation within the proposed alternative, ES.4 states the purpose of this plan is to serve population and employment growth in the transportation corridor. A growth plan exacerbates adverse consequences on the Tucson Mountains ecosystem toward a slow, tortured death of Ironwood National Monument, Saguaro National Park and Tucson Mountain Park. We are greatly encouraged that the East Alternative has been submitted. However, 30 days is insufficient time for us or the public to properly review the voluminous documentation. REMOVE THE WEST/AVRA VALLEY ALTERNATIVE. The West Pima County Alternative option should be removed. The West Alternative is fraught with permanent, unmitigable lifestyle, economic, environmental damage to ecosystems of Saguaro National Park, Ironwood National Monument, Tucson Mountain Park and all of the Tucson Mountains. Pursue the right choice: drop the West Alternative. Lisa Carder Oro Valley, AZ Resident	Email		1212
Cardwell	Michael		03 August 2021 Dear EIS Study Team:	email		810

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			<p>I spent most of my life in southern California. But as soon as I was old enough to drive, friends and I drove many Friday nights to spend a day and a half exploring the Sonoran Desert – usually in and around the Desert Museum and Saguaro National Park. Fast forward fifty years, and as my wife and I neared retirement, we found our dream home for sale in Gates Pass and we bought it. Our journey to Tucson is far from unique. And like many Tucsonans, we take visiting friends and family to the same places I came to love in the 1960s and they can't stop talking about the beauty and serenity of hiking in the Tucson Mountains, visiting the Desert Museum – the jewel of Tucson, and watching the sunset from the top of Gates Pass.</p> <p>I remember as a youngster living in the L.A. Basin, the promises made to locals along the proposed route of Interstate 210 that those who did not lose their homes to make way for the freeway would hardly know it was there because of high sound walls that would insulate nearby neighborhoods. But once the freeway was built, gas stations, convenience stores, and hotels sprang up around every off-ramp ahead of the inevitable urban sprawl that followed.</p> <p>It's no coincidence that generations of leaders at all levels of government over many decades have protected Saguaro National Park, Tucson Mountains Park, Ironwood Forest National Monument, and the Sonoran Desert in general with Pima County's Sonoran Desert Conservation Plan: there is no other place like this on Earth. Looking out across Avra Valley in deafening silence, surrounded by the saguaro forest, with the sun glinting off of the domes on Kitt Peak way off in the distance, is a magical experience that brings millions of visitors – and their money – to Tucson every year.</p> <p>But even if you ignore the disrupted wildlife corridors and other irreversible damage to the natural environment, as well as endangering carefully designed water infrastructure for the City of Tucson, why are we planning a whole new freeway at all?</p> <p>We have a bad habit of trying to solve tomorrow's problems with yesterday's solutions. Why are we making preparations to accommodate more CO2-spewing cars and trucks for decades to come when everyone else on the planet is working toward burning less fossil fuel? Following my thirty-two-year law enforcement career in southern California, I went back to school and finished a master's degree in ecology, evolution and conservation. Those who still deny the science of human-caused climate change are either ignorant, incredibly greedy, or both. We should be planning ways to move goods and people more efficiently, especially moving commerce from Mexico – maybe by rail, but not by truck – and using the right-of-way that largely already exists along the I-10/I-19 corridor.</p> <p>Sincerely, s/Michael Cardwell Tucson, AZ</p>			
Cardwell	Michael		<p>Dear I-11 EIS Study Team, Try as we might, we are unable to review and digest the final I-11 environmental impact statement in the time allotted. More than thirty days must be allowed to review and comment on a document of this size. Others are asking the comment period to be extended to 120 days and I concur. Thank you.</p> <p>Sincerely, s/Michael Cardwell</p>	email		1791
Carhuff	Daniel		<p>Building a major interstate through the Avra Valley region would cause irreparable damage both ecologically and economically. That region is of special interest for southern Arizona traditional and ecotourism. Thousands of residents and nonresidents visit the area for both view attractions, the Sonoran Desert Museum, and local wildlife. Evening drives are beautiful, but more importantly minimal in their ecological and aesthetic impact. Furthermore, using the existing i19 to i10 eastern corridor would bolster the development of a rejuvenated south Tucson and downtown Tucson economy without significant traffic issues. Diverting traffic away from the city towards an area with special beauty and significance only because of its minimally disturbed natural state would bring people away from the Tucson economic region while damaging one of the city's best natural assets. It is a lose-lose-lose. Please avoid the western route and stick with an eastern option that uses existing highway infrastructure. Thank you!</p>	webform		2069
Carlson	Leslie		<p>I am requesting that the FEIS public comment period be extended beyond 30 days. Thirty days is way too short of a time period for people living in the affected area to learn about the impacts of the proposed I-11 route. The draft EIS documents are almost 5,000 pages. Many residents in the areas impacted by the East and West options don't even know this planning is going on. There are a number of rural, low-income, and Native American residents in the West options who may not have good internet or other ways to readily access information. More time is needed to fairly evaluate this hugely expensive proposal with sufficient resident input.</p>	Webform		551
Carney	Julie E		<p>The east option should be removed completely due to the impact to existing homes and natural areas. I do not feel that the Sahuarita community should be asked to give up homes, natural areas, shopping locations, or a hospital to increase traffic between Mexico and Canada.</p>	Webform		1578
Carpenter	Jacqueline		<p>Please do not destroy important and very unique habitat of birds and animals and insects for this highway! We've visited here for 25 years, we moved here following our dream three years ago, but I have seen destruction where roads were put in and areas taken away from wild animals here now. Sedona was once a place of unique beauty but man came through and put up big hotels, roundabout streets and the raw beauty is lost it's just a money maker now for man. We used to go bird-watching there but many of the birds are not found there anymore due to the noise of jeep tours and humans being allowed to tear up the land . We go south now to enjoy the mountains there and the birds and the wildlife and nature. We tread lightly and pick up trash. These areas benefit our mind, body and our breath, Man must ensure that there are wild places left untouched available or there will be nowhere to go for the animals and we will all perish. Our children will thank us. Thank you</p>	Webform		76
Carpenter	Roger	Gates Pass Area Neighborhood Association	<p>AS a native Tucsonan, who worked at the Arizona-Sonora Desert museum in the 1950's the thought of a new freeway running ps t Saguaro Nat'l Park West is appalling! I urge that the period for public comment be expanded to 120 days, and that the ultimate decision be to prohibit any freeway through this area! we are losing the desert as Tucson and Phoenix expand their cancerous spread across ormerly beautifyul desert. It msut be protected! Thank you, Roger Carpenter</p>	webform		514
Carrillo	Abigail		<p>I have lived here in Tucson my entire life, and I feel so lucky to call it home. It's such a beautiful place, and I, much like many others, love our beautiful and amazing environment. Our desert is amazing, and there is no reason to put a highway through some of the most beautiful attractions Tucson has to offer. People from all over come here specifically to see the desert, and destroying it would ruin the wildlife, and beauty it has to offer. Please reconsider building this highway, as it would be heartbreaking to see it torn apart.</p>	webform		1951
Carrillo	Claudia M	Acupuncture del Soul	<p>The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. ABANDON the West Preferred Alternative Option in Avra Valley.</p>	webform		1203
Carson	Carolyn Kay		<p>Hi, I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage.</p> <p>Carolyn Kay Carson</p>	Email		2567

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			Oro valley AZ			
Carter	David		<p>To whom it may concern: Please extend the deadline for public comments from 30 days to 120 days to allow a fair and thorough review by the public. Vast public interest in and concern about this project from Tucson Mountains residents and throughout the Pima County region indicate the 30-day comment period is insufficient for the public to be informed of and made aware of the opportunity to review the text and implications of the process. I am in OPPOSITION to the WEST/AVRA VALLEY PIMA COUNTY ALTERNATIVE. The West Alternative is fraught with permanent, unmitigable lifestyle, economic, environmental damage to ecosystem of the Tucson Mountain Park, Saguaro National Park and Ironwood Forest National Monument. These areas are of great economic benefit due to tourism to Tucson that we cannot afford lose. The WEST/AVRA VALLEY Pima County Alternative option should be removed. Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands. Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. I've discussed these issues with other Tucson Mountains Association members, Hiawatha Hills and TT NA. We feel Avra Valley is a beautiful outdoor area that would be forever destroyed by a freeway. The impact of freeway expansion to the I-10/I-19 freeway area would have an impact but much less then destroying Avra Valley with I-11. Thank you David Carter Member of Tucson Mountains Association and Hiawatha Hills and Teresa Terrace Neighborhood Association Tucson City and Pima County Resident</p>	email		1797
Carter	Tammy	Neighborhood Assoc: Hiawatha Hills & Teresa Terrace + Tucson Mountains Assoc.	<p>1) This feedback request should've provided a LONGER time for review & response. 2) NO! NO! NO, Absolutely NO to ANY I-11 project in Avra Valley. As we told ADOT consultants in the LAST evaluation period, this location is NOT suitable and the west/Avra Valley I-11 project option is NOT acceptable to the MAJORITY of residents and taxpayers in the immediate and surrounding areas. Previously, I and our neighbors, along with fellow neighborhood association board members attended MULTIPLE information sessions in the LAST go round. Those multiple public comment sessions were OVERWHELMINGLY against any Avra Valley incursion by I-11. ADOT's public meeting contractor collected hundreds of comments and listened(?) to not only residents, but highly qualified experts from the National Park Service, the Desert Museum, the University of Arizona and others who gave you many, many reasons for instead going with the alternate I10 enhancement/widening option. We observed dozens of speakers step up to that microphone, sharing the feedback ADOT requested, often to panelists who seemed bored or disengaged with the very public they'd invited to participate. What exactly did the contractor's final report say? How could ADOT even consider re-proposing the west/Avra Valley option in light of all that in-person and written public input which said NO? This re-proposing of Avra Valley location makes me wonder if there might be a commercial land speculator and/or road construction company with a lot of political-donor clout trying to force a road development proposal that the citizen majority so loudly, passionately and in a UNITED voice declared as unacceptable. Maybe all citizens need to more diligently follow the money and expose where that pressure is coming from. If ADOT can be politically pressured into revisiting something so resoundingly discouraged by the public as this unacceptable West/Avra Valley I-11 proposal, we as citizens need to ask what more can WE do to ensure all ADOT projects and proposals are held to a higher standard of public support? Citizens also need to require more transparency in actual needs justification and data-supported Return-On-Investment (ROI) as well as a true cost/benefit procurement analysis to discourage such inappropriate political interference. When deciding how to spend precious and limited taxpayer dollars and avoid waste, our government agencies should be committed to undergoing the same type of budget analysis that individual taxpayers must make with the family budget (e.g. Do we really need it? Can we afford it after meeting ALL our existing obligations?). For ADOT, I believe that means maintain the existing roads, first. Then, only 'buy' (build) new roads that deep and honest analysis proves will meet a proven BROAD-benefit need for ALL of us drivers (this project doesn't), that we have the resources to maintain, and that provides a supportable, data-based, quantifiable monetary return on the taxpayer's investment (again, I don't believe this project meet those tests). In summary, NO means NO when it comes to the I-11 West/Avra Valley route. This area is a fragile zone of amazing, irreplaceable desert beauty and is also a major economic driver for the entire region of Southern Arizona. So the answer is NO to I-11 in Avra Valley. The West/Avra Valley is NOT, NOT, NOT an acceptable option or alternative. Though inconvenient to me--a Tucson resident--in the short term (during construction), I WOULD support an expansion of the existing I-10 corridor through Tucson. This, even though I have basic disagreement with the premise that this project is based on (oversimplification, but dominant reasoning for project seems to be commercial trucking traffic time savings between Mexico and Canada). My last letter to you I believe covered the projected reduction in personal vehicle ownership (so fewer cars on the road) and the anticipated growth of 'smart vehicle' technology including self-piloted (driverless) commercial trucks and other anticipated. I do NOT believe this project provides a reasonable or supportable ROI; the gains do not justify the expense. Thank you for the opportunity to provide feedback on this project. Please, please listen to us.</p>	webform		1871
Cary	Nate		<p>The proposed route for I-11 closely parallels I-10 and I-19, and that proposed route is full of turns. Also, it terminates at Nogales, an already busy border crossing. My suggestion is to cut a lot of miles off the proposed route by running it from Wickenburg, AZ straight south to Lukeville (Sonoyta, Sonora). That keeps it off the T.O. Reservation, saves distance and a straight line is much more efficient, than all of those turns. Let the Mexican government and the State of Sonora invest whatever it takes to deal with the traffic on their side of the border. Nate Cary Eloy, AZ</p>	email		1367
Casady	Diane		Do the East side option where they turn Oracle Road into a freeway or expressway. Do not do a new freeway on the west side that would damage the land and wildlife!	webform		2252
Casciari	Mark		<p>I live just outside the Tucson city limits. I oppose the construction of I11. I don't see the compelling need for it. Absent a compelling need, the best approach is to leave the land as is. If I have this wrong, why not just expand/improve I10? That would save money and the turmoil and dislocation of a massive road construction project. Thanks for your consideration. It is possible to overdo the interstate system. Mark Casciari</p>	Email		259
Caseboat	Jana		<p>Hello. This is Jana Caseboat and we live right in the middle of this project. This project will take out our entire neighborhood. We feel it is a ridiculous, expensive highway that will not make any sense. We have a highway going north and south. It could be improved and widened rather than a windy, expensive road that upsets everyone else. We are very opposed to this and have been saying this over and over again. We have responded over and over again. Our town is against it and we do not want this to happen. We are tired of being harassed by the lack of common sense and the ridiculousness of this avenue of study. There is no way the west option makes any sense. Thank you.</p>	Voicemail		1245
Caseboat	Jana		<p>Hello. This is Jana Caseboat and we live right in the middle of this project. This project will take out our entire neighborhood. We feel it is a ridiculous, expensive highway that will not make any sense. We have a highway going north and south. It could be improved and widened rather than a windy, expensive road that upsets everyone else. We are very opposed to this and have been saying this over</p>	Voicemail		1809

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			and over again. We have responded over and over again. Our town is against it and we do not want this to happen. We are tired of being harassed by the lack of common sense and the ridiculousness of this avenue of study. There is no way the west option makes any sense. Thank you.			
Casebolt	Dana		We have responded and responded and responded! We do NOT want to destroy our neighborhood! We see no point in another noisy polluting, dividing, disruptive highway. Please stop wasting time and money.	Email		1006
Casebolt	Dana		We are opposed to the west option for I11. We would lose our neighborhood completely we have a highway right here going the same direction. Widen and improve what we have rather than building an extremely expensive, winding, intrusive, divisive, noisy, polluting, uprooting project. We are tired of being harassed by this plan that shows no common sense!	Email		1216
Cashman	Char		First of all, you need to extend the time allotted for public comments so everyone has the opportunity to share their views. And, second, do not build a freeway in Avra Valley!!!!!! Our Sonoran Desert is precious and irreplaceable. There are other options besides destroying something that can NEVER be regained.	webform		1098
Castella	Julie		<p>I have many concerns about the proposed route through Avra Valley. I do not see how a route alongside Saguaro National Monument is of any real benefit to this fragile area unless you are a real estate developer.</p> <p>Many of my neighbors are surprised to learn about the existence of plans for I-11 to possibly run through Avra Valley. So far, everyone I have spoken to has been dismayed to hear about it. Some have told me that when it happens they will be sad or even heartbroken to have to move from the area since it will "spoiled" for them. They seem to think that because of rich developers and politicians that are not local to the area supporting the corridor, it is hopeless, to even attempt speak out against it.</p> <p>When I bought my property, it was the only piece of property on the market that met my needs for dark skies, peace and tranquillity, views and a safe neighborhood. Running a freeway through this valley eliminates many of the reasons I picked Picture Rocks and not anywhere else. This area has protected Big Horn Sheep, desert tortoises as well as deer, mountain lions, foxes, javelina, bobcats, etc that are likely to be disturbed and be killed trying to cross a freeway to reach part of their current habitat. The Tucson Mountains are already bordered by one freeway. The Avra Valley route would make an island of the the Tucson Mountains. Wildlife crossings would not eliminate all wildlife from crossing the freeways.</p> <p>One problem we already have is wildlife poaching. Freeways, the population growth that is projected and the increased development that goes with it would put even more pressure on both endangered, threatened and all other species. Easier access to the area will make it tougher to protect those species. As it is, catching poachers of both plant and animal species in the park is a tough job.</p> <p>Tourism would also be impacted. People come for the beautiful views of our sunsets, dark skies, wide-open vistas, unique heritage, and diversity of species. Running an ugly, high traffic highway through the middle of all that will permanently destroy that. Cookie-cutter high density housing, retail establishment such as gas-stations, chain restaurants etc to serve both the travelers and the expected new development opportunities will NOT enhance anyone's appreciation of the area. Riding or driving the loop around the Tucson Mountains is a favorite choice of many locals as well as a favorite tourist activity. If they wanted to enjoy traffic, mini-malls, walls around gated communities etc they would have just stayed home. Every week I see people stopped at the side of the road with cameras, binoculars or telescopes. They are not there to enjoy the bright lights of the semi-trucks traveling across the state. I never see them parked along I-10.</p> <p>Freeways are also big sources of trash and invasive species from hitchhiking seeds and pests. Why do we want to put that directly next to a National Monument that already struggles to contain invasive high fire-risk Buffalo Grass. The area is rugged and harsh for crews to manage. A fire in that area would decimate populations of protected saguaros, big-horn sheep, etc.</p> <p>Access to Tucson is restricted to a few already heavily traveled roads. Anytime there is a road closure, emergency services, regular traffic extra is delayed or must be rerouted many miles to the next crossing. We already have a sad number of deaths and injuries on those road. Bringing more traffic will not improve those conditions.</p> <p>From what I understand, the cost to have I-11 use the I-10 corridor is actually cheaper, has infrastructure to support travelers and trucking, and is important to the economy of Tucson. Routing through Avra Valley would require intensive infrastructure investments and long-term maintenance costs. Miles and miles of pothole prone roads when we struggle to maintain our existing roads and higher taxes is not a welcome addition to our state or county budgets. The extra costs will not be supported by increased tax revenue from developing the area if we can not support that much growth. Plus with expected growth of businesses, residential etc along the corridor, we must spend millions more on things like utility access. Loss of farmland and open range, rain water management are also big concerns that frequently get undervalued.</p> <p>Water sustainability is an issue that says unchecked growth is not reasonable. We do not need to attract more people to settle in the area as we have our water supply cut due to long-term drought conditions. It will take decades of above normal rainfall to replenish the resistors and aquifers we depend upon in this region as it stands today. Opening up new areas to development because of its "convenient access to I-11" is a foolish use of limited resources.</p> <p>Many people would lose their homes, or find themselves stuck next door to a construction zone or a busy highway. Many people live here not just for the quality of life, but because housing is affordable. Affordable housing is already in short supply. Moving isn't always an option.</p> <p>These are just a few of the concerns I have with having I-11 run through Avra Valley. I respectfully urge that this option not be chosen. Avra Valley especially alongside the Tucson Mountains is one of the last nearby to Tucson that lets people experience the reasons this area is unique and worth protecting. Just as Mount Lemmon is a get away destination, so is Tucson Mountain Park and Saguaro Monument West. Please protect the dark skies for the sake of the astronomers on Kit Peak. Please allow future generations of protected wild life species to flourish. Please let us keep one of the few areas you can enjoy the sounds of the desert without the constant rumble of traffic. Please reject Avra Valley as a route for I-11.</p> <p>Sincerely, Julie Castella, Resident of Picture Rocks</p>	email		1777
Castillo	Carlos		My wife recently acquired our first home/property, of course nobody would tell us anything about the plans of a new highway that would literally eliminate our property (if the highway went through the west side of Pima county). Not only this is completely heartbreaking but after walking each morning and afternoon through the property with our dogs, after doing extensive research about the hydrology, elevation and just looking at the land not only is obvious that the water management provided with the lack of education the government had provided to local residents vs people in the inner areas of the city is horrible and quasi non-existent to say the least. A new highway in the area is just a giant problem waiting to happen, is an ice rink on the making for the monsoon seasons. Not only it's just a band aid that comes when the scar it's already happening but it completely doesn't take into account an astonishing number of natural elements, from the local biosphere to the human and infrastructure part of this). To compare the "benefits" of this highway vs the con is like installing a supercharger in an old inefficient muscle car for sakes of fuel economy. Look at the current state of this places where the highway is proposed, go yourself, walk on them and fly above them. See how the hottest and one of the wettest summers are making to the land, and remember that it's only gonna get worse. The land is constantly changing and the effects of a giant concrete pad in the middle of all this will create worse and worse issues on the long term vs improving the infrastructure of current roads.	Webform		1462
Caswell	Larry		This is Larry Caswell. I am calling regarding the proposed I-11 route. I am very much against the western route through Avra Valley for several reasons. One is that a busy highway next to two important park areas, the Tucson Mountain Park and Saguaro National Park West, those are incompatible uses of the land and would degrade important national commons, these parks. Number two, this valley resides between several protected natural areas and serves as a wildlife corridor between these natural areas for wildlife, including endangered species, and for that reason it is not acceptable either. It makes more sense to put the highway next to the existing I-19/I-10 corridors where you already have traffic. So again I am against the western route of the I-11 proposed highway to Nogales. My number is (970) 420-2762. I have a house where I reside in Oro Valley. Thank you.	Voicemail		1814
caudell	benjamin		Yes it will actually help the impact on other roads. please proceed.	webform		1262

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Cevallos	Leo		I would like to voice my opposition for the West option and voice my support of the East option. Please do not build a highway next to Saguaro National Park: our ecosystem is a valuable national treasure and should not be jeopardized. I would also like to say that a 30 day comment period is ridiculously short for a project that will impact our communities for decades. Please extend the comment period to 120 days to allow for adequate public response.	Webform		905
Chambers	Mona		As a Tucson native, and resident of the west side, I am STRONGLY opposed to this proposed freeway. This will be absolutely devastating on so many levels - ecologically, environmentally, negative impacts on tourism to our pristine Saguaro National Forest. Horrible idea.	Webform		324
champagne	Christina		This is a great plan that allows the much needed expansion of Southern Arizona.	Webform		360
Chapman	Keith		Please dont ruin the desert near saguaro national park. Please work to fix existing problems with I10 and then improve it rather than creating an entire new route around Tucson. I11 would not help ease congestion from I10 much because a lot of the traffic is heading to Pheonix anyway. It makes more sense to improve I10.	webform		451
Charles	Charles		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. In particular, I feel that the east option makes the most economic sense. Bringing the freeway closer to Tucson, the economic center of Southeast Arizona, would naturally increase commerce in Tucson. The west option would bypass the city and not allow for the long term financial benefits. I also oppose the west option on the grounds that it is too close to protected lands. There would be disruption to wildlife and a diminished human experience in the area. Sincerely Charles Mikulewicz Tucson AZ	Email		2552
Chatterton	Cheryl		I would like to voice my opposition to the proposed I11 corridor. The proposed interstate would run right along my property line. This would destroy the desert and the habitat that is now full of owls, hawks, bobcats, mountain lions, wild horses and so many other animals. It would destroy the peace and quiet of the reason that I purchased this land to begin with and haul my own water. I want that quiet solitude. My entire family has land that would be affected and even lost to this proposal. Please stop this and find a different route that is not affecting peoples lives and history.	webform		1334
Chatterton	Cheryl		For the options thru the town of Sahuarita I believe that NEITHER our good for business, families or our economy..I would like to propose a NEW option please Tie in as the new 11 meets I-19 into our already existing I-19 add wider lanes that are already desperately needed. Then from there continue with your proposed plans to move towards Marana, Maricopa by tying into the 10 or the routes you had planned for north of Sahuarita But the two proposed plans either destroy or interrupt our ONLY decent Rancho grocery or the other route, destroys new and established homeowners.. Its not the time to be tearing down or bugging homeowners that just made it thru Covid. I-19 @ our Sahuarita, Duval Mine, Pima Mine, and Papago exits are a MESS with insane amounts of death and accidents completely uncredited for and ignored by ADOT ADOT owes our town a better highway, larger lanes and jist plain SAFER ...to plan a new highway that destroys and disrupts our town but leaves I-19 trashy & unmaintained is a total waste of resources and common sense. Let's tie into and better utilize the resources we ALREADY have and also improve on them Very important...	email		1780
Chedsey	John		This proposed freeway is a terrible idea, especially given its proximity to Saguaro National Park as well as Tucson Mountain park. The noise and impact to the environment would be a devastating loss for the region. The potential freeway must NOT be routed so close to a national park.	webform		2154
Chenault	Rebecca		Oppose the West option negative environmental impact	webform		2080
chernova	e.		The Avra Valley and Tucson basin aquifers have gradually been rising due to 17 years of conservation, recovery and recharge. This is promising, especially in light of the historically low levels of Lake Mead. Arizona is first in line to reduce their shares of the Colorado River--the situation is dire, and this is not the time for lengthy and ecologically destructive roadway projects that increase development and water consumption.	Webform		278
Chesner	Donna		Please extend the comment period!!! This issue is of immense importance for the future of our Sonoran Desert, and requires the evaluation of an enormous document. I wish to state at this time my total opposition to the West option through the Avra Valley. It would be an environmental disaster of monumental proportion.	Webform		335
chesser	Lisa		Please do not build this.. I came here for quiet and I don't want to hear traffic. Thank you	Webform		279
Chesson	Peter		A freeway through the Avra Valley would have to be elevated the whole way to avoid having major impacts on the wildlife in Pima County. Numerous scientific studies are converging on the finding that human domination of the land surface of the planet Earth is severely damaging the ability of the Earth to function in the sustenance of life. The Avra Valley is vital wildlife connection and provides vital habitat in this region. For it to be bisected by a freeway at grade without a continuous underpass would severely damage these functions. Human effects on the planet are overwhelming life. This freeway does not have to add to it. Either build with it a continuous underpass or do not build it in the Avra Valley. The Tucson Mountains, the Ironwood Forest, and indeed the Avra Valley itself are rich places for the remarkable life of this region. They must not be destroyed with this freeway.	Webform		958
Chester	Rebecca		I oppose the west route of the proposed I-11 highway that goes around Tucson. The highway would interrupt wildlife habitat and migration leading to increased mortality from vehicle collisions, increased trash, invasive, altered water flow. It also goes through a beautiful National park, wonderful and uncommon County park, and tribal lands. The road will lead to further development along the corridor which will degrade the habitat even further. Locating the road, if it is approved, would be better if collated in an area already developed and dedicated to industry.	Webform		622
Chirch	Andrew		I oppose this project. Specifically, this(the west option) will destroy precious desert and add additional unnecessary road infrastructure at a time when our current road maintenance is critically underfunded. This is sacred tohono oodham land that must not be desecrated. Finally, please extend the public comment period. 30 days is insufficient and smacks of desperation and non transparency. Give the people sufficient time to review and respond.	webform		504
Choi	Jon	Tucson Clean and Beautiful	Please extend the public comment period from 30 days to 120 days. 30 days does not provide sufficient time for the public to respond. In particular, the public who will be most impacted by this Interstate need more time to consider the impacts of this project and provide their input. The Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. More time is required to gather community input.	webform		882
Christensen	Alex		Please do not destroy our precious Sonoran desert. This project is unnecessary and would completely change Tucson. I'm 100% against this proposed project.	Webform		1406
Christensen	Karen		The I-11 west route should be rejected. It impinges on the wildlife corridor created at the approval of the CAP and would interfere with the quiet enjoyment of two major tourist attractions: The Arizona Sonora Desert Museum and Saguaro National Park West. Residents of the area will be deprived of the solitude and quiet that we sought when we purchased our homes in this removed area. With the potential of improved rail service between Tucson and Phoenix, I question the need for this road at all. If it is deemed critically essential, the central route along the I-10 corridor is far preferable.	Webform		329
christiansen	john		I live in the very center of your Preferred corridor, southwest quadrant of Fulcar Rd and Table Top Rd. I am totally against this preferred option. It makes more sense to use existing roadways such as I-8 to Hwy 85 North for this purpose. Expand and rebuild the existing infrastructure, don't create additional infrastructure that will become neglected like our current system. I am retired and moving will be a burden on me and my wife. Please don't choose this option.	Webform		286
Christie	Bill		There needs to be more time to survey the environmental damage that WILL be done by such a project to protected land in the area.	Webform		635

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Christmas	C.L.		<p>My individual comments are provided in the attached letter.</p> <p>I moved to Green Valley, Arizona in the fall of 2020 during the pandemic, and I am admittedly late to the I-11 Corridor discussion (explained below). Nonetheless, I am very concerned. I am opposed to the Preferred Alternative described in the ADOT I-11 Corridor Final Tier 1 Environmental Impact Statement (EIS). The I-11 is a very long corridor with many issues. My views expressed here are aligned with my concerns for Green Valley, though I do share certain concerns from others regarding their respective areas. As a result of my concerns for the impact on Green Valley, I support the Purple Alternative, if it is still on the table. As indicated in my comments, I feel the overall need for the I-11 Corridor may diminish in the future. However, if the Preferred Alternative is implemented, Green Valley will suffer regardless.</p> <p>COMMENTS AND COMMENTS ON PUBLIC COMMENTS</p> <p>Appendix H5 (Public Comments on the Draft Tier 1 EIS) contains a 549-page table (over 7,000 comments) with a chorus of strong objections to the project citing various concerns. Sadly, only 26 comments were entered by Green Valley residents (population of approximately 21,000). Of the 26, more than half specifically called for abandonment of the project (No Build option) or supported the Purple Alternative of the Draft EIS, which would uncouple I-11 from I-19 at a point well south of Green Valley and move west and north to flank the mining areas. The remaining comments noted noise issues without commenting on a specific route, and one questioned why Green Valley hadn't yet been engaged by ADOT in its community outreach. The unfortunately low turnout of Green Valley residents may understandably be a reflection of the median age of 73.1 years young for Green Valley residents (whereas, the median age of Sahuarita residents is 38.5 years, and similarly lower throughout the study area), but, frankly, there hasn't been much "noise" in the local media/newspaper regarding impacts to Green Valley. Local headlines refer to Sahuarita's opposition to "routes through neighborhoods," and even I thought this included Green Valley (since the Green Valley newspaper and Chamber of Commerce have merged with Sahuarita). However, I attended a Special Meeting of the Sahuarita Town Council on August 10th regarding strong opposition of impacts to the El Toro Road alignment, located north of Green Valley, and through a limited strip of mostly single-family and multi-acre properties. A Town Councilman even stated there would be "larger impacts to Green Valley," but none were discussed (so let Green Valley worry about it?). This was the first I knew there was no "voice" speaking for Green Valley. (My subsequent letter to the Editor of the Green Valley News regarding this point has, so far, gone unpublished.) I live in a charming, 478-unit retirement condominium community, with about 600 residents, original to Green Valley, and built in 1964. My condominium community will be honored with the North American Heritage Site Award in November 2021. It is a lovely, historic community. It is currently located immediately adjacent to I-19, but wasn't always. My community and the rest of early Green Valley was developed along I-19's predecessor, highway US-89, which was only 110 feet of ROW at the time. The installation of I-19 added 225 feet to the ROW, making today's ROW footprint through Green Valley a total width of 335 feet. (No wonder my community is now situated immediately adjacent to I-19.) The residents of my community and many other Green Valley developments would face further significant impacts with the implementation of the Preferred Alternative. Green Valley could lose its place as one of the top 25 retirement communities in the nation. The quiet, secluded experience of living in Green Valley, the beautiful optics, will be lost, especially in the historic areas. In my opinion, the Green Valley retirement community rivals other treasured areas being defended in this endeavor for an I-11 Corridor – but with potentially greater direct impacts at Green Valley.</p> <p>As mentioned, I would support the Purple Alternative to bypass Green Valley completely. One of the commenters near the Green Valley area, Freeport McMoRan, expressed concerns of the Purple Alternative's proximity to its Sierrita and Twin Buttes mine properties, and instead, supported the coupling of I-11 with I-19. I feel a new highway flanking an already disturbed mining area (with plans for more in the future) is much less impactful to the surrounding human and non-human environs than the impacts caused by mining. The mining company comments indicate a preference for impactful development through neighborhoods, rather than in proximity to its mining properties.</p> <p>Appendix H1 (Standard Responses) [to public comments], Response LU-6 states, "Future Tier 2 projects for the co-location of I-11 with I-19 would not require additional right-of-way (ROW) and would address specific effects to property [i.e., through Green Valley]." Not acquiring new ROW does not mean that things will not change dramatically! As seen throughout the country (and especially in highly urbanized areas of the southwest – take a drive through the Phoenix area), a highway department can cram a lot of lanes and highway "stuff" into its ROW. Line them with noise walls, and there goes the neighborhoods on either side of the highway, and all visibility of a community when driving the road (see comments on noise walls and visual impacts). Currently, I-19 has a parkway feel to it for most of its length, thanks to the "extra" ROW resulting from the expansion of US-89 being filled with native vegetation. The vista unfolds south of Tucson as drivers enter the San Xavier Reservation. In fact, many portions of the existing I-19 corridor might be eligible under the Highway Beautification Act for its "natural, scenic, and ecologically sound" qualities, and could be nominated to the Parkways, Historic, and Scenic Roads Advisory Committee (PHSRAC) for consideration? I-19 itself is historically significant and unique for its use of metric units for signed distances. In 2010, local opposition to a proposal to change to English-unit signage preserved the historic metric signage (now supplemented in areas with English-unit signage). The EIS (Appendix 9, Visual Effects) overall rates Green Valley with "moderate visual quality impacts" due to existing "encroachment of development" (this, the conclusion without a noise wall factored in). As compared to other developed areas, I feel Green Valley is charming and attractive from the highway. Certainly, the lush vegetation of the existing I-19 through Green Valley contributes to this, continuing the parkway feel as it extends south. As previously noted, the current footprint of the ROW through Green Valley is 335 feet wide (wider at intersections), with paved area only accounting for about 193 feet of this (including the vegetated median). The remaining footage of the ROW consists of mature vegetated areas on either side of the pavement. Significantly, the EIS explains that although the corridor study area is 2,000 feet wide, ADOT will ultimately only use 400 feet of width. This is alarming, since Green Valley is now 65 feet short of 400 feet! With implementation of the Preferred Alternative, Green Valley could end up with a concrete channel running right through its heart.</p> <p>NOISE WALLS AND VISUAL IMPACTS</p> <p>You can't "see the USA" through a block wall.</p> <p>The Federal Highway Administration has acknowledged the noise reducing capacity of dense vegetation, and the positive "psychological" effect of vegetation. As I stated, within I-19's current ROW boundary, there is about 80-90 feet of dense, natural vegetation through much of Green Valley on both sides of the pavement, and more within the median. In my community, I am well aware of the often-significant noise impact from I-19 for those living adjacent to the ROW. But I also know that the noise ebbs and flows throughout the day/year, at least providing breaks from the noise at times. On the other hand, noise walls can create big problems. As compared to vegetation, noise walls can amplify noise and uniquely bounce noise, creating new and worsening impacts for those even slightly farther away from a noise wall, those in uphill areas, and near-freeway openings along the wall. Plus, there are severe visual impacts with noise walls. Many cities recognize that major vehicular travel ways provide the public with a visual image of the quality of life envisioned by its community, and as such, cities often move to preserve and enhance scenic transportation corridors. Visual impact assessments consider two types of "viewers," sometimes referred to as Highway Neighbors (those outside the ROW) and Highway Users (those on the road). With noise walls typically 16-20 feet high, Highway Neighbors close to such walls and Highway Users within the walls lose 100 percent of their view, 24 hours per day/365 days per year, PERMANENTLY. From afar, noise walls in the desert southwest can look weird, no matter how pretty they are painted, due to lack of natural area vegetation and flat land contours. Adjacent Highway Neighbors often suffer blight behind a wall, shade or intense sun/heat reflection near a wall, psychological impacts, and graffiti/garbage. Highway Users get disoriented and bored when noise walls go on for too much distance. Why aren't these significant factors weighed into a final assessment? Once erected, these walls do not come down.</p> <p>Overall, the I-11 corridor was conceived as a major traffic corridor for goods traveling from Mexico to Canada (relieving Interstate 5 in California of its load, and boosting Nevada – not Arizona concerns). What if, -- due to climate change, lack of water for cities, lack of water for agricultural production, heat waves moving people elsewhere, pandemics, etc., -- what if, the corridor is not so necessary, and I-19 through Green Valley is left with intrusive, not-so-effective walls and no parkway feel? The I-11 corridor was envisioned mainly for cross-country transportation of goods. It is a sort of truck route trying to get to places beyond the I-19 stretch (Green Valley/Sahuarita are only 40 miles from the border). It was supposed to relieve I-19 of interstate truck traffic, and provide an alternate route to I-19 in</p>	webform	Christmas_2304	2304

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			cases of local/national emergencies, etc. If it is not going to fulfill its Purpose and Need, then forget it! If I am an optimist, I-11 will be deemed vital, it will be diverted to the west miles south of Green Valley (Purple Alternative), and the existing I-19 will remain a beautiful stretch of highway supporting commerce and ever-increasing local traffic to Tucson for many years to come. Thank you for your consideration of these comments.			
Cipriano	Jo		This is a HORRIBLE idea. No one who actually lives here supports this. I know all you care about is money, but real people, animals, habitats, and sacred lands will be impacted by this greedy, absolute trash construction. The damage this will do FAR outweighs whatever benefit you're telling yourselves this will have.	webform		2368
Citizen	Abe		The wanton destruction of our local natural world MUST STOP!!! The deliberate decimation for the sake of ill-advised financial corruption cannot be tolerated here in the desert. This ridiculous plan on the west side of one of the country's most beautiful parks will wreak havoc on wildlife, tourism, and local residents. This is NOT necessary or needed, just like the horrible catastrophe that is the border wall construction. Pumping millions of gallons of precious water to do these projects is the antithesis of good stewardship!!! We implore you to halt this travesty!!!	Webform		1756
Clapp	Cindy & Ken		I-11 will destroy our Sonoran Desert. There is not any reason that an interstate should be put through there. It takes away peoples property, ruins the view. It will also take away from Tucson's revenues for gas, food, lodging and tourism. It should not be done. My big question is who is behind putting in the interstate, who has bought up property along the interstate, especially low-income people, and will make a lot of money? This seems more about money than just an interstate.	Webform		674
Clapp	Cindy & Ken		To Whom It May Concern: We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you for considering this request. As always, we appreciate the time you have put into this effort. Cindy & Ken Clapp Tucson	Webform		676
CLaridge	Elizabeth		I oppose the West Preferred Alternative Option for Interstate 11 mostly for enviromental reasons but cost is also a factor in my decision. >• The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. >• The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. >• The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. >• The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. >• Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. >• Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. They have been impacted enough on their land by the razing of environment & subsequent building of the "wall" near Mexico. Please expand the public comments deadline to allow for more citizens to become aware of this very important issue. Thank you	Webform		1696
Clark	Emily		I STRONGLY oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. I request an extension of the comment period from 30 days to 120 days. I strongly oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. Economically, the West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. The Arizona-Sonora Desert Museum, Saguaro National Park, and tourism in general would see reduced revenue and negative economic impacts from the habitat destruction in the area, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. The Avra Valley provides essential year-round and breeding habitat for declining arid land bird species. I am a conservation biologist part of a working group studying and protecting Bendire's thrashers (<i>Toxostoma bendirei</i>), which are among the fastest-declining bird species in North America (Rosenberg et al. 2016, Sauer et al. 2017), and their global populations are restricted to the landscapes of the arid Southwest, which has experienced significant conservation threats over the past several decades (NABCI 2016, Iknayan and Beissinger 2018). Their populations are estimated to have declined by 87 percent over the past 45 years (Rosenberg et al. 2016), and the 'population half-life' (i.e., time to a further 50 percent population decline) is estimated to be only 14 years for Bendire's Thrasher (Stanton et al. 2016). Due to the thrashers' scarcity across the landscape, their secretive nesting habits, and their reliance on ephemeral food and water sources in harsh desert environments (England and Laudenslayer 1993), our understanding of their habitat and conservation needs is inadequate, which limits effective species management. In recognition of these sharp population declines, landscape threats, and globally restricted populations, Bendire's Thrasher is widely recognized as a species in need of urgent conservation action. The Bendire's Thrasher is ranked internationally as an IUCN Red List (Vulnerable) species (Birdlife International 2017). It is lists as a Red Watch List Species by Partners in Flight (Rosenberg et al. 2016) and a U.S. Fish and Wildlife Service (USFWS) national Bird of Conservation Concern (USFWS 2021), a U.S. Bureau of Land Management (BLM) Sensitive Species and the Sonoran Joint Venture lists it as species of continental concern requiring management attention (SJVTC 2006). At the state level, the Bendire's Thrasher is recognized as a Species of Greatest Conservation Need (SGCN) or equivalent designations in the State Wildlife Action Plans (SWAPs) of all U.S. states where they occur (Arizona, California, Nevada, New Mexico and Utah; AGFD 2012, WAPT 2012, CDFW 2015, UWAPJT 2015, NMDGF 2016). All SWAPs identify the need for additional information and development of management actions that advance conservation of these species, while also emphasizing an overall lack of sufficient monitoring that would elucidate population sizes, trend estimates, and habitat requirements of both. This lack of knowledge limits the efficient assessment of conservation needs and stymies targeted on-the-ground conservation. In mixed-use habitats, such as Avra Valley, Bendire's Thrashers (resident and migratory populations) can be commonly found utilizing mesquite tree and shrub-lined edges of agricultural fields and large livestock operations within the Sonoran ecoregion, as well as small rural farm and ranch communities found in these areas (Ammon et al. 2020).	webform	Clark_1948	1948

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			Bendire's Thrashers typically occur in low densities, but in some areas, concentrated breeding has been documented in particular patches. In Arizona, these include the Avra Valley, west of Tucson. Numerous breeding Bendire's Thrashers have been documented in a relatively small area, and are essential for maintaining the population. Additionally, this was the study site for a study to investigate wintering movements of Bendire's Thrashers. The study utilized GPS tag technology to track Bendire's Thrashers showed that individuals in Avra Valley stayed on small territories throughout the winter and breeding season (Corrie Borgman, unpublished data), making year-round protection of this habitat of the utmost importance. Numerous documented breeding and wintering territories of Bendire's Thrasher are in direct conflict with the West Preferred Alternative Route in Pima County. Because Bendire's Thrasher are occupying this area throughout the year, and in relatively high densities to surrounding areas, these sites are critical to the local Bendire's Thrasher population. Loss habitat resulting from the West Preferred Alternative Route would result in displacement or loss of an important concentration of breeding and wintering sites for this at-risk species. The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) would be in violation of the Arizona State Wildlife Action Plan and other recommendations for the management and protection of this species, among numerous others. I strongly oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. In addition, the FEIS is 5,800 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. I request an extension of the comment period from 30 days to 120 days.			
Clark	Gerri		I moved to 3 points in 2002, bought a home in 2004. Two and 1/2 acres, triple wide and a view to be grateful for. I have worked on the Tohono O'odham Nation for the past 18 years and love the desert. I moved from the city to the "country" for a reason. To be in the quiet openness of this beautiful desert. I know the people I work for do NOT agree with the I - 11 corridor going thru their nation, nor do the Yaki. Saguaro Monument and Desert Museum and the Tucson Mountain Park would be disrupted forever, as would my life, neighborhood and country life forever. The interstate will be 0.3 miles from my house from the maps I have seen. Miles of red and white lights destroying the Avra/Altar valley. I feel progress will walk right over all of those/us who do NOT want this to happen. Work some magic in the I - 10 corridor. Double decker, solar panel the energy, light rail built along side too. I still have a gut feeling, this is a no win situation for all of those involved who do not want this to happen. My vote is NO to the I - 11 corridor.	Webform		555
Clark	Helen		This is to advise you that I strongly disagree with the proposed route through Avra Valley. It would cause unjustifiable environmental harm to the area. Helen Clark Tucson Arizona	Email		303
clark	Valer		We have recently seriously impacted wildlife migration. We need to stop putting any roads in that will affect migration of animals. At this point they are in danger of disappearing and humans are not	Webform		631
Clark	Valer	Cuenca Los Ojos	I oppose the west preferred alternative option for Interstate 11 because it will disturb some of the most beautiful land in AZ and will be a hazard in a migratory corridor	Webform		1724
Clarke	Kiana		DO NOT BUILD THIS ROAD!! I strongly urge you to NOT construct I-11. It's 2021, climate change is HERE and cars are outdated. You must all be old people on this project not worrying about future generations right to clean air. BUILD A RAILROAD INSTEAD THIS IS WHAT THE PEOPLE WANT!!!!!! If you build this know you're screwing all living things in the Sonoran desert over. If you do this prepare to be hated by all the young people here.	webform		2192
Clarke	Martina		Please do not pursue this plan. Building this interstate through the Sonora desert will destroy drinking water, destroy habitat for multiple endangered species, negatively impact the quality of life for nearly one million Tucson residents and create a permanent scar on several of Arizona's pristine wildlife sanctuaries. Aren't the devastating impacts of human construction activities already destroying too much of our only planet, Earth itself? Cease and desist this evil enterprise.	webform		2340
Classic hay baling		Classic hay baling	As a long time resident of the immediately affected area, as a company that produces tangible products for people across the US daily, we continue to respectfully state and request that the government utilize the route along 85/I-8 corridor. Leasing the detriment to fame lands, people, specifically rural communities and farm lands that sustain America. The corridor we mentioned 85/8 is more than viable route that makes the most sense. We understand you have cities pulling for closer freeways but there has to come a point where the government which we find must take everyday people's input into consideration. Stop destroying rural America	Webform		282
Clevinger	Philip		Please consider alternatives to either proposed highway. The impacts to the land, wildlife and residents of Tucson will be immeasurably negative. This comment is vehemently against either highway option as proposed. Thank you.	webform		2443
Clinco	Demion	Tucson Historic Preservation Foundation	July 21, 2021 Interstate 11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson St., MD 126F Phoenix, AZ 85007 RE: 90-day extension request for submitting comments on the Final Tier 1 Environmental Impact Statement and Preliminary Section 4(f) Evaluation and associated materials. I-11 Corridor Study Team, On behalf of the Tucson Historic Preservation Foundation and our thousands of members and supporters in Southern Arizona, we formally request that you grant a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement and Preliminary Section 4(f) Evaluation and associated materials. Since the announcement of the I-11 Corridor Study, there has been significant public interest and concern about this project and its possible adverse effects on cultural resources and environmental impacts within the City of Tucson and Pima County region. Many of the communities that are impacted by the Preferred Alternative Options identified within the Corridor Study area are minority and low-income populations that in many cases do not have access to the traditional means by which federal EIS processes are advertised and published with access issues of disadvantaged communities becoming clear when conducting outreach for comments on the Draft Environmental Impact Statement. We are deeply concerned the lack of access has been compounded by the COVID-19 pandemic. Both proposed alternatives will have disproportionately adverse effects on these populations, and they will need adequate time to be notified and respond. The Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where there is a large population of O'odham tribal members. Portions of the Eastern Alternative in Pima County are through historically Mexican American, minority-majority, and low-income neighborhoods and communities. In both alternatives, there are many cases of limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. The length of this document warrants an extended comment period. With the significant interest in this project, our community will need adequate time to absorb and respond. Thank you for considering this request. As always, we appreciate the time you have put into this effort. Sincerely, Demion Clinco, CEO Tucson Historic Preservation Foundation PO Box 40008 Tucson, Arizona 85717	Email	Clinco_THPF_0090	90

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Clinco	Demion	Tucson Historic Preservation Foundation	<p>I-11 Corridor Study Team, On behalf of the Tucson Historic Preservation Foundation (THPF) and our thousands of members and supporters in Southern Arizona, please find attached our comments on the Final Tier 1 Environmental Impact Statement and Preliminary Section 4(f) Evaluation and associated materials: Impacts on Pima County, Arizona. Thank you in advance for your attention to our serious concerns regarding adverse effects. Demion Clinco, CEO Tucson Historic Preservation Foundation PO Box 40008, Tucson, Arizona 85717</p> <hr/> <p>I-11 Corridor Study Team, On behalf of the Tucson Historic Preservation Foundation (THPF) and our thousands of members and supporters in Southern Arizona, we wish to provide additional comments on the Final Tier 1 Environmental Impact Statement and Preliminary Section 4(f) Evaluation and associated materials in addition to the letter submitted by Coalition for Sonoran Desert Protection (CSDP) signed on to by THPF. The Preferred Alternative Options identified in the Corridor Study, if executed without significant mitigation, would have devastating and consequential adverse effects on the heritage areas of underrepresented populations. As noted in the CSDP letter, the Western Alternative through Pima County is routed through traditional Tohono O'odham lands where there is a large population of O'odham tribal members, countless cultural resources and sacred landscapes, and our organization finds this routing option is unacceptable. Portions of the Eastern Alternative are routed through historically Mexican American, minority-majority and low income urban neighborhoods, including Barrio Anita, Barrio Membrillo, and South Tucson, many of which are listed in the National Register of Historic Places, as well as the pending National Historic Landmark district Los Barrios Viejos. Our additional comments in this letter focus on the Eastern Alternative, which, if improperly pursued, could negatively and adversely impact minority populations, historic districts and irreplaceable cultural resources in Tucson and South Tucson. Any design that expands the current I-10 alignment upwards or outwards through Tucson and South Tucson are unacceptable. We believe colocation is the preferred option only when I-10/I-11 is placed underground through central Tucson, from Grant Road through Park Avenue. Alternatives for colocation - adding an upper deck to the existing freeway or expanding the existing right of way through the use of the present access roads - are unacceptable. The negative impact and extreme adverse effect on historic resources and minority neighborhoods would be enormous and destroy communities in perpetuity. This underground mitigation would maintain essential connectivity with the business hub of the city while avoiding damage to the sensitive desert communities of the Avra Valley. The underground alignment would mitigate the enormous existing urban heat island caused by the current freeway infrastructure and would offer reparation for the injustices inflicted on Tucson's Mexican American neighborhoods by the original construction of I-10. In President Biden's words, it would serve to "reconnect neighborhoods cut off by historic investments." Engineering examples can be found in most major cities today including Phoenix, Portland, Seattle and Boston. We formally request the collocation option but only with undergrounding as described above. This mitigation would support the economic/transportation needs of Tucson, alleviate the environmental impact of both proposed alternative routes, protect the extraordinary heritage of our historic city, and provide reparation for the historic injustice rendered by Federal development projects of the past. Thank you for considering our comments. As always, we appreciate the time you have put into this effort.</p>	email	Clinco_TucsonHistPresFound_1835	1835
Clock	Ann		No no no. What are you thinking. I guess you do not live on the west side. The west desert does not have any political clout everything is about politics. I will get your names and be sure not put you in power again ever. To disrupt our area and destroy wildlife is not a good choice. Run your highway on the east side. Better yet stack it over I10!	Webform		408
Clock	Ann		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage.	Email		2495
Coalter	Tara		Road construction (especially one expected to be heavily used) is a critical mistake that would destroy an area currently preserved for wildlife. The Arizona Sonoran desert is always cherished for its biodiversity, but these kind of changes drastically increase the risk of population reduction in an already shrinking habitat for wildlife. An alternative could be a more modernized train with a smaller blueprint with minimal stations or stops that also has a small fence and bridges for wildlife crossings. The destruction this road will create both in the short term and long term cannot be ignored. I have been a resident of southern Arizona (Sahuarita & Tucson my entire 25 years of life) and was inspired to get a degree in ecology/biology - that inspiration was a direct result of having been able to experience the wild desert. Don't take that away from the next generations. The current freeway (I-19) is perfectly suitable to get people where they need to go. If we want to upgrade, we need to go a step further and move beyond large roads with loud traffic. Even though the rock and dirt is dense, building something underground and allowing the top earth to regrow would also be a suitable alternative.	Webform		984
Coburn	Anne		I am STRONGLY opposed to building this new highway! Bad in every way - stop destroying the precious AZ environment!! There are better alternatives - find one!!!!	Webform		1565
Cocke	Claire		I do not want any more damage to the desert. Especially this desert! Period. Double decker and broaden what's already there. Wildlife has already been interrupted. More the to point, a lot of this land is not "ours". It belongs to Native nations.	Webform		75
Cocke	William		Bulldozing the desert is unacceptable. We need to fix the freeways we have anyway, so it only makes sense tack on the new one.	Webform		74
Coelho	Cathy		I oppose the I11 project going through sahuarita.	Webform		1750
Coffaro	Paula		As a regular visiter to the dessert and the beautiful state of Arizona, I beg you to not destroy this peaceful wildlife corridor which includes the homes for half a dozen families. COVID 19 should have left a much bigger impression on you when we saw nature heal itself once it awesome ways when our human footprint came to a dramatic stop. If you think it would be wrong to destroy so much desert habitat, as well as the homes If I-11 must be built, put it on land already developed, along the existing freeways I-10, I-19, and I-8.	Webform		970
Cohen	Katharine		<p>To members of the Arizona Department of Transportation and Federal Highway Administration: I am writing to state my firm opposition to the West Preferred Alternative Option, which would put I-11 through the Avra Valley. My objections to the West Option are numerous, beginning with the irreparable damage to the environment such a roadway would cause, but certainly not stopping there. Many, many others, including the Tucson City Council and Sahuarita Town Council, and numerous civic and governmental entities oppose the West Option. I hope you will see the wisdom of these objections, as they cover human welfare, plant and animal survival, economic threats and more. As a long-time homeowner in the Tucson Mountains, I ask that the Arizona Dept. of Transportation and the Federal Highway Administration abandon the West Option once and for all. Sincerely, Katharine Cohen 3850 N. Camino de Oeste Tucson, AZ 85745</p>	Email		2516

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Colby	Matthew		I oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. We also request an extension of the comment period from 30 days to 120 days. • The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. • Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. • The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. • Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. • The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. • The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. • Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. • The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. • Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. • In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. The deadline for public comments should be extended from 30 days to 120 days to allow a fair and thorough review by the public. • The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. • Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. • Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. • The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. • The FEIS is 5,800 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. • A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. The West Option is located perilously close to a wide array of public lands, including: • Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). • County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. • Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. The West Option: • Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. • Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. • In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway. The West Option would: • Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. • Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area. • Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research. The West Option, along with the entire proposed route from the border to Casa Grande would: • Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. • Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others. • Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services. The West Option would: • Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.	webform		1146
Cole	Charles		The Avra Valley and its biota would be destroyed by this new highway and accompanying destruction that would accompany it. The best alternative for responsible living by humans is to coordinate this need with that of I-10 and include it as an addition and improvement of I-10 right through the current Tucson Corridor, which can be done by making the new section for straight-through traffic, without on and off ramps. Also, you have not allowed enough time for other people to read this report of thousands of pages. The review period should be extended--to 120 days, please.	Webform		344
Cole	Renee		We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. If this highway goes through, it would ruin the homes of many wildlife and plants, take away from our beautiful views and what we have left of the desert in the city. Now is definitely not the time to push aside mother nature just to build roads. Our world is already crumbling, this is not another part we need contributed to. We have enough roads, unfinished streets and projects, we do not need anymore, or anytime after. Leave our desert alone, and to do this so under the covers in such short notice, is diabolical. If you decide to go through with this, there will be consequences, ecologically and most definitely there will be public outrage, as I'm sure you are already aware of after seeing the amount of feedback you have received.	webform		2210
Colella	Vanessa		The same access is available making the drive from Nogales to Tucson, Tucson to Phoenix and finishing off Phoenix to Wickenburg. I have made the trek many times and it is a easy doable drive as is. Continuing to eliminate our Natural desert is going to have negative affects on our state. I am a native Arizonan and I love to see the state grow but not in this way. We can expand or add onto current interstates without ruining our beautiful untouched lands. This would create an interstate that would be beneficial for a small amount of people and would be used seldom. I have driven on many interstates that are in rural areas and the amount of traffic is small so this is just a waste of our funding that could assist in a more beneficial way	webform		2216
Coleman	Edwin		Regarding the I-11 Tier 1 Final Environmental Impact Statement: I am OPPOSED to the "West Option" through Avra Valley; I SUPPORT the "East Option" that co-locates I-11 with I-19 and I-10 through the Tucson region. The "West Option" is simply too disruptive to too many communities. In addition, I hereby request an extension of the public comment deadline from 30 days to 120 days. Given that the Draft EIS documents totaled close to 5000 pages of text, maps, and other figures, the length and breadth of this document simply warrants a longer public comment period to allow adequate review by the public. 30 days is insufficient. Also, many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many	webform		2041

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			cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means.			
Coleman	Kathleen		I do not agree with this project. I-10 should be widened and utilized. This would be much cheaper than building a whole new interstate through the protected Sonoran Desert. The road would also be way too close to Babquivari and Kitt Peak. The light pollution from business and an invasion of traffic and noise to one of the most sacred spots of the O'odam nation is unconscionable. Alternative routes are available please scrap I-11 as a all around bad idea! Thank you	webform		1055
Collazo	Debbie		Thank you for the opportunity to comment. I'll get right to the point. The proposed I-11 corridor through Avra Valley will bring development, noise human and wildlife disruption, horribly marred views, pollution, schlocky interstate food and gas joints, plenty of deer, javelina and bobcats that breathe their last as roadkill, with much of the above contributing to climate change which is already elevating temperatures and disrupting weather patterns in the Sonoran Desert. How do ADOT's engineers offer this alternative with a straight face? How ironic that the Arizona-Sonora Desert Museum sits alongside Avra Valley. The museum and its docents have educated generations of Arizonans and tourists about valuing and protecting the biological diversity of the Sonoran Desert. Yet you want to lock this relatively undisturbed valley into a carbon spewing future that will harm all of us, except maybe well-paid out-of-town consultants. The leadership proposing the Avra Valley alternative must be cognizant that one month is not nearly enough time to collect public comments. Arizona and the nation are experiencing another surge in covid. The pandemic has people distracted, ill, fearful. At least four months will be needed to give everyone who has a stake in this fight a chance to be heard. Specifically, which organizations, agencies, municipalities and attorneys want to push the Avra Valley corridor forward after just one month of public comment. And why? There is a willingness among planners to have a dialogue about costs, siting and traffic volumes. What the public requires much more transparency about is exactly whom is going to profit from the construction of the I-11 corridor from Nogales to Wickenburg. One person who is going to receive a windfall is Mike Ingram, CEO of El Dorado Holdings. Mr. Ingram is offering land in his Douglas Ranch of the future for I-11 to cross his vision of a new city in parched western Maricopa County. Mr. Ingram is not shy about the value of I-11 to his cash flow. Here's what he states on the El Dorado Holdings website: "Douglas Ranch and the construction of the I-11 freeway, which will run through the development, will open the West Valley to increased housing and commerce for the benefit of Greater Phoenix, the state of Arizona and the Southwestern U.S." Is Mr. Ingram a member of the I-11 insiders lunch club? How many more Mike Ingram's are salivating as they muse about ramming a freeway through rural land characteristic of the best of Arizona. Parenthetically, Mr. Ingram will also bring congestion to Hwy 90 and Benson, Arizona, with his Villages of Vigneto development. It's great that ADOT has already expanded the I-10 and Hwy 90 interchange in anticipation of the development. So far, the Villages is a pipe dream with visions of 120,000 new residents in a town of 5,000. Of course, Mr. Ingram has investors in his developments, like the Swift Transportation moguls who will benefit mightily from 28,000 new homeowners with all of their concomitant needs that will be dropped off by trucks. There may even be potential for a truck hub at the Villages. And no doubt truck hubs and logistic hubs and ports will be established along I-11. If there is solid verification that more lanes are needed for trucks, work with the existing I-10 and I-19 corridors. But importantly, refocus your attention instead on getting the passenger train line between Tucson and Phoenix up and running ASAP. Also, expand rail service for commerce throughout Arizona. The desire to facilitate truck traffic from Mexico to Las Vegas and north must be reconsidered. This is 2021, not 1921. Where are the engineers trained in sustainable transport who believe in science and want this planet to be livable for their grandchildren? Why does ADOT seek to satisfy corporate players? Why don't Arizonans who pay their taxes, follow the law and seek quality of life have an equal voice? If we did, you would delete any blueprint that scars Avra Valley and other parts of God's country, rural Arizona. Thank you for rethinking your approach and working with the existing interstates.	Webform		537
Collins	Brent		I oppose the interstate 11 proposal Brent Collins 5801 W. flying circle Tucson	email		1773
Colodner	Debra		We need more time to review these documents. Please extend the comment period to 120-days.	Webform		901
Colon	Charles		The west option is ridiculous. Too much precious wildlife there. The east option is clearly superior... What even is the debate here?	webform		1943
Colwell	Francis M		Please extend the comment period to 120 days. The current comment period of 30 days is not enough time to fully understand all of the impacts of this proposal. The West preferred option would be extraordinarily destructive of the Sonoran desert ecosystem. Please abandon the West preferred option.	Webform		554
Connolley	Meggen		I do not want the Tohono Oodham lands or the environment to be heavily impacted by this highway. Please extend the comments period so that we can all better understand the environmental impacts of this highway and offer alternative routes.	Webform		532
Connolly	Andrea	Birds and Arrows	Please DO NOT destroy our sacred desert for a freeway we DO NOT need!!! This makes absolutely no sense for Tucson and the state. We already have I-10 and this would completely wreck the land and the peaceful beauty of our Tucson Mountains. Destroying land that is irreplaceable (no where else like it in the world) for an unnecessary interstate is unbelievably short sighted and the money could be spent on things our state actually needs!!!	Webform		292
connolly	pete		We moved to Tucson for it's natural beauty, especially the peaceful hiking trails and vistas of Saguaro National Park West...having to endure the noise pollution and years of disruptive construction for what?...a pointless interstate? makes no sense...and bordering a national park? What were you thinking?	Webform		290
Connors	Julia		I oppose building I-11 to the west of the Tucson Mountains because it will destroy pristine Sonoran Desert habitat. Do Not Build	Webform		69
Conroy	Kate and Russ		My husband and I are extremely apposed to the building of the I-11 on the route located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys. We moved out here from California from the noisy suburbs to this beautiful, quiet area. Our property sits on 3.3 acres and we love all of the quiet and peacefulness that this property gives us. This freeway would destroy all of the things that attracted us to this area. The West option would damage critical wildlife corridors. Climate change is already affecting the wildlife and doesn't need the addition of this invasive freeway to impact their lives! The West option would also cost more to build than the East option. The West option would also cause significant noise, air and light pollution, encourage urban sprawl and ruin all the reasons my husband and I moved out here. This also would negatively impact Kitt Peak Observatory by increasing night lighting. Tourism to the Desert Museum would be impacted with less revenue. The Desert Museum is a world renown museum which is a treasure and it would be terrible to have it lose income because of this freeway project. In addition, the freeway would be near the City's major water supply and cannot be guarded against a toxic spill that would threaten that water supply. WE STRONGLY disagree with the West option to the I-11 freeway!	Webform		1573
Contreras	Yolanda J		I am opposed to this construction. It would greatly impact and/or destroy many wildlife communities and affect the desert climate.	webform		2036
Cook	Evan		This is devastating and will completely ruin the sonaran desert. The current highways around Tucson are sufficient to get through the city. We do not need this and it will destroy and beautiful and unique environment.	webform		2383
Cook	Jim		I am very opposed to the proposed I-11 project - specifically the West route through Avra Valley. I support the expansion of the existing I-10 and I-19 routes. The West route through Avra Valley would ruin the high quality Saguaro National Park and the Arizona- Sonora Desert Museum, both world class destinations. Both draw visitors from afar and contribute to the economic base of southern Arizona. The West route through Avra Valley would seriously compromise the experience to visitors, threaten the natural habitat, and jeopardize our economic base.	Webform		947
Cook-Keller	Cindy		The proposed I-11 is an outdated concept which exacerbates critical environmental destruction. Work with what already exists—I-10. And include rail transport.	Webform		1494
Cooley	Melanie		I-11 is a ridiculous, wasteful, destructive project. A classic boondoggle with massive negative impact on the desert and communities along its route. Focus instead on upgrading and improving I-10 and Tucson-Phoenix rail service. I am literally telling you to work IN my backyard instead of on the other side of the mountains from it. Yes in my backyard. No to I-11.	webform		879

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Coons	Connie		I have lived in Arizona since 1978. Please do NOT put in freeway 11 through our beautiful saguaro national monument. We have so much urban sprawl the animals have no where to go. We would loose tourist dollars because our beautiful landscape would be forever scarred. Please, listen to the people! No 11 freeway!	webform		1333
Coonts	Steve & Beth		We live in the path way of the are you are calling route that goes west off of I-19. We have lived in this area for 50 plus years. This town has the small town community feel. Putting a freeway right through the middle would be deviating to this area. Not only would many residents be miss places it would ruin the look and the feel of the whole town. And would not benefit any of the businesses north of town. The fact that I 19 and other roads are not maintained very well and you want to run a parallel freeway that will ruin the Sonoran dessert and wild life makes no since. It would cost billons to do and it's a big waste of money. Focus needs to be on the northern route to improve and widen I 19 to 6 lanes and as well as us the existing I 10 and in prove to accommodate the traffic. If the by pass to the west was to be built not only super expensive it Sahuarita and Tucson would loss million in lost revenue from that traffic going west. The town of Sahuarita greatly opposes the west corridor. It will ruin and divide the town. And at this point just talking about it has ruined the property vale's of residents in the west path way. So in conclusion the western corridor is a very bad and expensive idea that needs to be removed from any future recommendations of the I 11. GO NORTH!!!!	webform		1351
Cooper	Jan		I-11 should not run through Avra Valley destroying more of the Sonoran Desert. Instead run it over areas that are already built up like with I-10 or Route 8. Make improvements to those roads and let the Avra Valley alone. I-10 through Tucson is already working on improving exit areas and widening the roads. There are already eating and shopping businesses along this route. No need to ruin more of the desert area which attracts many visitors every year.	Webform		121
Copelan	Mary		Use existing roads for I11. Please don't take away peoples homes and ruin the beautiful desert.	Webform		226
Coper	William	Purdue University and Tucson Herpetological Society	Please extend the review period for the FEIS to 120 days! The 20 day period is not nearly long enough for such an extensive document. The proposed route would negatively impact such national treasures as The Arizona sonoran desert Museum, remaining wild areas or Avra Valley and wildlie and their habitats along its length. As alternative route farther west or eansion of (-10 would be preferable. No route should be proposed that would pass through the Ironwood Forest national Monument.	Webform		382
Coper	William	Purdue University and Tucson Herpetological Society	The proposed route would negatively impact such national treasures as The Arizona sonoran desert Museum, remaining wild areas or Avra Valley and wildlie and their habitats along its length. As alternative route farther west or eansion of (-10 would be preferable. No route should be proposed that would pass through the Ironwood Forest national Monument.	Webform		384
Corbett	Peter		I am writing to express my opposition to the preferred alternative for the Interstate 11 corridor. The western option would slash through the Altar and Avra valleys, bringing traffic noise, air and light pollution to a rural area of treasured landscapes and public lands. This route would disrupt wildlife corridors, fuel urban sprawl and harm area tourist attractions, including Saguaro National Park and the Arizona-Sonora Desert Museum. A less destructive and cheaper option is co-locating Interstate 11 within the existing corridors of Interstate 19 and Interstate 10 through Tucson. That would save an estimated \$3.4 billion. I urge the Arizona Department of Transportation to reconsider its preferred alternative and to respect the integrity of the land, people and wildlife of the Altar and Avra valleys. These lands should be protected from development, not steamrolled for a redundant highway corridor. Peter Corbett Scottsdale, Arizona	webform		1965
Corbin	Donna		As a resident of the beautiful undisturbed Avra Valley, I vehemently oppose the I-11 freeway. It is a completely unnecessary road that would destroy forever this wonderful place.	Webform		612
Cordell	Susan		Please! My concerns are the degradation of the desert, our water supplies, unnecessary sprawl and all this for a road that does not have to go through sensitive desert areas. Please discontinue the I-11 project. .	webform		1942
Corey	Leslie N		The construction of I-11 through the Avra Valley would be an environmental disaster. It would have an irreparable negative impact on Saguaro National Park, the AZ Sonora Desert Museum, the sovereign lands of the Tohono O'odham, and other regional open space and conservation lands. Subsequent suburban sprawl enabled by the presence of this highway would have a devastating impact on the rural community in Avra Valley and the natural and wildlife resources abundant there now. Please consider upgrading the operation and timing of use by commercial traffic in the current I-10 corridor. The greater Tucson community is outraged by this proposal and wonders if anyone out there is really listening to our concerns and very strong community-wide opposition to this boondoggle.	webform		477
Coronado	Chysta		Hello, my name is Chrysta Coronado and I live in Tucson, own a home and a business. Please extend the comment period on the interstate 11 plans. I agree with these points why the extension should be granted. <ul style="list-style-type: none"> The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. I am very concerned that 30 days is not enough. I also want to strongly suggest that the i11 does not go through Avra Valley. I support option 2, which would combine the current freeway i10 / i19 with i-11. Tucson wildlife depends on Avra Valley. The desert museum is an important Tucson feature that supports rehabilitation and offers visitors a chance to see wildlife in a natural habitat. We need to be careful in our changes we make to our beautiful city. We cannot undo mistakes, and building an interstate through Avra Valley would be a huge detriment. Thank you, Chrysta Coronado	email		845
Coronado	Mrs.		This is a waste of tax payers dollars!! If the I-11 must be created, it should us already developed land to include the existing I-19, I-10, I-8, and I-17!! Use the funds to update our existing infrastructure!	Webform		149
Correa	Sam		I am not in favor of the proposed I-11 interstate. My recommendation would be to expand the existing I-10 freeway to accommodate additional capacity without having to clear an entirely new path.	Webform		1679
Cortez	Kourtney		To Whom It May Concern, I am requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (FEIS) and Preliminary Section 4(f) Evaluation for the following reasons: -The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. - Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. I am also voicing my opposition to the West Preferred Alternative Option (West Option) described in the FEIS for the following reasons: -The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. - Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal	webform		1946

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. -The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. -The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. -Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. -The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. -Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. -In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. Sincerely, Kourtney Cortez			
Cosby	Levi		do not destroy our land with another unnecessary interstate! we do not need it we do not want it. keep our land safe and beautiful!	Webform		123
Costa	Anna		I do not support the construction of I-11. It would destroy habitat, views, and recreation in the Saguaro National Park.	webform		2404
Cota	Frida		Representatives from ADOT and FHWA in charge of I-11 Final Tier 1 Environmental Impact Statement, I would like to request an extension of the deadline to submit public comments by at least 90 days. To be more convincing that you really care about what the public thinks and not just checking off protocol boxes, make a better effort to put word out on this intended project and to give people more time to express their opinions on it. This project is going to disturb environmental balances and communities established in those areas that both alternatives are intended to go through. As we are seeing the impacts of climate change gain intensity here and all over the world, it is not respectful or sound to dismiss that and plan for yet another project that will require destruction of native land and communities, affecting animals, plants, and people that were not involved in planning this out.	webform		2068
Cote	John		Locally, (metro PHX), the main reason for I-11 was to provide a badly needed limited access highway connection between PHX & LAS. The current western route fails that objective. Development interests have infiltrated the process and the chair of the I-11 committee, Steve Betts, is also the chair of the Nature Conservancy in Arizona that weighed in early against the RT 60 corridor route because of Hassayampa River concerns. In fact, a new limited access highway north of the existing RT 60 would have lessened impact to the Hassayampa. The proposed route does nothing for Wickenburg except guaranteeing that its access to PHX via the existing RT 60 will be continually limited by increased congestion and development. I recommend a no action vote on the current alternative but have no objection to necessary improvements to RT 93 to improve safety, and recommend new consideration of a viable connection between Loop 303 and westbound 303 as a real solution to the lack of effective transportation connection between Phoenix and Las Vegas.	Webform		1699
Cottrell	P. Maxine		The assessed environmental impacts of the proposed western route of Interstate-11 very much underestimate the impact to the surrounding regions, especially the protected natural areas and the ecosystems thereabouts. The impact to pollinators, particularly insects, of traffic cannot be overstated. In the fragile desert ecosystem, the deaths of large numbers of pollinators can have a devastating impact on the local and regional flora and overall fauna. The sound impacts are also extremely harmful as traffic sounds will disorient native species. Please do not build the western route, but instead follow the proposed eastern route, helping to protect the lands to the west of the currently protected areas. We are stewards of the land, and must make responsible decisions based on not just the wishes of humans, but the well being of all living things. Following the western route risks the ultimate destruction of so much of the last bits of what has made Arizona so appealing for so many people.	webform		2107
Cottrell-Crawford	Penelope		The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. I urge you to extend the review period to 120 days to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse time effects on these populations and they will need adequate time to be notified via ground mail or other means. The Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.	Webform		1463
Coverdale	Alene		Please do not put I 11 through from Nogales to Wickenburg. That is beautiful desert and lots of wildlife. No I-11!	webform		2348
Coverdale	Zach		As a native of the Tucson area I urge you to consider the weighty and probable negative impacts this vehicle corridor would have on our beautiful desert. Not only is it one of the most pristine pieces of desert easily accessed from the city and offers a great place to escape the hustle and bustle of Tucson, it is home to countless species of native animals who's habitat would be incredibly impaired if this were to go through. I can't count the amount of times I've needed to find a quiet spot to watch a sunset, a monsoon roll in, the stars come out, the sun to come up, to listen to the coyotes and great horned owls and if lucky, spot some of the many critters that call our land home. We need more of that, not more places to drive our cars to shave a few minutes from our commute here and there. The uninterrupted view across that valley is one that makes the Tucson area special and a place I'm proud to call home. It's somewhere, one of the few places left, that one can drive 20 minutes over a small mountain pass and find themselves surrounded by resilient desert wildlife, in solitude and able to find a moment of peace. This proposed project would change that forever, and not in a positive way. Entire generations of locals would be heartbroken and pass on stories of 'how it was before' filled with bitterness and grief. Is that the kind of progress we are looking for? Is 'development' worth that price? There are numerous examples of this already, the last thing we need is another scar through a pristine swath of the Sonoran desert.	webform		2390
Cowper	Harriet		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage.	Email		2571
Cox	Kent and Adrienne		I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects.	webform		1278
Cox	Steve		I am writing to comment on the proposed routing for a new I-11 through Southern Arizona. I say expand I-19 & I-10 as necessary and leave Avra Valley alone. Avra Valley is a quiet and sparsely developed rural area, and an I-11 through there would destroy it. This matters because there are wildlife corridors through the area that would be badly disrupted, major tourist attractions Arizona Sonora Desert Museum and Saguaro National Park-West are right there and benefit greatly from the openness of Avra Valley -- and a highway passing nearby would definitely negatively impact them and cause irreparable damage to them. And the people living in Avra Valley moved there to get out of the Tucson metro, so an I-11 routed through Avra Valley would wreck that too. There's more: The present I-19 & I-10 route along the Santa Cruz River valley, from the southern border to Picacho, has already been fully developed and degraded, so improving those highways truly makes sense. Expansion of this degradation to the west, up through Avra Valley, would be a horrible destruction of the area and a true travesty. This is in part why several Federal and State agencies have all made clear their positions on this: do NOT put the I-11 route through Avra Valley. It appears that Big Money could be pushing the Avra Valley route so they stand to make a lot more	Email		261

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			money on it; it's time to stop cramming these kinds of things down our throats. There is no factual merit to putting the I-11 route through Avra Valley -- only the greed of those who will profit mightily from it. Leave Avra Valley alone. Thank you			
cragle	paul		I don't not want my tax dollars wasted speeding up traffic to mexico. Use ti to widen the road between here and PHX.	webform		2066
Craig	Jackie		Jackie Craig 13123 N Sunrise Canyon Lane Marana, AZ. 85658 July 27, 2021 1-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W Jackson Street Mail Drop 126F Phoenix. AZ. 85007 To Whom It May Concern: I cannot believe the 1-11 Corridor West Option through Avra Valley has been revived. It should be immediately abandoned, the entire area the West Option traverses is a highly important and sensitive ecosystem that will be severely damaged by the noise, light and pollution of this unnecessary project. It would sever the wildlife corridor that connects the Tucson Mountains with Ironwood National Monument and the Raskrue Mountains that was specifically set aside as mitigation land for the damage done to wildlife mitigation by the CAP. It is amazing to me that anyone could even consider passing an interstate highway so close to Saguaro National Park and Tucson Mountain Park, land so wisely set aside decades ago to protect unique Sonoran desert, land that draws tourists from all over the world to Tucson. Killing the West Option through Avra Valley is my upmost concern. but I also want to say I consider the entire project completely unnecessary and a government boondoggle. The traffic up 1-19 and 1-10 through Tucson is never heavy. Traffic slowdowns during "rush-hour" are extremely rare. Surely there are much more worthy projects on which to spend taxpayer money - my money. Please abandon the 1-11 West Option and do not move further with this entire project. Regards, Jackie Craig	mail	Craig_2595	2595
Craig	Robert		The impetus for I-11 is heavy freight traffic between Nogales and Las Vegas, with stops between them. A rail line along the proposed west corridor would have many advantages over a new concrete freeway. 1. Much lower cost and impacts. 2. Lower maintenance costs. 3. Safer. 4. Faster. 5. Energy savings and lower emissions of heat-trapping gases and other pollutants. 6. Electric propulsion is a viable option. 7. Quieter as long as surface crossings and whistle calls are avoided. 8. Wildlife crossings are cheaper to build and more effective. 9. Reduces rail traffic through urban areas. 10. Allows for future passenger transportation. Thank you for your consideration. Rob Craig Tucson	email		850
Creswell	Geoff		We bought a property near Mile Wide and Sandario in 2018. We were not told about the I 11 project but we were told that the property was located in a wildlife easement that had been granted 'in perpetuity'. The proposed right of way goes right over the top of our acre. So much for perpetuity. We attended last year's meetings and voiced our objections to this ludicrous, dysfunctional, environmentally unredeemable waste of money. We were obviously ignored. It sounds like the city and county are against it and all the residents of Avra valley I know object to it. It saves negligible travel time. It will irreparably damage and diminish Saguaro West National Park and the Tucson Mountain Park. It will destroy precious habitat. The wildlife out here struggles to survive already. Expanding I 10 and I 19 and bypassing Avra valley and Hidden Valley is basic common sense. The proposed route reeks of fiscal agendas and ulterior motive's. This will displace a lot of people who never hurt anybody and destroy irreplaceable saguaros. They were here long before we were. 30 days is not a long enough comment period. We were told would the decision to halt or proceed would be made last December. You, collectively are talking about destroying both a human and wildlife community. To what end? Climate change has gifted us with record heat and record drought. The last thing the valley needs is ongoing destruction and pollution and noise 24/7. Expand the existing highways and leave the valleys alone, please. There's already noise and pollution there 24 there's already noise and pollution there 24/7 — no one would notice the addition. Peace. Geoff.	webform		1860
Crew	Lynn		Dear ADOT Folks, I strongly oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This route will bisect important habitat, reducing connectivity and impeding migration for all types of wildlife, including desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer. In addition, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased under the Sonoran Desert Conservation plan. These lands were purchased to protect wildlife corridors and allow animals to move to find mates, water, and other necessary resources. Putting an interstate in the middle of this critical habitat is directly at odds with these goals. Below is a quote from Pinal Central newspaper on April 20, 2017. "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 ..." Mr. Halikowski appears not to realize that high paying jobs and educated people will move to Tucson because of its livability compared to other metropolitan areas in the U.S. Many Tucson residents use the wild areas adjacent to the West Preferred Alternative Option for all kinds of recreation. It is easily accessible and incredibly beautiful. Putting an interstate highway through the entire area will ruin the views, add air and noise pollution, and diminish the possibility of seeing wildlife, thus reducing the appeal of Tucson as a place where corporations may choose to locate offices. This route will have a negative economic impact on our area, not a positive one. In addition, it will negatively affect the quality of life for all current and future area residents. Importantly, this route will also impact lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. As the country has awakened to systemic racism, we must think about our history and remember that interstates have often been located in low income areas and areas with higher percentages of people of color. Exposure to pollution is part of why these groups have worse health	email		1830

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			outcomes than wealthier white populations. The brief comment period allowed by ADOT further disadvantages low income and BIPOC residents of the area due to lack of access to the internet and timely information about the project. This is a step back in our attempts at racial justice. In short, there are many compelling reasons NOT to locate I-11 using the West Preferred Alternative Option. I urge ADOT to choose a different route, preferably located along the current I-19 and I-10 corridors. Sincerely, Lynn Crew Tucson, Arizona			
Criswell	Keeley		Please abandon the western path for the interstate. We need less development in the Sonoran Desert and other wilderness areas; not more. Putting the road through less-developed regions will harm animals that call the area home. Using the eastern path will be less intrusive to both animals and people who would like to enjoy peaceful time in the Sonoran Desert, since the eastern path uses already-developed and people-heavy land.	webform		2432
Crivatt	Devan		Hi. My name is Devan Crivatt. I'm calling to leave a public comment opposing the west preferred alternative option. There are so many reasons that this is odious. Many groups that would be impacted, minority as well as some populations who don't have access or even have the ability to oppose it. I don't have the information and no one has the time to review it. I think one of the apps (?) that people who oppose it are looking for is an extension of the comment period from 30 to 120 days. Considering the implications; the severed wildlife corridors, the impact on the Desert Museum, one of my favorite parts of Tucson, the negative economic impact on it. The wildlife habitats that would be affected. In 2019 Tucson voiced opposition to this freeway anyway as it is right by the water supply. It is so ridiculous and I think the comment period should be extended. Again, my name is Devan Crivatt and my phone number is (858) 414-2478. Thank you.	Voicemail		2578
Crook	Victoria S		I am so tired of you guys trying to sneak the damn freeway through. You wait until the summer every freaking year.	webform		476
Crowley	David		Hello, I want to express my thorough opposition to building I-11 in the first place, and my particular opposition to routing the highway west of the Tucson Mountains. This alternative would cut a nearly half-mile wide swath for miles and miles across pristine Sonoran desert habitat. The loss this desert environment would be irreplaceable. If I-11 must be built, I favor widening I-19 and I-10 to support the putative need for increased capacity. Thank you, David Crowley	Webform		37
Cruz	Edward		I cannot state my opposition to the proposed I-11 corridor strongly enough. First it is a waste of taxpayer dollars given the current I-10 utilization and potential for expansion. Secondly it is in a sensitive ecological area adjacent to the Saguaro National Monument and the Desert Museum, which are valuable regional resources in their current untouched state that would be damaged by this first step towards major urbanization nearby. Last but not least, there would be significant ecological damage to this largely untouched rural area, which is completely unnecessary. Please stick a fork in this idea. It's a terrible plan that needs to be removed from consideration.	Webform		187
Cummings	Jennifer		I would like to join the Coalition for Sonoran Desert Protection in requesting an extension of the public comment deadline from 30 days to 120 days. An extension will provide the public with a full and fair opportunity to participate in this process. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Additionally, I would like to communicate my strong opposition to the West Preferred Alternative Option. It is my belief that ADOT/FHWA should ABANDON the West Preferred Alternative Option in Avra Valley.	webform		2078
Cunningham	Aubrey		No, please do not take away more of precious Sonoran Desert.	webform		2481
CURTIS	CHRISTINE		I'm a 42 year resident of Tucson, AZ. Frankly, I can't think of a worse fate for this area of beautiful desert than a major highway going through it. Please, please, please don't despoil our unique Sonoran desert native habitat. Especially not at a time when, due to the climate crisis, and the anticipated loss of wildlife diversity, we should think very carefully before damaging any wildlife habitat. I am therefore in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. Thank you for considering my comments. Christine Curtis	Email		2502
Curtis	Shawn		There is ZERO need for this. What good does it do? Where does it go? Who does it serve? How would our city be better by destroying thousands of acres to put it in? Perhaps you could take that money and fix the roads? Update the existing infrastructure? Deal with the homeless situation? Do something that betters our city. Don't destroy the habitat around it for a poor reason.	Webform		154
Curzon	Joel		I have written previously about my opposition to building I-11 through Avra Valley, and urge you to oppose this as well. I also ask that the time for public comments be extended. The comment period given is inadequate for a proposal of this scale. Joel Curzon 12805 West Well Pump Drive Tucson, Arizona 85743 (406) 459-4688	Email		2520
Curzon	Joel		To whom it may concern: My wife and I have owned a home in Avra Valley near Saguaro National Park (West) since 2005. We bought the house for the chance to live in the desert, for dark night skies, for proximity to wildlife, etc. I am horrified by the prospect of a new freeway going through this valley. Such a plan is backward thinking, straight out of the 1950s, with no regard for what we have learned since. Environmentally, it is indefensible. Personally, I will lose my desire to keep our home if this happens. But the habitat that would be destroyed, including saguaros that germinated 200 years ago, is the real reason this is unacceptable. We have destroyed too much already There are more global considerations as well, like climate change, but we should also attend to the local limits on growth imposed by shrinking water resources. We cannot afford to continue like this. For all of these reasons, I urge you to reject bulldozing Interstate-11 through Avra Valley. It would do irreparable damage. Joel Curzon 12805 West Well Pump Drive Tucson, Arizona 85743 (406) 459-4688	Email		2521
Cushing	Dagmar		As a long time Pima Co resident, I am solidly opposed to the West Option of the I-11 corridor! It would destroy pristine areas, disrupt wildlife corridors, be dangerously close to water sources. Also, the 30 day comment period need to be extended. The East option along I-19 and I-10 is the only reasonable alternative!	webform		1068
Cutrell	Debra		I am very much opposed to the proposed western route for I-11. This route would destroy massive amounts of wildlife habitat and displace many people from their homes they have had for many years. Please do not use this route. Choosing the I-10 route would be much preferred	webform		1106
Cutter	Kymberly Anne		Please do not destroy more of our beautiful and precious desert!!!!	webform		2374

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Dahl	Kevin	NPCA	July 28, 2021 Interstate 11 Tier 1 Study Team c/o ADOT Communications 1655 W. Jackson Street, Mail Drop 126F Phoenix, AZ 85007 Also submitted online and emailed to I-11ADOTStudy@azdot.gov Re: the I-11 Draft Tier 1 Final Environmental Impact Statement and Preliminary Section 4(f) Evaluation (Final Tier 1 EIS) Nogales to Wickenburg Request for extension of comment period. National Parks Conservation Association (NPCA) respectfully requests that the Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) extend the public comment period for the above-referenced Final Tier 1 EIS for 90 days beyond the currently scheduled public comment deadline. Since 1919, the nonpartisan NPCA has been the leading voice in safeguarding our national parks. NPCA and its nearly 1.6 million members and supporters work together to protect and preserve our nation's most iconic and inspirational places for future generations. As you know, our interest in this project is our concern that the Avra Valley alternative route would impact Saguaro National Park. NPCA needs additional time to complete and submit a detailed review of the Final Tier 1 EIS. Further, the public deserves more time to review and comment on this long and complex document. Please consider: • A 30-day comment period does not provide enough time to adequately review this 5,800-page document and prepare well-researched comments on concerns the document may raise. • There is great public interest in what route will be selected in southern Arizona, as shown by the number of pages that make up the appendices listing and responding to public comment: 2,768 pages. The majority of people, organizations, and agencies commenting opposed the Avra Valley alternative, which despite its high cost, high impacts, and legal obstacles to implementation remains as a preferred alternative. This level of interest and concern merits more public scrutiny. • Summer is considered a very poor season for public comment in Tucson. Permanent residents often take summer vacations to escape our summer heat or because schools are out. Parttime residents are gone for the summer. Extending the time to comment would make the process accessible to more people, both those who have commented in the past and those who are hearing about this for the first time. • A public works project that could cost as much as \$7 billion warrants as much transparency and public involvement as possible. • The public has not heard anything from the agencies about this project for two years, and presumably the agencies needed this long to review comments and develop new information, to go from draft to final EIS. Only 30 days is not enough time for the public and interested parties to review all the work that has gone on during the last two years. There is not a pressing timeline to complete the Tier 1 process, which means the agencies can reasonably take the time needed to accommodate full public involvement. The July 16 media release announcing the availability of this document and launching the 30-day comment period states, "Currently there are no plans or funding available to initiate these Tier 2 studies." With no commencement date in sight for the next steps in this process, why not let the public and stakeholders have an adequate review period and thus be able to generate quality input? We strongly urge that the comment period be extended to November 15. Thank you. Sincerely, Kevin Dahl Arizona Senior Program Manager	webform		469
Dahl	Kevin	NPCA	Please see attached letter, also submitted via website. Kevin ----- July 28, 2021 Interstate 11 Tier 1 Study Team c/o ADOT Communications 1655 W. Jackson Street, Mail Drop 126F Phoenix, AZ 85007 Also submitted online and emailed to I-11ADOTStudy@azdot.gov Re: the I-11 Draft Tier 1 Final Environmental Impact Statement and Preliminary Section 4(f) Evaluation (Final Tier 1 EIS) Nogales to Wickenburg Request for extension of comment period. National Parks Conservation Association (NPCA) respectfully requests that the Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) extend the public comment period for the above-referenced Final Tier 1 EIS for 90 days beyond the currently scheduled public comment deadline. Since 1919, the nonpartisan NPCA has been the leading voice in safeguarding our national parks. NPCA and its nearly 1.6 million members and supporters work together to protect and preserve our nation's most iconic and inspirational places for future generations. As you know, our interest in this project is our concern that the Avra Valley alternative route would impact Saguaro National Park. NPCA needs additional time to complete and submit a detailed review of the Final Tier 1 EIS. Further, the public deserves more time to review and comment on this long and complex document. Please consider: • A 30-day comment period does not provide enough time to adequately review this 5,800-page document and prepare well-researched comments on concerns the document may raise. • There is great public interest in what route will be selected in southern Arizona, as shown by the number of pages that make up the appendices listing and responding to public comment: 2,768 pages. The majority of people, organizations, and agencies commenting opposed the Avra Valley alternative, which despite its high cost, high impacts, and legal obstacles to implementation remains as a preferred alternative. This level of interest and concern merits more public scrutiny. • Summer is considered a very poor season for public comment in Tucson. Permanent residents often take summer vacations to escape our summer heat or because schools are out. Parttime residents are gone for the summer. Extending the time to comment would make the process accessible to more people, both those who have commented in the past and those who are hearing about this for the first time. • A public works project that could cost as much as \$7 billion warrants as much transparency and public involvement as possible. • The public has not heard anything from the agencies about this project for two years, and presumably the agencies needed this long to review comments and develop new information, to go from draft to final EIS. Only 30 days is not enough time for the public and interested parties to review all the work that has gone on during the last two years. There is not a pressing timeline to complete the Tier 1 process, which means the agencies can reasonably take the time needed to accommodate full public involvement. The July 16 media release announcing the availability of this document and launching the 30-day comment period states, "Currently there are no plans or funding available to initiate these Tier 2 studies." With no commencement date in sight for the next steps in this process, why not let the public and stakeholders have an adequate review period and thus be able to generate quality input? We strongly urge that the comment period be extended to November 15. Thank you. Sincerely, Kevin Dahl Arizona Senior Program Manager	email	Dahl_NPCA_0803	803
Dahl	Kevin	NPCA	August 16, 2021 I-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007 Sent via email: I11Study@azdot.gov and submitted online via website Re: Comments on the Interstate 11 Tier 1 Draft Environmental Impact Statement, Nogales to Wickenburg Dear Study Team members:	email		1848

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			<p>National Parks Conservation Association (NPCA) submits these comments on the Interstate 11 Tier 1 Final Environmental Impact Statement, Nogales to Wickenburg (DEIS). Since 1919, NPCA has been the leading advocate for the National Park System, with 1.6 million members and supporters, including 35,000 in Arizona, who want to make sure our children and their children can enjoy the beauty, majesty, and cultural heritage provided by parks like Saguaro National Park.</p> <p>NPCA strongly opposes the alternative West for I-11 through Pima County. Our major concern is that this route, if selected for construction, would produce a new freeway at the doorstep of the highly visited west unit of Saguaro National Park, impacting park resources and the visitor experience. The environmental impact from construction and use of this new freeway route, in contrast to adding a lane or two to existing freeways, would produce unacceptable impacts to air quality and Tucson's water supply. The additional production of greenhouse gases would also impact Saguaro National Park and its visitors.</p> <p>The West Route has consistently been opposed by most residents along it, Tucsonans, other members of the public, and elected bodies in Pima County. In the last week, the cities of Tucson and Sahuarita, and Pima County, have passed resolutions opposing it. In the face of this widespread opposition, spending any additional money, time, or effort on studying this freeway route is not warranted, and should not be included in the upcoming Record of Decision.</p> <p>We applaud that the more convenient, less expensive, and less destructive alternative – co-location along existing freeways through Tucson from between Sahuarita and Casa Grande – has been included as a recommended alternative. This should be the only recommended “build” alternative going forward.</p> <p>We are not repeating here in any detail the many reasons we and others have opposed any freeway in Avra Valley. These are all contained somewhere in your lengthy, 5,800-page document, released 30 days ago. It is disappointing that this “final” EIS puts off addressing most of them, stating in numerous responses to specific concerns that they would be studied during Tier 2 analysis. But there is no need to study further a freeway segment with such strong and reasoned opposition. The material in this EIS, especially input from the public, experts, and cooperative agencies, supports the conclusion that the West Route poses too many problems to ever be built.</p> <p>And will it ever be built? This opinion that it should not be built is felt strongly by most people commenting on it from southern Arizona. Here's just one notable example: at one meeting of the Tucson City Council when a representative of Arizona Department of Transportation was presenting information (and misinformation, you might recall, which had to be later clarified by a consultant), one city council member declared that an I-11 segment in Avra Valley would only be built “over my dead body.”</p> <p>The stated goal of splitting the EIS effort into Tier 1 and Tier 2 was so that a single route could be chosen in Tier 1, thus saving the cost of doing detailed analysis and environmental review on more than one build option. That is now planned to take place during Tier 2. The fact that you include two routes at this point might be viewed as a failure of the process. Public involvement and review by other agencies and governments did produce plenty of information and testimony as to why the co-location alternative is the better one. It is not the process at fault – it is the decision you have made to keep the less-desirable West Route under consideration that is the problem. You have the ability now to revise your decision.</p> <p>Eliminating the West Route from further consideration in the Tier 2 process will save time and expense. It would allow agencies and stakeholders to work together on some of the opportunities presented to you in the last five years to refine the co-location alternative into a plan that meets the transportation needs of Tucson commuters, the shipping industry, and other through drivers, while helping to mitigate how the original placement of freeway impacted Tucson neighborhoods.</p> <p>Please contact me if I can provide any more information and thank you for your consideration.</p> <p>Sincerely, Kevin Dahl Arizona Senior Program Manager National Parks Conservation Association 738 N. Fifth Ave. Suite 222 Tucson, AZ 85705 kdahl@npca.org (520) 603-6430</p>			
Dahl	Kevin	National Parks Conservation Association	<p>Dear Study Team members: National Parks Conservation Association (NPCA) submits these comments on the Interstate 11 Tier 1 Final Environmental Impact Statement, Nogales to Wickenburg (DEIS). Since 1919, NPCA has been the leading advocate for the National Park System, with 1.6 million members and supporters, including 35,000 in Arizona, who want to make sure our children and their children can enjoy the beauty, majesty, and cultural heritage provided by parks like Saguaro National Park. NPCA strongly opposes the alternative West for I-11 through Pima County. Our major concern is that this route, if selected for construction, would produce a new freeway at the doorstep of the highly visited west unit of Saguaro National Park, impacting park resources and the visitor experience. The environmental impact from construction and use of this new freeway route, in contrast to adding a lane or two to existing freeways, would produce unacceptable impacts to air quality and Tucson's water supply. The additional production of greenhouse gases would also impact Saguaro National Park and its visitors. The West Route has consistently been opposed by most residents along it, Tucsonans, other members of the public, and elected bodies in Pima County. In the last week, the cities of Tucson and Sahuarita, and Pima County, have passed resolutions opposing it. In the face of this widespread opposition, spending any additional money, time, or effort on studying this freeway route is not warranted, and should not be included in the upcoming Record of Decision. We applaud that the more convenient, less expensive, and less destructive alternative – co-location along existing freeways through Tucson from between Sahuarita and Casa Grande – has been included as a recommended alternative. This should be the only recommended “build” alternative going forward. We are not repeating here in any detail the many reasons we and others have opposed any freeway in Avra Valley. These are all contained somewhere in your lengthy, 5,800-page document, released 30 days ago. It is disappointing that this “final” EIS puts off addressing most of them, stating in numerous responses to specific concerns that they would be studied during Tier 2 analysis. But there is no need to study further a freeway segment with such strong and reasoned opposition. The material in this EIS, especially input from the public, experts, and cooperative agencies, supports the conclusion that the West Route poses too many problems to ever be built. And will it ever be built? This opinion that it should not be built is felt strongly by most people commenting on it from southern Arizona. Here's just one notable example: at one meeting of the Tucson City Council when a representative of Arizona Department of Transportation was presenting information (and misinformation, you might recall, which had to be later clarified by a consultant), one city council member declared that an I-11 segment in Avra Valley would only be built “over my dead body.” The stated goal of splitting the EIS effort into Tier 1 and Tier 2 was so that a single route could be chosen in Tier 1, thus saving the cost of doing detailed analysis and environmental review on more than one build option. That is now planned to take place during Tier 2. The fact that you include two routes at this point might be viewed as a failure of the process. Public involvement and review by other agencies and governments did produce plenty of information and testimony as to why the co-location alternative is the better one. It is not the process at fault – it is the decision you have made to keep the less-desirable West Route under consideration that is the problem. You have the ability now to revise your decision. Eliminating the West Route from further consideration in the Tier 2 process will save time and expense. It would allow agencies and stakeholders to work together on some of the opportunities presented to you in the last five years to refine the co-location alternative into a plan that meets the transportation needs of Tucson commuters, the shipping industry, and other through drivers, while helping to mitigate how the original placement of freeway impacted Tucson neighborhoods. Please contact me if I can provide any more information and thank you for your consideration.</p>	webform		2145
Dahl	Linda		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage.	Email		2522
Dahl	Nicole		Please do not waste tax dollars and destroy our desert for a short-cut. I DO NOT support this.	Webform		179

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Dahlen	Myken		ADOT: I need to express my concern regarding the Interstate-11 Final Tier 1 Environmental Impact Evaluation: Nogales to Wickenburg First, I ask that you increase the comment period from 30 days to 120 days. It is disconcerting that only one month is being given for the public to comprehend and respond to the implications of a statement of over 5,800 pages. The effects will last for generations so our community deserves adequate time to respond. The City of Tucson does not want to see this route go through as they have indicated that it will have negative effects on our most important resource in the desert, our water supply and quality. How can Tucson's economy and people survive a serious threat to this resource? The Tohono O'odham Nation and Pascua Yaqui Tribal lands will be heavily affected by this project, as will the rights of private property owners in the area, all of whom have been very vocal about their opposition to this project. The West route will have disastrous environmental consequences, including air, water, noise, and light pollution, bisecting wildlife corridors, and encouraging urban sprawl. Our desert species and natural resources are already vulnerable to many threats. Tourism and growth of the region will be negatively affected, as well. Saguaro National Park, the Arizona-Sonoran Desert Museum, Tucson Mountain Park, Ironwood Forest National Monument, and more will be damaged by this construction in ways that cannot be mitigated. And indeed much of the land under threat here was already set aside to be protected as mitigation against other projects that have affected our local environment. The only way I see to prevent these disastrous effects is to choose the East option, co-located with I-10 and I-19. This route also is less costly and of more benefit to the community. Sincerely, Myken Dahlen	Webform		1658
Dailey	Eileen		With respect, this is my feedback on I-11. If we truly need more roadway for trucks, I very much object to this I-11 going thru, and thus destroying any more natural desert/environment area. I don't understand why after all the effort to widen I-10 this all wasn't taken into account. Please just work with what roads/highways are already in place. There is no need to keep tearing up our environment to replace with asphalt and concrete. Thank you for this opportunity.	webform		2411
DAILY	MARC		This I-11 highway should be along already established freeways not through this beautiful preserved desert not to mention the Saguaro national park, Desert meuseum, and Ironwood national forest on the west!! Plus our water pond's for the city of Tucson would be jeprodised as well !!! I moved out here 15 yrs ago and I have severe PTSD along with other things this would directly impact me and my property!! I'm a home owner just 2 miles away from one of the proposed routes!!! Please consider using the already in use systems off I-10 and I-19 it's only logical to use these routes! I'm begging you please don't use the Avra Valley for this I-11 highway project!!! Thank you for listening and consideration in this matter!! Sincerely yours Mr. Marc C. Daily	webform		1066
D'Alonzo	Joan		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. As a resident of Picture Rocks, I am especially opposed to the West option, as it would forever change the peaceful rural area where all of us in this area have chosen to live, and have very little benefit to our community. Thank you, Joan D'Alonzo 10500 W Anthony Dr Tucson, AZ 85743	Email		2492
Daniels	Jereme		This is a waste of money and would ruin more desert space. Please don't do it	Webform		1630
Daniels	Stephanie		Hello, I'm writing to express my concern with the environmental impact that this proposed interstate will have on the Avra Valley. The desert and wildlife habitat would be severely impacted, especially the mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. The Sonoran Desert is already shrinking due to rapid urban expansion in and around Tucson. We should be doing more to conserve the desert we have left, not destroying more of it. Please extend the commenting period and listen to the concerned citizens.	Webform		940
Darling	Jenny		I am writing to ask that ADOT abandons the plans to build the west preferred alternative option in Avra Valley. There are 2 alternative proposed routes that do not tear through treasured, protected, native, and sacred lands. The west option would damage natural resources and the beauty of the remote section of iconic Tucson desert, while also degrading the experience at several public lands and parks in the Tucson Mountains. The west option would impact several wildlife corridors that are critical to the Tucson ecosystem, and essential to Tucson's identity homing countless Southwests iconic and unique wildlife. The west option would also violate the reason the space was created in the first place - essential to protecting our water, now-vibrant downtown, Pima County's section 10 habitat conservation Plan and the Sonoran Desert Conservation Plan. As we head into the upcoming climate catastrophe, it's essential to protect our access to clean safe drinking water, as we know that the Climate Crisis will only continue to impact our water levels, and desert communities like ours will feel the impacts of those changes sooner than others. It's essential that we act now to protect our lands, water and animals to benefit us all for generations to come. Please take long term considerations to mind, as the West option would be a short term solution with devastating and irreversible long term effects.	webform		2161
Daubert	Clare		The 30-day comment period is not long enough for review of the certain documents and making sure the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, I recommend and urge you to consider an extension to allowed the public to gain knowledge of said project with a fair opportunity to participate in this process. A new Interstate freeway has not been built in or near this area since 196. Many of the issues will have long-lasting, significant impacts on our community and enviromenr and we need enough time to review the record, research issues and concerns, and provide a substantive response with possible solutions.	webform		2006
Daugherty	Sherry		We do not need to split another valley with a new freeway. Splitting wildlife corridors, destroying miles of native Sonoran vegetation, adding pollution and congestion to an area with slow routes to the Tucson metropolitan area. Improve existing highway infrastructure and keep rural areas clean, quiet, and natural.	Webform		1230
DAVENPORT	STACEY J		Please don't destroy natural habitat. We don't have enough left as it is. Make this go along already developed areas and leave the wildland wild. Please.	Webform		332
Davey	Caitlin		Please abandon the West alternative option for this bypass! It cuts through critical land and would be detrimental not only ecologically but to the communities it would effect.	webform		1015
Davidson	Jeena		I strongly oppose the West Preferred Alternative Option for Interstate 11. This construction and existence of this would cause serious environmental damage. This includes the disruption of vital wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. It would also add to the noise, air, and light pollution in the area. In regard to humans, it would encroach upon private property and take away Tucson's economic gain from those who pass through the city.	webform		2053
Davidson	Jeena		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. Jeena Davidson	Email		2557
Davin,MD	Marikah		Please do not continue with the easy option of this project. Gates pass and Saguaro National Park West are some of Tucson and the south west's greatest treasures and I would be so disappointed to see a freeway there.	webform		2370
Davis	Buzz		Dear AZ DOT Representative: My name is "Buzz" Leslie W. Davis III 813 S. Deer Meadow Loop Tucson, AZ 85745 608-239-5354	email		1361

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			<p>1. Heavy trucks provide per the US DOT approximately 98 percent of all the road and bridge wear applied to our vehicle transportation system yet heavy truck pay only a third or less of the cost. As you know one heavy truck applies the Equivalent Single Axle Load (ESALs) of approximately 10,000 cars.</p> <p>2. Most miles applied to our roads and interstate system are the journey to work.</p> <p>3. Railroad tracks are built to withstand the effects of very heavy loads. Highway are really not built to withstand the impact of heavy loads.</p> <p>4. Transportation costs for corporations in America are skewed to the cheap side because the heavy use of heavy trucks to transport goods is loaded onto the shoulders of the average tax payer Not the transportation corporations.</p> <p>5. Air pollution is another serious issue of the carcinogens carried in diesel fuel exhausts.</p> <p>6. Thus the AZ DOT should drop the I11 project, invest tens of million in upgrading rail road tracks and establish legislation to push heavy trucks off AZ roads and onto trains. Then regain the costs of that upgraded rail road system by requiring new taxes on good transportation to pay back the costs of bonding.</p> <p>7. The idea that the American taxpayers should build an interstate system from Mexico to Canada and from East Coast to West Cost just to help corporations avoid paying their fair share of taxes is laughable if it were not such a threat of becoming a reality.</p> <p>8. The off shoring and out sourcing of American worker jobs thru the schemes such as I11 is a corporate crime especially when so many of the lost Am. jobs end up in dictatorships like China.</p> <p>9. As a public employee you and the AZ DOT workers should be fighting for tax cost fairness and watch your backs because you may be the next to get the red slip. The work of the AZ DOT can all be contracted out to the private sector operating anywhere in the world.</p> <p>10. Lastly, the massive movement between Tucson and Phoenix is a farce. In these time billions should be put into mass transit between cities on fast trains which the major USA competitor China knows and does well.</p> <p>Peace! Buzz Davis</p>			
Davis	Claire		Please consider moving the route of the proposed Interstate 11. Your current plans both disrupt an area of beautiful national forest and preserved wildland. We would lose valuable species and ecosystems if that land is seized for construction and persistent use. Consider what importance the Sonoran desert serves environmentally and cultural to southern Arizona. Please, do not build your Interstate there.	webform		1901
DAVIS	DONALD R		The I-11 proposed West Preferred Alternative Option would be a disaster for astronomy at Kitt Peak. Why? This option would bring major development and the accompanying light pollution ever closer to the numerous telescopes located on Kitt Peak, diminishing the capabilities of this world-class facility. This action would undoubtedly ensure that further major investments in this facility would be located at alternate sites with an assured dark sky future. I am opposed to the West Option for the above reason in addition to numerous other ones and urge, in the strongest terms, that it be rejected.	Webform		1645
Davis	Kay E		I oppose the Avra Valley option as does the City of Tucson and many environmental groups. Expansion of I 10 is my preferred option.	webform		1281
Davis	Kira		To Whom It May Concern: We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you for considering this request. As always, we appreciate the time you have put into this effort.	Webform		207
Davis	Mary Rose		No! Please don't do it. It will harm everything around the area. Please this is the time of our lives to make good decisions to help our planet so we can still continue to live here for generations to come. If you continue to destroy any natural areas just for small and finite fortunes, it will soon lead to the lost of thousands of endangered animals and gorgeous landscapes that you can not bring back to our state back.	webform		1256
Davis	Murphy		I respectfully request an extension of the public comment deadline for the Final Environmental Impact Statement from 30 days to 120 days. The FEIS is 5,800 pages long (including appendices) and 30 days is simply not enough time for public review. I'm very concerned that risk to the desert environment (and everything in it) outweighs the benefits of the West Option through Avra Valley.	Webform		331
Davis	Peg		I oppose the west option for I-11. This would destroy too much of our beautiful state's remaining landscape.	webform		1108
Davis	Robin		<p>I am write to voice my concerns and comments about the negative impacts I-11 could have to our beautiful area. I have 2 comments:</p> <p>1. ADOT/FHWA must ABANDON the West Preferred Alternative Option in Avra Valley!!!</p> <p>AND</p> <p>2. EXTEND the comment period!</p> <ul style="list-style-type: none"> The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. <p>I support the work the Coalition for the Sonora Desert Protection is doing and their comments must be taken into serious consideration! Too much of our beautiful desert is being developed and ruined. With 1-10 expansion, I-11 is really not needed.</p> <p>Thank you, Robin Davis 11090 N Camino Central Tucson, AZ 85742</p>	Email		311
Davis	Robin		I OPPOSE the I-11 to the West Option through Avra Valley! I oppose this proposed freeway in Avra Valley right next to Saguaro National Park, the Arizona-Sonora Desert Museum, Tohono O'odham tribal lands, and other important protected open spaces. This freeway would be a disaster for Sonoran Desert wildlife, wildlife habitat, wildlife linkages, and rural communities in Avra Valley! Now with the expansion of 1-10, I-11 is really not needed at all but certainly not the West option!	Webform		405
Davis	Robin		I do not think I-11 should be built through pristine desert and take down dairy farms just to build another needless interstate when other routes are viable. Please look at using interstate 8 and Hwy 85. Please leave the area near Tucson alone. You will be taking people's home and destroying beautiful Arizona Desert. Please listen to the people and don't build it. You will destroy Arizona.	webform		2469

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Davis	Shirley		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. Shirley Davis	Email		2566
Davis	Teresa		Although I do not love either option for the project, I am wholeheartedly opposed to the West Option. The East Option will increase noise, pollution, crime, and traffic, but along a route that already has those issues. Those issues are a consequence of living in a developed city. Tucson, though, is a true gem when compared to other cities, as it is currently possible to have a connection with the natural environment very close by, which allows residents and visitors to escape the negative aspects of living in a larger city. I am certain you have received many comments that list the impacts to wildlife and the increase in pollution. I feel that those are the most important considerations and should not be undervalued. Just last week, the UN Climate Report confirmed what many of us know, that the planet is in crisis. If we can't stop this project altogether (which I am a fan of doing), we should most certainly do anything possible to reduce environmental impact. In this case, the best option for reducing impact is to leave the west side as natural and protected as possible, which includes our water supplies, the national park that is home to our iconic Saguaro, and the wildlife that increasingly compete for habitats. I also believe the West option would make it more difficult to combat crime. Since the route is intended to connect major western cities and eventually connect to international borders, it is imperative to consider drug and sex trafficking. When major routes diverge, increased manpower is needed to ensure that illegal activities are monitored and responded to on *all* major routes. There is already a shortage of manpower to monitor these problems (locally and nationally), so having a second area to monitor would add even more costs - financial and social. I live in between the two proposed routes, and I hate both of them because either one is likely to reduce my property value due to noise and further increase crime. I moved to Tucson after living in central Alabama for over 40 years, and I didn't fall in love with the desert and buy a home on the west side for the highway views. I chose where I live because the desert is in my backyard, I can see deer, javelina, coyotes, great horned owls, and many, many other animals regularly, I can miraculously see stars despite being only a few miles from downtown, and there are mountain views in multiple directions. I never wanted to live in a crowded, noisy city that looks like any other, dominated by commerce and highways. I assumed that living near Saguaro National Park and the Tucson Mountains would offer a buffer against development, as I'm sure many residents believe. I urge you to reject the West Option, and I appreciate your consideration of my statements.	webform		2271
Davison	Mike		30 Days is not enough time for the general public to become aware of this project let alone do a proper review. That being said I am opposed to the West Option of I-11 through Avra Valley. Stick to the current infrastructure. Davison	Email		986
Davolt	Glenna		On many levels, to build this option is very short-sighted. The disruption to the desert terrain, native vegetation & animal life is no small matter. The desert W. of Tucson is rich in undisturbed plant & animal life & a resource that deserves to be preserved for future generations. Tourism to the Sonoran desert for years to come depends on its natural beauty. To destroy that will be detrimental to the reason people come here. This would mainly be a truck corridor conduit for trucks coming from Mexico. The amount of pollution from these trucks will be very detrimental to plant & animal life, as will the noise they generate. We who live here use that part of the desert to get away from the city, to where it is quiet, to enjoy desert solitude free from traffic noise. The noise from I-10 carries quite a distance & that would be the case if I-11 was carved through the desert. We the populace should be considered. I strongly oppose building I-11 on the W. side of Tucson. 20 yr. resident of Tucson —with no plans to leave. Glenna Davolt 3060 N. Corte Lindo Cielo Tucson, AZ 85745 gdavolt@theriver.com	Email		260
Day	Creagh		To whom it may concern: I am writing this letter to strongly encourage you to reconsider the placement of the new highway I-11 to parallel I-19 and I-10. Please DO NOT place the highway in Avra Valley. That area contains our very unique and pristine Sonoran Desert. We MUST protect this area. In contrast the I-10 corridor is already established, is not special and could be widened to get the enormous number of trucks off I-10. This is where I-11 should go. And while you're at it, please construct the new Amtrack rail line in this same area. Imagine the positive business potential for the existing corridor between Tucson and Phoenix. Again, DO NOT DESTROY AVRA VALLEY, our Sonoran Desert and all the unique animals and their habitats with a high speed, high polluting freeway. We need our special areas protected for our children and our grandchildren and for our environment. Sincerely hoping for clarity and wisdom Creagh Day creaghday@gmail.com Creagh Day 520 664 6372	Email		2501
Day	Creagh		To whom it may concern: I am writing this letter to strongly encourage you to reconsider the placement of the new highway I-11 to parallel I-19 and I-10. Please DO NOT place the highway in Avra Valley. That area contains our very unique and pristine Sonoran Desert. We MUST protect this area. In contrast the I-10 corridor is already established, is not special and could be widened to get the enormous number of trucks off I-10. This is where I-11 should go. And while you're at it, please construct the new Amtrack rail line in this same area. Imagine the positive business potential for the existing corridor between Tucson and Phoenix. Again, DO NOT DESTROY AVRA VALLEY, our Sonoran Desert and all the unique animals and their habitats with a high speed, high polluting freeway. We need our special areas protected for our children and our grandchildren and for our environment. Sincerely hoping for clarity and wisdom Creagh Day creaghday@gmail.com Creagh Day 520 664 6372	Email		2548
Day	Megan		This interstate would cause irreparable damage to Saguaro National Park as we know it and the ecology that we as Tucsonans know and love. We have prioritized city expansion for too long at the expense of wildlife. Please do not allow this interstate to be built.	Webform		929
day	Rachael		Please keep Tucson small and beautiful. No more roads, stop expanding. Work on our terrible roads we all use everyday.	Webform		212
Dayton	Michael		There is no excuse for the rape and destruction of this beautiful land. Especially when roads exist that serve the same purpose. I-11 would hurt Tucson.	Webform		742
Dean	Megan Joanne		One of the things that moved me to Tucson from other desert places was the access to Tucson Mtn Park, Saguaro, Gates Pass and the absolute beauty and solitude of those areas. I have seen such amazing wildlife coexisting with humans. Watched sunsets over the Saguaros and enjoyed silent nights camping. The comment deadline is unbelievably short notice. I cannot be the only person who learned of the project the weekend before comments close. Please don't build this freeway.	webform		2447
Dean	Whitney		Please do not fracture and destroy the Sonoran Desert ecosystem any more than it already is, especially by pursuing the Avra Valley route.	webform		2049

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Deaubl	Evan		I would like to express my opposition to the western option of the I-11 corridor. The interstate freeway and the urbanization it would bring would be devastating to the natural environment in the area, and would be irrevocable. When there is an alternative to upgrade the already existing I-10/I-19 right of way to accommodate the proposed use of I-11 as a trucking route, we should be pursuing that alternative rather than taking more of our natural habitat, something that draws people to our state and our region.	webform		1194
Debby	Deborah		RE: I-11 Final Tier 1 Final Environmental Impact Statement and Preliminary Section 4(f) Evaluation (Final Tier 1 EIS) Nogales to Wickenburg, dated July 2021 I. REQUEST TO EXTEND THE COMMENT/DOCUMENT REVIEW DOCUMENT PERIOD TO 120 DAYS OR MORE II. OPPOSITION TO WEST/AVRA VALLEY PIMA COUNTY ALTERNATIVE. III. REMOVE THE WEST/AVRA VALLEY ALTERNATIVE. To Whom It May Concern: I stand with Tucson Mountains Association (TMA) and am very concerned about the detrimental short to permanent impacts of I-11 through Avra Valley. As with TMA, I have three urgent requests: I. REQUEST TO EXTEND THE COMMENT/DOCUMENT REVIEW PERIOD TO 120 DAYS OR MORE. NEPA procedures allow organizations and individuals to request extensions for many reasons which apply to the Pima County Alternatives including aspects including notice, scope and involvement. I respectfully request a 120-day or more comment period for the above referenced urgent matter. Among many things, I am concerned about: - Notice and Review. A 30-day comment period is insufficient for proper review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. - Scope of Project. I believe an infrastructure project that costs so much, has significant impact on our future citizens and severely fragments our desert landscape deserves an extension to provide the public with a full and fair opportunity to participate in this process. - Impact on Minority and Lower-Income Populations. Many communities impacted by the Preferred Alternative Options within the Corridor Study are minority and lower-income populations who may not have access to the Draft EIS. The I-19/I-10 co-location and Western, Avra Valley alternatives will have these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. Infrastructure Requires Consideration. A 120 days or more comment period is required to review, research and respond to a possible addition to infrastructure within metro Tucson. The permanency of these project decisions, no plans or funding available to initiate the project and an estimated cost in today's dollars at as much as \$7 billion, transparency and public involvement is essential. Please extend the comment period to 120 days or more. - Convoluted Alternative Names for Pima County Alternatives. The numerous names for the Pima County alternatives have been confusing to follow, making reading the documents difficult to follow. There are at least four pairs of names: Recommended/Preferred, East/West, Orange/Green, I-10 and I-19 co-location/Avra Valley. - Need to Review, Research and Respond to Voluminous Material. An extension is requested to adequately review, research and respond to over 5,000-5,800 pages of text, maps and other figures of the Final Tier 1 EIS and the unprecedented scope of this project. The sizeable text and the minimal comment period to read and review is inadequate for my response. Such a significant project warrants more time to review the record, research issues and concerns, and provide my response. II. OPPOSITION TO WEST/AVRA VALLEY PIMA COUNTY ALTERNATIVE. I am concerned with the Pima County Avra Valley, West Alternative, and clear unmitigable environmental impacts due to fragmentation. Not only is the purpose of this plan about future modes of transportation within the proposed alternative, ES.4 states the purpose of this plan is to serve population and employment growth in the transportation corridor. This type of growth will increase the negative impacts on the ecosystems of the Tucson Mountains, Ironwood Forest National Monument, Saguaro National Park and Tucson Mountain Park and it will forever remove the lifestyle that we have enjoyed in our unique desert. While I am encouraged that the East Alternative has been submitted, it is impossible to read or understand the voluminous documentation within the 30 day comment period and comment sufficiently. III. REMOVE THE WEST/AVRA VALLEY ALTERNATIVE. The West Pima County Alternative option should be removed. The West Alternative is filled with permanent, unmitigable lifestyle, economic, environmental damage to the ecosystems of Saguaro National Park, Ironwood National Monument, Tucson Mountain Park and all of the Tucson Mountains. This will obstruct, destroy and is a bad investment. Pursue the right choice: drop the West Alternative. I respectfully-- I. request a 120 day or more comment period, II. oppose the Pima County West Alternative and III. request the removal of the West Alternative as an option for the foregoing reasons. Respectfully Submitted, Deborah Hudson 5625 W. Owl Ridge Rd. Tucson, AZ 85745 5207437835	email		1774
DeGroot	David		This message is about the West Option for the I-11 for the new interstate highway. Please extend the deadline for public comment to at least December, 2021 to give the public more time to respond. I am OPPOSED to the West Option because it will impact one of Tucson's premier natural habitats and tourist destinations, Saguaro West National Park. This roadway will turn our wonderful National Park into an island between fast-moving traffic and commercial endeavors along it.	Webform		340
Deierling	Rachel		Extend the deadline for comments to 120 days	Webform		625
Deierling	Rachel		I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This project will interfere with the Tucson Wildlife Mitigation Corridor which is crucial for species who must migrate to find suitable habitat in a changing climate.	Webform		1588
Delaney	Meara	Absolute HCBS	I'm extremely concerned about the proposed new highway. I think it will be awful, and encourage people to continue driving their own cars and causing a LOT of pollution. Tucson will already be uninhabitable in 30 years if we keep going this way. There is sacred native land on the proposed route and it is UNACCEPTABLE to smash through it for TRUCKS. NO. Keep the highways the same. Invest in more public transportation!!! If you have to do something w the highways just widen the existing ones. But people speed so bad here there will be more wrecks with more lanes. I'm telling you, public transportation. We CANNOT have more cars and people here in a desert. Just doesn't make sense. Please. Do not build this new highway.	Webform		109
Delgado	Sierra		This proposed project would negatively impact sensitive plants and wildlife as well as possible contaminate precious water resources. Arizona residents do not want a highway to ruin their natural land and resources.	Webform		1435
DelVecchio	Maria C		RE: I-11 Final Tier 1 Final Environmental Impact Statement and Preliminary Section 4(f) Evaluation (Final Tier 1 EIS) Nogales to Wickenburg, dated July 2021 I. REQUEST TO EXTEND THE COMMENT/DOCUMENT REVIEW DOCUMENT PERIOD TO 120 DAYS OR MORE II. OPPOSITION TO WEST/AVRA VALLEY PIMA COUNTY ALTERNATIVE. III. REMOVE THE WEST/AVRA VALLEY ALTERNATIVE. To Whom It May Concern: I stand with Tucson Mountains Association (TMA) and am very concerned about the detrimental short to permanent impacts of I-11 through Avra Valley. As with TMA, I have three urgent requests:	Email	DELVECCHIO_24 98	2498

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			<p>I. REQUEST TO EXTEND THE COMMENT/DOCUMENT REVIEW PERIOD TO 120 DAYS OR MORE. NEPA procedures allow organizations and individuals to request extensions for many reasons which apply to the Pima County Alternatives including aspects including notice, scope and involvement. I respectfully request a 120-day or more comment period for the above referenced urgent matter. Among many things, I am concerned about:</p> <ul style="list-style-type: none"> - Notice and Review. A 30-day comment period is insufficient for proper review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. - Scope of Project. I believe an infrastructure project that costs so much, has significant impact on our future citizens and severely fragments our desert landscape deserves an extension to provide the public with a full and fair opportunity to participate in this process. - Impact on Minority and Lower-Income Populations. Many communities impacted by the Preferred Alternative Options within the Corridor Study are minority and lower-income populations who may not have access to the Draft EIS. The I-19/I-10 co-location and Western, Avra Valley alternatives will have these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. <p>Infrastructure Requires Consideration. A 120 days or more comment period is required to review, research and respond to a possible addition to infrastructure within metro Tucson. The permanency of these project decisions, no plans or funding available to initiate the project and an estimated cost in today's dollars at as much as \$7 billion, transparency and public involvement is essential. Please extend the comment period to 120 days or more.</p> <ul style="list-style-type: none"> - Convoluted Alternative Names for Pima County Alternatives. The numerous names for the Pima County alternatives have been confusing to follow, making reading the documents difficult to follow. There are at least four pairs of names: Recommended/Preferred, East/West, Orange/Green, I-10 and I-19 co-location/Avra Valley. - Need to Review, Research and Respond to Voluminous Material. An extension is requested to adequately review, research and respond to over 5,000-5,800 pages of text, maps and other figures of the Final Tier 1 EIS and the unprecedented scope of this project. The sizeable text and the minimal comment period to read and review is inadequate for my response. Such a significant project warrants more time to review the record, research issues and concerns, and provide my response. <p>II. OPPOSITION TO WEST/AVRA VALLEY PIMA COUNTY ALTERNATIVE. I am concerned with the Pima County Avra Valley, West Alternative, and clear unmitigable environmental impacts due to fragmentation. Not only is the purpose of this plan about future modes of transportation within the proposed alternative, ES.4 states the purpose of this plan is to serve population and employment growth in the transportation corridor. This type of growth will increase the negative impacts on the ecosystems of the Tucson Mountains, Ironwood Forest National Monument, Saguaro National Park and Tucson Mountain Park and it will forever remove the lifestyle that we have enjoyed in our unique desert. While I am encouraged that the East Alternative has been submitted, it is impossible to read or understand the voluminous documentation within the 30 day comment period and comment sufficiently. THIS IS THE VIEW WE SEE WHEN WE HIKE, CAMP, WATCH A SUNSET IN PEACE AND WE WANT TO KEEP THIS VIEW OUR OUR SELF CARE, RECREATION, AND FOR THE WILDLIFE AND PLANTS!</p> <p>III. REMOVE THE WEST/AVRA VALLEY ALTERNATIVE. The West Pima County Alternative option should be removed. The West Alternative is filled with permanent, unmitigable lifestyle, economic, environmental damage to the ecosystems of Saguaro National Park, Ironwood National Monument, Tucson Mountain Park and all of the Tucson Mountains. This will obstruct, destroy and is a bad investment. Pursue the right choice: drop the West Alternative. I respectfully I. request 120 day or more comment period, II. oppose the Pima County West Alternative and III. request the removal of the West Alternative as an option for the foregoing reasons.</p> <p>Respectfully Submitted, Maria DelVecchio 3939 W Rock Basin Lane, Tucson, AZ 85745 5204047652</p>			
DeMay	Maggie	Ladies Sewing Circle and Terrorism Society	<p>Leave the desert alone! By building a road through the desert you will only encourage more people to move here and there are too many already. Those saguaros are uniquely Arizona. The larger ones are nearing the end of their lifespan and if this project goes through the younger ones will never be able to reach their full growth potential. We are just starting to feel the effects of climate change. Don't add to the problem by turning Tucson into another Phoenix. Soon Tucson and Phoenix will one more sprawling mega-city like LA or Houston. We can't let this happen.</p>	webform		453
Demerle	Danielle		<p>I am new to the area and the I-11 project, having recently purchased a home in the area west of Tucson. I find it deplorable that the West option is still being considered. The proximity of the proposed I-11 to our preserved natural lands is absurd, and frankly I find it illogical to think that any large development in this area wouldn't adversely disrupt the delicate ecosystems and rural culture that so many residents cherish and require for their mental and physical well-being. Considering that many of the homes that are in the proposed path of the I-11 house low or fixed-income families, I find it incredibly classist that some folks consider it acceptable to destroy these homes. For these and so many other supporting reasons outlined in the I-11 Final Tier 1 Environmental Impact Statement, I suggest that the West option be dropped from consideration.</p>	Webform		1584
Demidio	Brad		<p>Request an extension of the public comment deadline from 30 days to 120 days. The current deadline is August 16, 2021. We need more time!</p> <p>Date: July 28, 2021 To: I-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007 RE: Request for comment deadline extension by 90 days for the I-11 Final Tier 1 Environmental Impact Statement From: Brad D'Emidio 5547 W. Panther Butte St. Marana, Az 85658 To Whom It May Concern</p> <p>I support and am requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. I feel the 30-day comment period is insufficient for review of the documents and will not support the goal of public awareness, review and input. An extension will provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who, in many cases, do not have access to the traditional means by which federal EIS processes are advertised and published. I became aware of issues related to accessing the project documents from information obtained from the Coalition for Protection of the Sonoran Desert and The Tortolita Alliance. They explained that both proposed alternatives will have disproportionate adverse effects on these populations. There simply is not adequate time for them to be notified via ground mail or other means. There needs to be time to educate and inform all persons effected. The Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. Do we really want to plow through this short comment period and miss their important input and ideas?</p>	webform	DEmidio_0486	486

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			An extension is also warranted because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. Let's think for a moment. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Since we've waited decades to move forward with this idea, we certainly can provide the additional time needed to allow those effected to review and comment in a timely manner. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you for considering this request. Brad D'Emidio			
D'Emidio	Brad		I strongly oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I 11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. Please see attached: _____ [remaining document] _____ Detailed Comments Impacts To Public Lands The West Option is located perilously close to a wide array of public lands, including: • Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). • County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. • Tribal lands: owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation Impacts To Wildlife Corridors The West Option: • Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. • Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. • In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway. Impacts To Noise, Air and Light Pollution The West Option would: • Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. • Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area. • Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research. Impacts To The Economy The West Option, along with the entire proposed route from the border to Casa Grande would: • Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. • Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others. • Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services. Impacts To Private Property: The West Option would: • Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.	Webform	DEmidio_1559	1559
DeSantis	Matthew		Hello, I believe that the West alternative should not be chosen for the interstate connection, primarily due to the fracturing of wildlife routes in a largely undeveloped area. And as the past month has shown, one that experiences moderate flooding during monsoon season. Additionally, the optics of expanding development adjacent to the Desert Museum, Tohono O'odham land, and the Central Avra Valley Water Storage Facility. This is beginning to sound like one of Gary Larson's "trouble brewing" comics. My point is that in my professional opinion as an EIT working in highway construction, the West option is not ideal for construction or long term use due to wide reaching effects on the surrounding area.	webform		2094
Destiche	Chris		I oppose the construction of this highway, as it has serious negative environmental impact on the Sonoran desert	webform		2238
Devereaux	Joanne		Please. Please don't pave over more of our desert. Leave the natural world to nature. We keep encroaching on the animals habitat. More and more is lost. Widen I-10 if necessary but please do not make yet another highway. Joanne Devereaux	email		1358
Devine	David		August 5, 2021 1-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007 To Whom It May Concern: Figure 1-1 in the Final Tier 1 Environmental Impact Statement for the proposed Interstate 11 shows average weekday level of service for the year 2040 for the "No Build" option. In the Tucson metropolitan area, these levels of service range from C or better to F. Nowhere in the report could I find whether the influence of self-driving vehicles on this level of service prediction had been factored in. With this emerging technology, vehicles, especially commercial trucks, will be able to be programmed in some instances to begin their trips so as to avoid intense traffic congestion. Thus, instead of a human driven truck leaving the U.S./Mexican border at 7 a.m. and reaching Tucson during the morning rush hour, a self-driving truck could leave at 3 a.m. and pass through Tucson without delay. Reducing the number of vehicles transiting Tucson during rush hours would, I assume, possibly improve the level of service prediction contained in Figure 1-1. I would appreciate knowing if the introduction of this self-driving technology was used in making the level of service forecast for the "No Build" option and, if not, why not. My address is: David Devine 1705 E. Water Street	mail	Devine_2599	2599

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			Tucson, AZ 85719 Thank you in advance for your cooperation with this request. David Devine 1705 E. Water Street Tucson, AZ 85719			
DeWitt	Cindy Lee		Can we please get an extension on this matter? I need some more time to review the impact that this might have on the National Park	webform		1085
Dey	Sharmila		This highway would destroy a beautiful part of Arizona and would incur significant environmental damage to the landscape. As a lifelong citizen of Arizona, I OBJECT TO THIS HIGHWAY AND DO NOT WANT IT TO BE BUILT. As a hiker and Arizona native, I do not want the land that I grew up on to be further polluted and degraded for the sake of a road.	webform		2128
Di Cenzi	Tracy		Please stop destroying the native wildlife and land for roads and houses. Arizona does has been in a water shortage for years. Bringing these unnecessary structures just makes the environment hotter. More people means more pollution and strains on electricity because of air conditioning demands. We will start having rolling blackouts and pollution like California. Too many people out West does not make it better its making it worse. We live on acreage out West to live a lifestyle without the infrastructure and technology city people want. We love to hike and see find what our ancestors left behind in simpler times. We don't need Grub hub or Amazon delivery by days end.	Webform		27
Diamond	Katie		I am a lifelong Tucson citizen, and I do not support this interstate being built. The public had virtually no time to make an informed decision about this huge project, which will have devastating ecological impacts that will affect everyone who calls southern AZ home, beginning with the wildlife in the surrounding areas. We do not have a need for a new highway, and the risks far outweigh the benefits. The amount of CO2 emissions alone from the construction and traffic that I-11 will bring, will have destructive effects on our beloved ecosystem. This is not a forward-thinking initiative. I urge planners to CHOOSE THE EAST OPTION as it seems to go through the cities and existing roadways, rather than further tearing up wildlife habitat with the West option. These decisions will impact our communities for generations, and because of that, feedback from the public should be transparently sought out and prioritized above all else when these plans are being discussed. Remember that these are stolen Tohono O'odham lands, we settlers have a responsibility to the lands and their original stewards to include and prioritize indigenous perspectives in the decision making process.	Webform		1392
Diaz	Dori		Please put I-11 on the interstate 8 corridor.	Webform		62
Dick	Evan		I'm a former and future resident of Pima County. This highway is a terrible idea. The Avra Valley is so beautiful and home to so much wildlife. Don't build another road there.	Webform		1222
Diehl	Patrick		I live in midtown Tucson, not in Avra Valley, but I strongly oppose turning Avra Valley into a sacrifice area by pushing I-11 through it. In fact, I oppose I-11 by any route as an unnecessary boondoggle, given the inescapable negative effects of climate change on southern AZ (as in, rising and soon-to-be intolerable levels of heat up in Maricopa County). People may be flooding into AZ right now, but they're going to be fleeing it soon. So, NO I-11! And certainly NO I-11 through Avra Valley!	webform		438
Dietz	Mary Theresa		I have read from wildlife experts, that this corridor, if built, would very negatively effect the well-being of and the migratory habits of the wildlife in the area by cutting off migration routes, creating noise and environmental pollution, and cutting into wildlife habitats. The lands, including Saguaro National Park and Tucson Mountain Park, are supposed to preserve our regional wildlife which is already very fragile with the increase and spreading out of human beings. We can't afford to lose more of our natural resources. We are all connected and so hurting wildlife will also hurt us. Also, I read that native peoples and rural residents would immediately be negatively impacted by an interstate in this area. Please do consider this undesirable future in planning this project.	webform		1299
Dillon	Robert and Christi		My wife and I are completely opposed to the I11 project thru Wickenburg. We feel that the money would be better spent on improving HWY 93. Thank you.	Webform		7
Dinnelley	Myra		No. This unnecessary duplicative highway would run through some of the most ecologically delicate landscape in the country. It encourages the vast expansion of vehicle traffic when we desperately need to reduce carbon emissions and engage in strategic development to preserve and protect our resources, especially our limited and endangered water supplies.	Webform		597
D'Ippolito	Luca		Please give more time to review this highways route and its environmental impact. Or consider other options.	webform		2237
DiRienzo	Dr Nicholas		This is the most insane project proposed. The proposed gains are at best marginal, but probably non-existent. More importantly those are BLM lands that were not set aside from this. It'll ruin a critical area that is so important to everybody living in this area	webform		2456
Divine	Robert E		The proposed Avra Valley I - 11 roadway project will destroy a way of life for those of us who reside in the area. The reason I chose a home in the Tucson Estates area is because of the quiet, countrylike neighborhood. The Tucson Mountain Park is right by my house. Nearby trails and camping @ Gilbert Ray CG provide outstanding recreation for me & my wife. The nighttime quiet we currently have consists of coyote howls, occasional owls and bats. Those would be replaced by the sounds of heavy trucks and gas stations. I guess this makes me a NIMBY - not in my backyard. I request your consideration not just for myself; but for the habitat, the National Park, and for Tucson Mt. Park.	webform		1072
Dobbels	Mark		I oppose the FEIS West Option for the I-11 corridor. I am a Tortilla Alliance member and agree with the views in the attached letter.	Webform	Dobbels_1730	1730
Dobroslavic	Britt	The University of Arizona	The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.	webform		1079
Dodson	Dorian		I am writing to add my name to all of the others who think it is only fair, reasonable and appropriate for you to extend the comment period on the I-11 Study. With so many people away at this time of year under normal circumstances and even more with the easing of COVID restrictions, many of those most concerned and most affected may not be around. This is a monumental project that will have major and long-term ramifications, regardless of the final decision, on a large number of communities and natural wilderness sites. It is not something that can or should be rushed. In addition, the fact that the original email sent out to use for comment was incorrect warrants an extension in and of itself. Many concerned people tend to comment immediately; busy concerned people may or may not have had the time to check to make sure it went through. And, experts who will study the latest proposals carefully and in great detail must absolutely have more time. We have all waited for two years for this next phase to be released. We think it is only fair that you afford us all more time--at least 30 more days--to comment on it. Thank you for your consideration of these comments. Dorian Dodson	Email		88

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			4130 N Camino Gacela Tucson AZ 85718			
Dodson	Dorian		Violently opposed to the West Option that would take this project through Avra Valley. There would be no way to mitigate the impact of this route on the various communities and environment. It would be outrageous to pursue it.	webform		2050
Doe	Janie E.		1. First and foremost we need an extension on the deadline to submit comments. The amount of time expected to process and confront this enormous issue deserves to be commented on by EVERYONE and with enough time to get the word around. 2. I want to echo the continued outcry from the community which is an outstanding NO to this proposal. The damage to helpfulness ration is absurdly out of proportion. There are so many organizations AND individuals expressing the severity and concern regarding this myopic bandaid fix. Listen. To. The People.	webform		2084
Doherty	Andra N		My initial impression is that the obvious course of action is to co-locate I-11 along the existing I-19/I-10 corridor and continuing to improve those roadways. That said, it will take me more than the 30 days provided to completely review the Final Tier 1 EIS. Can the public comment period be extended?	Webform		838
Dolan	Karen		Please do not route I11 through the Ironwood and Saguaro West National Forests. These are beautiful protected habitats and are much preferred to stay protected than open desert in other areas under consideration.	Webform		5
Doll	John	Sky Island Alliance	Please under no circumstances destroy those sensitive areas with any human corridors.	Webform		1755
Donahue	Julian P.		As a member of the Sky Island Alliance, the Arizona Native Plant Society, Tucson Audubon Society, Arizona-Sonora Desert Museum, Western Field Ornithologists, The Nature Conservancy, and Population Connection, I am writing to OPPOSE the West Alternative through Avra Valley and SUPPORT the East Alternative along the current routes of I-19 and I-10. The Tucson Chapter of the Arizona Native Plant Society has expressed my concerns admirably, so I quote them here: "The Avra Valley or West alternative would have immense negative impacts on the ecosystems, habitats, native species, and landscape of Pima County. It would create a locus for sprawl and development on the west side of the Tucson Mountains. It would impact the landscape of Saguaro National Park West, the Tucson Mountain Park, the Arizona-Sonora Desert Museum, the Ironwood National Monument, the Tohono O'odham Nation, the Bureau of Reclamation Wildlife Mitigation Corridor, the Santa Cruz River, and the Avra Valley. It would fragment critical habitat, inhibit migration by desert animals, and compromise the effectiveness of the Sonoran Desert Conservation Plan, Pima County's highly respected mechanism for balancing conservation with thoughtful and environmentally sensitive development." I implore you to abandon the West Alternative and preserve our Sonoran Desert.	webform		1199
Donaldson	Brad		We need more time; need the extension of 120 days to wrap our heads around two poor alternatives for an unnecessary development through ecologically significant lands.	Webform		655
Donaldson	Brad		Road kill is a serious issue for all roads. An interstate is the worst case scenario. So having the West route cross the Tucson Wildlife Mitigation Corridor makes no sense at all. Since the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats, building an interstate is like adding a cancer, certainly reducing biodiversity, more than likely driving local extinctions. Building a new interstate here is in direct conflict with the purpose of these mitigation projects. It is stupid.	Webform		1710
Donnelley	Myra		First, the option of building the I-11 through Avra Valley is unacceptable. Second, the "EIS" simply is inadequate in addressing probable impacts on the environment and possible alternatives. This EIS is mired in a 20th century perspective and priorities. We are in the 21st century, struggling to address the drivers and impacts of dire, drastic climate change, and alternative perspectives on how we satisfy future transportation needs and other regional goals are largely absent from the draft. This shamefully short comment period should be extended from a few weeks to at least several more months. The document and its appendices include hundreds of pages addressing significant issues (and neglect many that should be addressed.) What is the rationale for such a short comment period for a massive project that will have a permanent impact on Southwestern Arizona? It is my deep hope that we not spend billions and billions of dollars to build a ridiculous, redundant 20th century road through this ecologically vulnerable, environmentally unique region. Myra Donnelley 7348 East Calle Alba Serena Tucson, AZ 85750 503.490.1037	Email		1003
Donnelley	Myra		The option of building the I-11 through Avra Valley is unacceptable. The "EIS" simply is inadequate in addressing probable impacts on the environment and possible alternatives. This EIS is mired in a 20th century perspective and priorities. We are in the 21st century, struggling to address the drivers and impacts of dire, drastic climate change, and alternative perspectives on how we satisfy future transportation needs and other regional goals are largely absent from the draft. This shamefully short comment period should be extended from a few weeks to at least several more months. The document and its appendices include hundreds of pages addressing significant issues (and neglect many that should be addressed.) What is the rationale for such a short comment period? It is my deep hope that we not spend billions of dollars to build a ridiculous, redundant 20th century road through this ecologically vulnerable, environmentally unique region.	webform		1052
Donnelly	Leslie		I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects.	webform		1312
Donovan-Popa	Mary		Please extend the deadline!	Webform		589
Dooher	Jon		All of the literature surrounding this project and the proposal of a bypass through Sahuarita/Green Valley to the East touts a goal of economic growth and vitality. I ask at who's expense? The one thing that the East bypass and now the West route of I-11 have in common is that they disrupt and displace many well established neighborhoods and community members. I cannot, for the life of me, fathom why the west route, as proposed, would ever even be considered when it is so close to I-19. The existing interstate could use some upgrades anyway, this would be a way to fund improvements and repairs to the existing road, while still moving forward with the I-11 project and not destroying neighborhoods and home values. It seems ADOT and the EPA have deemed the Sahuarita/Green Valley area and it's citizenry as an expendable piece of property to be bulldozed at a whim rather than the vibrant, thriving community that it is.	Webform		1768
Dorsey	Dan		Dear Arizona Department of Transportation, Please reject the West option for the Interstate 11 project that runs through Avra Valley and instead use the I-19 and I-10 corridor for the Tucson region. It just makes sense not to tear up the Sonoran Desert in Avra Valley and run such a project close to a national park when an already well developed route already exists. Thank you, Dan Dorsey	email		1136

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Doty	Thomas		I am writing to express my opposition to the potential for environmental and personal ruin suggested by the proposed path of Interstate 11 through Arizona. This is the equivalent of the 'drain the swamp' dismissal of the science behind environmental concern. We are in the midst of an extinction event comparable to any in geologic history. Y'all have a responsibility to mother earth that way exceeds your rights to aggrandizement. Please reconsider this bad idea. Respectfully: Thomas Doty, Ph.D., Biological Sciences. Emeritus Professor of Biology at Roger Williams University. Retired.	email		805
Dow	Patricia		Please route I-11 through I-10 and I-19, where it will do the least harm to our precious desert environment.	webform		858
Dowd	Caitlin		I really disapprove of the west option passing along side the tucson mountains, saguaro national park west, and more. For many, Saguaro NP and the surrounding area is a place to go to forget about humans for a while and just live comfortably. Adding a highway through the middle of it would disrupt the quality of numerous hikes, as well as displacing countless sonoran desert animals. My biggest concern, as an astronomy student, would be the light pollution affecting the Kitt peak observatory. Currently Kitt Peak is beautifully protected, but light contamination closer than tucson may pose issues	Webform		1445
Dowling	Jan		As a resident of Tucson who will be impacted by the prosed route through the Avra Valley I am totally opposed to this option. A number of Pima County tourist attractions will be heavily affected by the route, as will our air & water quality. The wildlife, many of which are endangered species, will also be negatively impacted. Additionally, I totally object to the cost involved in securing land rights etc. I vastly prefer routing the highway along existing I 10 by using available median or other means. Sincerely, Janice Dowling	email		430
Driscoll	Kari		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. Kari Driscoll Tucson, AZ	Email		2559
Driscoll	Neal		I am writing to strongly oppose the I-11 proposal. There seems to be little to no evidence of the benefits of creating this new interstate. The misuse of funds would be egregious in addition to the destruction of such a large portion of our pristine state desert lands. At the same time the interstate would take much needed traffic flow out and around towns that need and thrive on that traffic such as Wickenburg. On the backs of millions already spent improving hwy93 shouldn't studies and funding be focused on continuing to expand and utilize this existing road infrastructure. The answer is not always MORE roads, but more often than not better and more efficient use of existing pathways. As a resident and home owner near this proposed interstate I can not be more clear = SAY NO to this proposed interstate.	Webform		419
Duckworth	Renee		I am strongly opposed to the oppose the West Option described in the Tier 1 FEIS for Interstate 11 (I-11) for three main reasons: 1. this route is ridiculously close to already existing highway infrastructure and so is an example of government waste where a second major highway will be built and run closely parallel to the already existing I-10. Therefore, it is not needed – it would be Tucson's 'bridge to nowhere'. It would be more expensive to build than the east option (which co-locates I-11 with I-10 and I-19). 2. this route is located perilously close Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor. These are crucial and irreplaceable habitats that not only function to support and maintain our natural systems surrounding Tucson, but they also are a major attraction of tourism and revenues. Running a major highway through them is just plain stupid! 3. Finally, as a resident of Picture Rocks, I believe this option would cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands. It would majorly encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area.	Webform		1667
Dugan	Connie		I live in the area of the expected corridor. Building I-11 through our area would be detrimental to the wildlife, Kitt Peak Observatory (due to lightning on highway), water LOSS, (since more business would go in over time), personal real estate destroyed, many families would be displaced, and the list can and will go on. It would be best to use already developed areas along I-10, I-19 Etc.	webform		1315
Dugan	Linda		I'm opposed to this corridor for several reasons discussed in Tim Steller's article in the AZ Daily Star. I'm opposed to it's proximity to the SNO-west and the negative environmental impact on wildlife. I am opposed to the influx of traffic in that relatively quiet part of the county and I'm concerned about costs and economic impacts. All around, it is a poorly thought-out idea when we have an interstate 10 that can be widened and improved. Linda Dugan Tucson, Az	Email		299
Dugan	Patrick		Running I-11 thru Avra Valley and Picture Rocks is not a wise choice for the following reasons: You can widen I-10 without tearing out cactus, you already have steet signs and patrol officers on I-10. We don't need them in the desert too. Would hurt the budget paying more officers to patrol. Lights would affect the Observatory of Kitt Peak, the archaeological resources would be effected, the, this area is a wilderness corridor. Where else are the animals going to go? Water supply would be lowered, people would be out of homes. We already have a housing shortage. And last THE VIEW FROM SAGUARO PARK WEST AND THE DESERT MUSEUM WOULD LOOK GREAT WITH A FREEWAY FOR A VIEW INSTEAD OF ALL THAT OPEN BEAUTIFUL AREA!	Webform		1526
Dugan	Trisha		We already have I10. Don't ruin the land and area for a freeway. People live out in these areas to be away from the hustle and bustle of Town. This is my home/area my family grew up and generations to come. We don't want this going past our homes.	Webform		1525
Duncan	Angela		NO to the western option through Avra Valley!	Webform		206
Duncan	Angela		No to the Avra Valley route! Tucson NEEDS the freeway upgrade! and Avra Valley wildlife NEEDS to be able to cross into Tucson Mountain Park without a Freeway blocking their path!	webform		1168
Duncan	Stephanie		The comment period on this project needs to be extended. Too many people may not be properly informed of the extensive amount of destruction to desert habitat that is involved with routing a new highway west of the Arizona-Sonora Desert Museum. On behalf of the animals and plants that cannot speak for themselves, maintaining Sonoran desert habitat is more critical than wasting money on a road that may have seemed like a good idea 20 years ago. The impact of climate change can be seen daily on the news. We don't need new roads to open up a route between Mexico and Canada. Especially not now.	webform		1181
Dunn	Elizabeth		As a regular visitor to Arizona to see my son and daughter-in-law, I am writing to oppose consider the Interstate 11 project. Please consider using existing roads and do not encroach on the protected lands and wildlife of the Arizona deserts and mountains. The beauty and serenity of these deserts and mountains is the very essence of the attraction of Arizona for the millions like me who come to visit. Please honor the land and protection laws that are in place. Do not destroy for alleviating a temporary or inconvenient traffic problem. Encourage those who are already on the highways to stop and enjoy the beauty around them by offering more access to attractions while they are traveling to Mexico or Canada. Preserve the American Dream for the thousands of families who are making Arizona their home. They are the ones who should have a say in how their state is planned not those who are just passing through. Thanks in advance for your consideration to keep Arizona the way it has been!	Webform		272
Dunn	Nathan		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. This I-11 plan does more harm than good. It seems as if the plan was designed to hurt the Tucson community. The plan does not benefit the Tucson community or established businesses in any way. The plan only benefits those able to invest in a new corridor or profit from bypassing Tucson entirely. Tucson is part of Arizona and deserves to be treated as such.	Email		2572

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			Nathan Dunn 2537 E. Allen Rd. Tucson, AZ 85716			
Dunn	Susan		I am writing to oppose consider the Interstate 11 project. Please consider using existing roads and do not encroach on the protected lands and wildlife of the Arizona deserts and mountains. Please honor the land and protection laws that are in place. Do not destroy for alleviating a temporary or inconvenient traffic problem. Our future should be more focused on invention to solve problems and not create more or destroy our America. Thanks in advance for your consideration to keep Arizona moving forward with new modes of transportation to solve existing problems.	webform		444
Dunscomb	Abigail		This proposed highway risks and/or damages too many of our natural resources and environment that should be protected. Didn't we just go through what a horrible idea projects like this are with the damages caused by the failed border wall? It seems to me our time and resources would be better spent repairing and improving the highways we already have that are in desperate need of attention.	webform		2258
Dupierre	Acacia		I oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). I also request an extension of the comment period from 30 days to 120 days. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.	webform		2462
Duplessis	Rusty		I would prefer to see minimal sharing of existing routes, as that would defeat the purpose of a new Interstate. In particular, it should not overlap I-10 in Tucson (Pima east option). However, adequate wildlife crossings, as referred to in the study, is critical anywhere new roadway is built. Rusty	Email		2528
Duran	Edna		If the the map is accurate this would impact our home. We spent our life building our dream home and the freeway would destroy our family home. Where would we be able to find suitable land to try to re build a home? There are several elderly families that live in this area would they also be uprooted? There is a new subdivision would all those homes be destroyed? If there is an alternate road please consider building the I 11 in another area that would not impact so many families including my family.	webform		1885
Durand	Chloe		I strongly oppose the "West Option" for a new interstate highway through Avra Valley. And I support extending the deadline from 30 to 120 days for public comments on the Final Environmental Impact Statement—this document is too long to be digested in 30 days. We need to preserve our natural land, not bulldoze through it. Cement is also a known heat-absorber, so building another massive freeway will only contribute to global warming. We do not need it to get any hotter in Arizona. We do not need to destroy natural wildlife for a highway. I will be writing to my Congress people and representatives encourage my strong opposition to this project, and will be sharing with all friends and family in Tucson to encourage them to also voice their opposition.	webform		1087
Durband	Donovan		The proposed bypass around Tucson through Avra Valley is unnecessary and would be detrimental to the Sonoran Desert as well as to Tucson. The new highway would create a very negative impact on the desert environment, splitting off one side of the valley from another, fragmenting the landscape, and harming the flora and fauna. It would create a visual blight in an otherwise beautiful desert area. The payoff for bulldozing yet more of the precious Sonoran Desert would be slim to none, and what little benefit would accrue would be to developers and potential corporate owners of fast-food joints. There would be no benefit to the Tucson community. Frankly, the route looks like it would take longer to travel than the existing I-19 and I-10 segment would. It's unclear who would use this route other than truckers from the border. Given that trucks will be autonomous in the relatively near future and will be able to drive more efficiently than they do now with drivers, the need for a capacity increase seems quite unnecessary. The proposed route will increase sprawl, creating more exits with fast-food, fuel stations, and other garbage commercial activity. We should be spending our infrastructure funds on repairing and rebuilding existing roadways, not creating new unneeded highways through sensitive desert areas. This idea is truly terrible. I have not talked to anyone about this plan who thinks it is a good idea. Please move on from this plan.	webform		2452
Durband	Erin		This project is not needed. Please reconsider.	webform		1891
Durckel	Janet		Yes, we need to improve our state highway infrastructure and increase the capacity thru the Tucson Corridor. We should do so with the least amount of impact to our unique, beautiful, pristine Sonoran desert - especially where it passes thru: *Avra Valley - and one of the worlds most valuable educational resources that teaches about our unique desert ecosystem, The Sonoran Desert Museum *Picture Rocks where there are irreplaceable historical petroglyphs and a rural community that would be changed forever and no longer rural as a direct result. We need to strive to do our best to manage, foster and maintain that which we cannot replace - and choose our path wisely. We really can have our cake and eat it to - if we can plan the development of I-11 wisely with consideration to our environment and the communities that will be directly effected. Thank you, Sincerely, Janet Major Durckel boo2u@cox.net (520)403-0736	Email		254
Dusanjh	Amanjyot		Building this interstate highway will impact our wildlife that Arizona is known for. It will impact several endangered species, fragment a diverse and vibrant wild life, and impact several of our national, desert parks. Building this intersection will cause contamination from vehicles and more pollution into this planet that is already under global warming. Residents and tourists enjoy the quality of the wildlife Arizona has to offer. These are natural attractions that are enjoyed by a vast majority of people. We need to do better as a human species and protect what nature has to offer rather than destroy our earth to the point we won't be able to restore again.	webform		2429
Duttle	Richard	none	Why does anyone want to destroy so much real estate west of Tucson. all your going to do is cause urban sprawl, I'm all for good roads but, you already have I-17 and I-10 going thru and around the city of Tucson. You already have truck stops and restaurants and motels all along this stretch of road. Anyone who might break down in this area is going to be very inconvenienced and have to wait for a tow truck, go to a motel or get to eat. You already have an interstate highway here, save a lot of money by upgrading I 10 and I-17.	Webform		48
Duwel	Emily		More time is needed to consider whether the environmental, community and economic harm to southern Arizona posed by the proposed new highway outweighs any potential benefits. Too often Arizona has pursued speculative, slap-dash and boondoggle projects that have undermined the common good. We should pause to ensure that venal parochialism does not once again rule the day.	webform		1907

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Dye	Eryn		It is necessary to extend the 30-day comment period to 90 days, as a 30-day period is insufficient for review of the Draft EIS documents, and ensuring the public is aware of the opportunity to review and comment on the project. With the Draft EIS documents totaling close to 5000 pages of text, maps, and other figures, the length and complexity of this document warrants a longer public comment period to allow adequate review by the public. Additionally, most communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who often do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will adversely affect these populations at disproportionate levels, and they will need adequate time to be notified via ground mail or other means. Furthermore, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. They too will require adequate time to be notified via ground mail or other means. A new Interstate freeway has not been built in this metropolitan area since 1961, which is over two generations ago. Many of the issues that arise alongside such a project will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Thank you for your consideration.	Webform		1483
Dye	Eryn		Dear Project Management Team, As a concerned citizen, I am requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and all associated materials. Such an extension is necessary, as a 30-day comment period is insufficient to review the Draft EIS documents, as well as ensure the public is aware of the available opportunity to review the project and leave comments. As the Draft EIS documents total close to 5000 pages of text, maps, and other figures, such a long and complex work with an unprecedented nature warrants a longer public comment period to ensure adequate public review. Additionally, the communities most impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations. These populations often do not have access to the traditional means by which federal EIS processes are published and advertised. Both of the proposed alternatives will adversely affect these populations at disproportionate levels, and they will need adequate time to be notified via ground mail or other means. Furthermore, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands, where tribal members may have limited internet access. They too will require adequate time to be notified via ground mail or other means. This metropolitan area has not seen a new interstate freeway since 1961, which is over two generations ago. Many of the issues that arise alongside such a project will have long-lasting and significant impacts on our community. We need sufficient time to review the record, research issues and concerns, and provide a substantive response that such a project deserves. As the impacts of this project are intergenerational, I urge you to consider an extension to provide the public with a full, and fair, opportunity to participate in this process. Thank you for your consideration. Sincerely, Eryn Dye	email		1801
Dzikoski	Angela		Protect our National Park.	Webform		416
E	Lyndsey		Please extend the public comment period to 120 days from 30. The public impacted by this deserves more time to comment.	Webform		619
Eakle	David		I wish to express my strong opposition to the I-11 Highway project. As a resident of the Picture Rocks area, I am very concerned about the negative impact this proposed highway would have on the eco system, air quality, and quality of life in this area.	Webform		1524
Early	Christina		Constructing I-11 through the desert west of Green Valley, Tucson and Marana is not necessary! We would loose so much more than we would gain. What purpose would this I-11 have? We have I-19 & I-10. The desert is fragile and supports so many species. This is just not necessary and will do so much harm.	Webform		175
Eccles	Anne Marie		Dear ADOT - The proposed I-11 freeway will forever change the desert in the Avra Valley. Iconic places like Saguaro National Park West, Tucson Mountain Park, Ironwood Forest National Monument, and the Arizona-Sonora Desert Museum would be negatively affected. Natives and visitors are attracted by the area's scenic beauty and the opportunities for outdoor activities like hiking, running and rock climbing. In these quiet places, you can observe wildlife, and breathe in clean fresh air: activities which renew people mentally and spiritually. The Central Arizona Project's Tucson Mitigation Corridor allows for necessary migration of animals between protected areas. A freeway slicing through the valley would trade all this for urban sprawl, air, noise and light pollution, and would threaten wildlife, the unique Saguaro cacti and other special desert trees and plants. Do not let that happen to the Avra Valley! Sincerely, Anne Eccles	webform		1034
Eccles	Anne Marie		With this critical issue facing Southern Arizona the comment period of 120 days is needed. Please extend the response time for meaningful input from concerned citizens.	webform		1035
Eckerstrom	Paul		I am very opposed to the Avra Valley by pass option. First it is a waste of money since the Tucson I-19/I-10 corridor is being improved and can handle the traffic. Second, the Avra Valley by-pass would ecologically destroy Saguaro National Park West, Tucson Mountain Park and the Ironwood National Monument. With every new freeway comes sprawl and development. With housing and businesses surrounding and destroying these precious jewels of our community, we would be losing incredible amounts of money from our tourist trade, let alone destroying the ecology of this delicate ecosystem. Please choose the Tucson I/10 and I/19 corridor option. Save the Tucson Mountains region. Sincerely, Paul Eckerstrom, President of the Tucson Mountains Association, TMA.	Webform		411
Eckerstrom	Paul	Tucson Mountains Association	To Whom It May Concern: Attached please find the Comment Letter from Tucson Mountains Association. Respectfully, Denise Baldwin VP TMA Board of Directors RE: I-11 Final Tier 1 Final Environmental Impact Statement and Preliminary Section 4(f) Evaluation (Final Tier 1 EIS) Nogales to Wickenburg, dated July 2021 I. REQUEST TO EXTEND THE COMMENT/DOCUMENT REVIEW DOCUMENT PERIOD TO 120 DAYS OR MORE II. OPPOSITION TO WEST/AVRA VALLEY PIMA COUNTY ALTERNATIVE. III. REMOVE THE WEST/AVRA VALLEY ALTERNATIVE. To Whom It May Concern: Established in 1934, Tucson Mountains Association (TMA) promotes open space and conservation throughout the Tucson Mountains for the benefit for future generations. TMA represents the interests of thousands of residents within the Tucson Mountains region and the multitudes of tourists visiting the Tucson Mountains and trails to enjoy the open space, diverse plants and animals that depend on the wildlife corridors surrounding the Tucson Mountains. I. REQUEST TO EXTEND THE COMMENT/DOCUMENT REVIEW PERIOD TO 120 DAYS OR MORE. NEPA procedures allow organizations and individuals to request extensions for many reasons which apply to the Pima County Alternatives including aspects including notice, scope and involvement. TMA respectfully requests a 120-day or more comment period for the above referenced urgent matter. Of many things, TMA is concerned about: Notice and Review. Vast public interest in and concern about this project from Tucson Mountains residents and throughout the Pima County region indicate the 30-day comment period is insufficient for the public to be informed of and made aware of the opportunity to review the text and implications of the process.	Email	Eckerstrom_TMA_0993	993

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			<p>Scope of Project. The scope of this project is grand purpose and in its potential destruction to our ecosystem and lifestyle. Our environment, transportation, dark-sky initiatives, wildlife corridors, open space, and economy are at risk. We request an extension to provide the public with a full and fair opportunity to participate in this process.</p> <p>Impact on Minority and Lower-Income Populations. Many communities impacted by the Preferred Alternative Options within the Corridor Study are minority and lower-income populations who may not have access to the Draft EIS. The East and West, Avra Valley, Alternatives have these populations and as such, need adequate time to be notified via ground mail or other means. Additionally, the West Alternative is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. These alternatives will have adverse impacts on these populations and require community participation of at least 120-days to review and comment.</p> <p>Infrastructure Requires Consideration. A 120-days or more comment period is required to review, research and respond to a possible addition to infrastructure within metro Tucson. The permanency of these project decisions, no plans or funding available to initiate the project and an estimated cost in today's dollars at as much as \$7 billion, transparency and public involvement is essential. Please extend the comment period to 120 days or more.</p> <p>Convolutd Alternative Names for Pima County Alternatives. The public must contend with numerous sets of names for the Pima County alternatives submitted. There are at least four pairs of names: Recommended/Preferred, East/West, Orange/Green, I-10 and I-19 co-location/Avra Valley. This can be confusing for the public to compare and additional need time or assistance in understanding what the options mean.</p> <p>Need to Review, Research and Respond to Voluminous Material. An extension is requested to adequately review, research and respond to over 5,000 pages of text, maps and other figures of the Draft EIS and the unprecedented scope of this project. The implications of this project will impact our community in significant ways. The public needs sufficient time to review the record, research issues and concerns, and provide a substantive response.</p> <p>II. OPPOSITION TO WEST/AVRA VALLEY PIMA COUNTY ALTERNATIVE. TMA continues its concern with the Pima County Avra Valley, now West Alternative, and it's apparent unmitigable environmental costs. The Tucson Mountain Park, Saguaro National Park and Ironwood Forest National Monument are of great economic benefit due to tourism to Tucson that we cannot afford lose. Not only is the purpose of this plan about future modes of transportation within the proposed alternative, ES.4 states the purpose of this plan is to serve population and employment growth in the transportation corridor.</p> <p>A growth plan exacerbates adverse consequences on the Tucson Mountains ecosystem toward a slow, tortured death of Ironwood National Monument, Saguaro National Park and Tucson Mountain Park. We are greatly encouraged that the East Alternative has been submitted. However, 30 days is insufficient time for us or the public to properly review the voluminous documentation.</p> <p>III. REMOVE THE WEST/AVRA VALLEY ALTERNATIVE. The West Pima County Alternative option should be removed. The West Alternative is fraught with permanent, unmitigable lifestyle, economic, environmental damage to ecosystems of Saguaro National Park, Ironwood National Monument, Tucson Mountain Park and all of the Tucson Mountains. Pursue the right choice: drop the West Alternative.</p> <p>We respectfully I. request 120 day or more comment period, II. oppose the Pima County West Alternative and III. request the removal of the West Alternative as an option for the foregoing reasons.</p> <p>Respectfully Submitted, Paul Eckerstrom Tucson Mountains Association President</p>			
Eckerstrom	Paul	Tucson Mountains Association	<p>RE: I-11 Final Tier 1 Final Environmental Impact Statement and Preliminary Section 4(f) Evaluation (Final Tier 1 EIS) Nogales to Wickenburg, dated July 2021</p> <p>I. REQUEST TO EXTEND THE COMMENT/DOCUMENT REVIEW DOCUMENT PERIOD TO 120 DAYS OR MORE</p> <p>II. OPPOSITION TO WEST/AVRA VALLEY PIMA COUNTY ALTERNATIVE.</p> <p>III. REMOVE THE WEST/AVRA VALLEY ALTERNATIVE.</p> <p>To Whom It May Concern:</p> <p>Established in 1934, Tucson Mountains Association (TMA) promotes open space and conservation throughout the Tucson Mountains for the benefit for future generations. TMA represents the interests of thousands of residents within the Tucson Mountains region and the multitudes of tourists visiting the Tucson Mountains and trails to enjoy the open space, diverse plants and animals that depend on the wildlife corridors surrounding the Tucson Mountains.</p> <p>I. REQUEST TO EXTEND THE COMMENT/DOCUMENT REVIEW PERIOD TO 120 DAYS OR MORE. NEPA procedures allow organizations and individuals to request extensions for many reasons which apply to the Pima County Alternatives including aspects including notice, scope and involvement. TMA respectfully requests a 120-day or more comment period for the above referenced urgent matter. Of many things, TMA is concerned about:</p> <p>Notice and Review. Vast public interest in and concern about this project from Tucson Mountains residents and throughout the Pima County region indicate the 30-day comment period is insufficient for the public to be informed of and made aware of the opportunity to review the text and implications of the process.</p> <p>Scope of Project. The scope of this project is grand purpose and in its potential destruction to our ecosystem and lifestyle. Our environment, transportation, dark-sky initiatives, wildlife corridors, open space, and economy are at risk. We request an extension to provide the public with a full and fair opportunity to participate in this process.</p> <p>Impact on Minority and Lower-Income Populations. Many communities impacted by the Preferred Alternative Options within the Corridor Study are minority and lower-income populations who may not have access to the Draft EIS. The East and West, Avra Valley, Alternatives have these populations and as such, need adequate time to be notified via ground mail or other means. Additionally, the West Alternative is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. These alternatives will have adverse impacts on these populations and require community participation of at least 120-days to review and comment.</p> <p>Infrastructure Requires Consideration. A 120-days or more comment period is required to review, research and respond to a possible addition to infrastructure within metro Tucson. The permanency of these project decisions, no plans or funding available to initiate the project and an estimated cost in today's dollars at as much as \$7 billion, transparency and public involvement is essential. Please extend the comment period to 120 days or more.</p> <p>Convolutd Alternative Names for Pima County Alternatives. The public must contend with numerous sets of names for the Pima County alternatives submitted. There are at least four pairs of names: Recommended/Preferred, East/West, Orange/Green, I-10 and I-19 co-location/Avra Valley. This can be confusing for the public to compare and additional need time or assistance in understanding what the options mean.</p> <p>Need to Review, Research and Respond to Voluminous Material. An extension is requested to adequately review, research and respond to over 5,000 pages of text, maps and other figures of the Draft EIS and the unprecedented scope of this project. The implications of this project will impact our community in significant ways. The public needs sufficient time to review the record, research issues and concerns, and provide a substantive response.</p> <p>II. OPPOSITION TO WEST/AVRA VALLEY PIMA COUNTY ALTERNATIVE. TMA continues its concern with the Pima County Avra Valley, now West Alternative, and it's apparent unmitigable environmental costs. The Tucson Mountain Park, Saguaro National Park and Ironwood Forest National Monument are of great economic benefit due to tourism to Tucson that we cannot afford lose. Not</p>	webform	Eckerstrom_TMA_1096	1096

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			only is the purpose of this plan about future modes of transportation within the proposed alternative, ES.4 states the purpose of this plan is to serve population and employment growth in the transportation corridor. A growth plan exacerbates adverse consequences on the Tucson Mountains ecosystem toward a slow, tortured death of Ironwood National Monument, Saguaro National Park and Tucson Mountain Park. We are greatly encouraged that the East Alternative has been submitted. However, 30 days is insufficient time for us or the public to properly review the voluminous documentation. III. REMOVE THE WEST/AVRA VALLEY ALTERNATIVE. The West Pima County Alternative option should be removed. The West Alternative is fraught with permanent, unmitigable lifestyle, economic, environmental damage to ecosystems of Saguaro National Park, Ironwood National Monument, Tucson Mountain Park and all of the Tucson Mountains. Pursue the right choice: drop the West Alternative. We respectfully I. request 120 day or more comment period, II. oppose the Pima County West Alternative and III. request the removal of the West Alternative as an option for the foregoing reasons. Respectfully Submitted, Paul Eckerstrom Tucson Mountains Association President			
Edmondson	Aura Leaf Kaila	Arizona Native Resident.	I am begging those with the ability to influence this decision to opt for the LEAST destructive option (ORANGE). Our Sonoran Desert has suffered irreversible devastation in the past two years related to wildfires in the Catalina Mountains as well as near Superior. Further destruction/interruption in wildlife corridors for a highway and the accompanying urban sprawl/development is irresponsible and will ultimately serve to harm the Arizona economy. The areas for proposed highway development would negatively impact some of the greatest tourist draws (Saguaro National Park, Sonoran Desert Museum, Gates Pass, Tucson Mountain Park) that support a great sector of the Tucson and Southern AZ economy.	Webform		57
Edmondson	Aura Leaf Kaila	Emerald Care	As an Arizona native and resident of Tucson/Pima County Arizona I vehemently oppose the 1-11 option through Avra Valley. Irreversible negative consequences including destruction of wildlife corridors, negative impact on prime tourist destinations such as the Saguaro National Monument and The Sonoran Desert Museum and promotion of urban sprawl in at time of unprecedented drought are only a few of my reasons. Supporting the alternative that utilized our current infrastructure and promotes business interests in current urban areas makes the most sense for all interested parties. Please consider public opinion in this critical decision.	webform		1919
Edwards	Anne		1) Please extend the comment period to 120 days. Thirty days is not enough time to review over 5,000 pages. 2) Remove the West Option for the following reasons. * It will cost more to build. * The route cuts through treasured public lands such as the Sonora Desert Museum, Saguaro National Park West, Tucson Mountain Park and Ironwood Forest National Monument. It will destroy the beautiful desert surrounding these lands and the rural character of the area. * It will promote urban sprawl. * It will lower the property values for thousands of homeowners who moved to Avra Valley to be away from the city and enjoy rural life. * Very importantly it places a major highway near Tucson's main water supply which would have serious consequences were a hazardous spill to occur * Severs wildlife corridors connecting Tucson Mountains and the Waterman Mountains. * Impacts scientific research at Kitt Peak Observatory by increasing light pollution. The West Option is just too harmful to our public parks and our fragile Sonora desert's plants and wildlife. I sincerely hope that this option will be rejected. Sincerely, Anne Edwards 4920 W. Harris Hawk Place Tucson, AZ 85745	Email		1217
Edwards	Erin		I do NOT support the west option. That desert is pristine and needs to stay that way. If you're going to build it, do it on the 10/19 highways that are already there.	webform		2351
Edwards	Erin		The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. I did not even know the comment period was open until a coworker told me.	webform		2357
Edwards	Rachel		Absolutely not! What is this going to do for us? Not one thing aside from trash our beautiful desert. Hard no	Webform		166
Edwards	Taylor		To: Arizona Department of Transportation Re: Interstate 11 (I-11) Environmental Impact Statement public comments Dear Arizona Department of Transportation and the Federal Highway Administration, As previously submitted in my May 2017 and April 2019 comments on the Tier 1 Environmental impact statement, I am a conservation biologist who has lived and worked in Tucson for 25 years. For almost 25 years my research has focused on the population genetics of desert tortoise and other, local reptiles and I share my comments with you from the perspective of someone who has an intimate knowledge of landscape connectivity across the desert southwest. I am strongly opposed to the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by protected public lands that will be irreparably harmed by a nearby freeway. The large footprint of the preferred alternative will have destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property. Specifically, this option will negatively impact Saguaro National Park and Ironwood Forest National Monument. While an important part of our nation's infrastructure, roads unfortunately have a number of negative impacts on our environment: sound pollution, light pollution, air pollution, scenic views and of course direct and indirect impacts on wildlife. In addition to direct mortality, roads result in habitat fragmentation which impacts the long-term sustainability of wildlife populations. Many of the reptile species that I work most closely with, such as desert tortoise (<i>Gopherus morafkai</i>), Gila Monster (<i>Heloderma suspectum</i>) and chuckwalla (<i>Sauromalus atar</i>) are distributed across the landscape in small, disjunct patches and for which the immigration of individuals among populations is critical for the long-term maintenance of populations (through "gene flow"; the movement of individuals, and/or the genetic material they carry, from one population to another). In my population genetic study of desert tortoises in southern Arizona that was published in the journal of Conservation Genetics in 2004, I observed that anthropogenic barriers obstruct movements of tortoises between populations and disturb patterns of gene flow. Out of the nine populations included in my study, all but two population pairs currently have human barriers that seriously obstruct natural tortoise movements. Habitat fragmentation through the construction of roads results in smaller populations with limited to no gene flow. Smaller populations are then more susceptible to other habitat disturbances and are negatively affected genetically through increased inbreeding and a reduction in heterozygosity, each of which can result in further reductions in population size. This negative feedback loop is referred to as an "extinction vortex". Each new road that causes further habitat fragmentation and degradation is another step toward this negative cycle. In a recent study I contributed to on Gila Monsters, we observed that the robust population of this species that remains protected in Saguaro National Park benefits from landscape connectivity without major impacts from roads. I purposefully focus here on the smaller fauna of the desert, although it is well documented that Puma, Bighorn Sheep, Pronghorn and other mega fauna are equally as impacted by habitat fragmentation and roads. The fact that so many species face the same issues is an indication that the negative effect of roads impacts the entire ecosystem. Where roads already exist we can document this impact. Where roads do not exist or are less traveled, we should try to preserve wildlife corridors and connectivity throughout landscape. In the context of the preferred corridor through Avra Valley, this is a biologically-rich part of our region with significant protected open space, wildlife linkages, and mitigation lands. Avra Valley is located between Pima County's	Webform		975

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			Tucson Mountain Park and Saguaro National Park to the east and Ironwood Forest National Monument and the Tohono O'odham Nation to the west. It also contains mitigation lands managed by the Bureau of Reclamation for impacts from the Central Arizona Project canal, open space lands owned by Pima County and the Regional Flood Control District, and the Santa Cruz River. A new interstate through or adjacent to these protected lands would be devastating and irreversible. If there is a proven need for expanded capacity of highway traffic, making improvements to the existing Interstate 10 corridor is the best alternative to manage increased traffic volumes in southern Arizona. All transportation options also need to be investigated, including an expanded rail corridor between Tucson and Phoenix and multi-modal transportation solutions generally. Please feel free to contact me for any follow-up questions.			
Ehrhart	Elizabeth		I am speaking in opposition to the construction of the highway. I understand that it would have a severe impact on local wildlife in an already delicate ecosystem. I find the highway system in Southern Arizona perfectly adequate as is for local and long distance travelers.	webform		2397
Eisenberg	David	DCAT	First, a 30-day comment period to review thousands of pages of documents is wholly insufficient and actually a serious abuse of public process. This needs to be a 120-day review and comment period at a minimum. Second, the West Preferred Alternative Option is unacceptable and should be abandoned. It would create irreparable harm and damage including to Tucson's water supply (which is why it is strongly opposed by Tucson Water), to sacred land, critical habitat, wildlife corridors, to the tourist industry, to Saguaro National Park and the Ironwood Forest National Monument and the Bureau of Land Management's Tucson Mitigation Corridor, Pima County's Tucson Mountain Park and lands protected by the County's Sonoran Desert Conservation Plan, and much more. This option is a disaster in every way. It also would also disproportionately impact minority and low-income populations. There is no way to adequately mitigate any of these impacts. The economic impacts are worse than those from the East Option for both locations - Tucson and Avra Valley and other impacted communities. There are thousands of reasons that opposition to the West Option is so broad and strong. Those stated above are just a few. I was born in Tucson in 1949, have lived all but a couple of years here, and though I oppose the entire I-11 Project, I am vehemently opposed to the West Option and strongly encourage extending the public review and comment period to at least 120 days.	webform		1195
Eisenhower	Jean		Please do not destroy the beautiful desert with the proposed I-11 western route. I've lived all over this state, and this Sonoran Desert is so beautiful and untouched out there by Three Points. It should be left as it is. I'm about to close on a house (address below), but not sure I want to anymore.	Webform		24
Elger	Derris		I favor the west route because I-10 is too big and dangerous where it skirts the Tucson metro area, and putting in additional lanes will make it more dangerous and congested, especially when there is an accident that slows or stops traffic. I am in favor of conservation, but I think the mountain lions are not a friendly species to bighorn sheep. The Bighorn sheep are majestic animals that are not found in as many places as mountain lions, so if mountain lions are impeded somewhat by a new highway, so be it. Also, I am in favor of having good access to Mexican Pacific Ocean ports. The L.A. port, the Longbeach Port and the Seattle ports are too vulnerable and overloaded, so having access to a large Mexican port is important for us and for Canada, our best friend to our north. Derris Elger derriselger@gmail.com 928-848-2030 6418 E Barnan St, Tucson AZ 85710	Email		987
Elia	Wayne		You ramed the I-19 thru our back yard in the 1970s and once again your not listening to us. You should be ashamed that you will be displacing senior citizens once again	webform		1257
Elias	Benjamin		I do not support advancing the planning, design or construction of the I-11 as proposed. A no-build option is best for the vast majority of area residents, municipalities and environmental and cultural assets in the area. Utilizing and improving existing ADOT ROW assets in the Southcentral District along the I-10, I-19, and SR86 alignments would be a much better investment in planning for the future use, sustainability and conservation of County, State, Federal and Sovereign Tribal lands in the I-11 Study Area.	Webform		427
Elledge	Heather		With all of the improvements currently being done on the I-10, I find it extremely unnecessary to great another road way. We live in a very delicate ecosystem in the Sonoran Desert and its fragile state will only be comprised by this proposed "alternate route." The I-10 is continuing to be widened and on and off ramps updated, I think spending money on these improvements are for more time worthy and less destructive to our environment and its fragile balance. Thank you for your time. Please help protect this beautiful landscape instead of driving over it.	webform		1332
Ellefson	Sophie		I'm very concerned how this highway will affect the Sonoran Desert which we love while visiting the Desert Museum. As well as the water supply of Tucson. I am also concerned for my neighbors in Sahuarita losing their homes.	Webform		1420
Eller	Brian		The timeline for pushing this project through is discriminatory to the sovereign Nation of the Tohono O'odham people. the given time period to collect feedback does not take into consideration the cultural implications or beliefs of the people who live on this land and is another overstepping of boundaries by the government.	Webform		688
Ellerman	Porter	Student	Hello, After having visited the Sonoran Desert Museum again just today, imagining having a highway nearby not only harms the incredibly endangered ecosystem of the Sonoran Desert, but destroys the escape the desert offers to both locals and foreign visitors. Even the City of Tucson gave preference to avoiding the West option, as it is dangerously close to important water infrastructure and sources. As a native Tucsonan, I understand the desire to expand highway options. However, on the same coin, it is impossible to accept harming endangered flora and fauna to only gain a road that can cause irreparable damage both to humans and the desert. That is why I support SDPC and their intentions to give citizens and desert-dwellers the opportunity to not only have more than 30 days to review the incredibly long legal dictation that was given out, and to oppose the West option that passes through Avra Valley and the near the Sonoran Desert Museum. From a local Tucsonan to the people and organization who should be adamantly defending conservation of wildlife and cohabitation of humans and nature, please do better and consider the incredible damage this causes to both the ecosystem of the Sonoran Desert, but also to the people who love and care to keep what is already at risk, safe. No Interstate-11 through this incredibly special and important area. Sincerely, Porter Ellerman, a resident of the Sonoran Desert	Webform		1612
ellett	Nick		Please don't build interstate 11, especially through the Avra Valley region. It would negatively impact saguaro national park, Tucson mountain park, and the essential desert ecosystem. Replace interstate 11 with additional freight train infrastructure	Webform		1424
Elliott	Jonathan		I could not locate the Travel Forecasting Methods and Analyses Report to review the entire methodology but I find it disturbing that it is projecting traffic patterns 22 years in the future to justify a project today using numbers that don't hold up to any scrutiny. Looking closer at the data table provided it appears mostly nonsensical, forecasting future average highway speeds containing large rural stretches, well below current median speeds for densely populated metro areas like DC and LA. Is this model stating that Nogales to Wickenburg will look like some of the most densely trafficed areas of the country in 22 years time? Did anyone even proof this report? It shows Nogales to Tucson in 2018 and 2040 have identical distances and travel time for NB but 2040 shows the average speed being 3.33% faster. Please do not proceed with any additional builds and especially ABANDON the West Preferred Alternative Option in Avra Valley.	webform		1025
ellis	john		Thank you for the opportunity to provide feedback on the proposed I-11 transportation project. I strongly oppose any alternative that places a new freeway in Avra Valley. A new freeway through Avra Valley would be both wasteful and destructive. It would be wasteful because it would squander public funds solving a problem that doesn't exist. Identified transportation issues could be addressed by improving the freeway along its present alignment, at a fraction of the cost of constructing a new freeway thru Avra Valley. We shouldn't throw money away when we can solve perceived transportation issues by building upon what we already have. Probably more importantly, the Avra Valley alternative would be extremely destructive on many levels. Its construction, operation and inevitable development would destroy the desert environment through which it would pass. Much of the proposed alignment passes through and near to pristine upland Sonoran desert (including the Saguaro National Park) which would be forever diminished if this alignment becomes reality. Once gone it is gone forever. You can't get it back. The inevitable commercial development that would follow this alignment would also destroy the rural communities along its path. The unique character of Avra Valley would be lost to just another business loop bypass. None of this is necessary. Our desert environment is an asset and a treasure. It belongs not only to us, but our children and their children. We should preserve as much of it as possible for future generations. To do otherwise is wasteful and destructive.	Webform		1566

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Ellsworth	Shirley		Totally against it! Too much growth, too fast, destruction of resources. Bad idea. Thank you Shirley Ellsworth	Email		249
Emme	David		This proposal goes against every reason I moved to Picture Rocks. I love the rural life, clean air, noise free environment, the wildlife, and starry skies. I moved out here to get away from freeway culture and city life. Building a freeway thru Avra Valley will ruin this beautiful desert area forever. 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 have all expressed grave reservations about routing I-11 through the Avra Valley. Please reject the option to build a freeway thru Avra Valley. Thank you, David Emme 4902 N Old West Rd Tucson, AZ 85743	Email		251
Encinas	Ryan		Good day, FHWA and ADOT. As someone who has grown up living in this beautiful desert of ours, it is always heartbreaking to hear about more plans to destroy such a fragile and important ecosystem. First, I do not believe 30 days is an adequate amount of time for the public to research and understand this project, so I urge you to extend the comment period, potentially to 120 days. The communities most directly affected deserve to have their voices heard. This proposed West option for I-11 will not only impact the environment, but wildlife, such as the bighorn sheep, as well as our own local economies. Pima County thrives off of its hiking trails, cacti in Saguaro National Park, and Desert Museum, which will all hurt as a result of this West option. Pollution of various kinds will further threaten the environment and tourism. All I hope is that you consider this angle on the issue. Thank you.	webform		2303
Eng	Michael		PLEASE EXTEND THE DEADLINE FOR PUBLIC COMMENT TO ALLOW MORE TIME TO EVALUATE THE IMPACTS OF THE PROPOSED ROUTES THROUGH THE TUCSON AREA. I AM ESPECIALLY CONCERNED THAT MEMBERS OF THE TOHONO O'ODHAM TRIBE HAVE SUFFICIENT TIME TO BE INFORMED OF THE OPPORTUNITY TO COMMENT AND TO EVALUATE THE POTENTIAL IMPACTS. I OPPOSE THE WEST PREFERRED ALTERNATIVE OPTION!	Webform		664
Engelking	Savannah		Please extend the comment period to 120 days, I also oppose the west alternative route option and think it needs to be reevaluated to accommodate indigenous groups and wildlife.	Webform		733
Enslin	April		I do not support this plan. I live locally and am concerned for the environmental impact this project will have, as well as the lack of public awareness on such a massive undertaking. Thank you.	webform		2267
Epperson	Leslie A		Please DoNOT proceed with the proposed Route 11 plan through the pristine desert ecosystem. Build up the already existing I 10 corridor	Webform		188
Epperson	Leslie Ann	Smallwheel Films	I support the East Option--absolutely oppose the proposition to destroy important habitat through Avra Valley. The proposed freeway would negatively harm Tucson Mountain Park, Saguaro National Park - West, Ironwood Forest National Monument, the Bureau of Reclamation's Central Arizona Project mitigation parcel, severe linkages between important habitat areas, and disturb an unknown number of archeological sites. Additionally, the cost of building a new highway through Avra Valley would be prohibitive, promote urban sprawl, impede washes and flood-prone areas and encourage more car and truck travel at a time when climate change and air pollution are growing concerns. And the highway would pose a water contamination risk to CAP water.	webform		1974
Eppstein	Jessica		I'm concerned for the health of our precious ecosystem. The Sonoran desert should be protected and putting an interstate highway through this unique place would be detrimental to the animals and plants in this fragile place.	webform		2031
Epstein	Norman		I am a 47 year resident of Tucson, and a retired physician. I moved from New York to Southern AZ in 1973 and have been in love with the desert and the Southwest from the time I arrived. The remaining saguaro stands and relatively intact natural landscape around Tucson are precious commodities. They must be preserved as much as possible. In that regard, the Avra Valley route would be disruptive and unduly destructive. I support enhancing the existing I-19 & I-10 routes to accommodate more traffic rather than running another major highway through this unique part of the country. As an environmentalist and conservationist minded person I urge that the Avra Valley option be permanently dismissed from consideration. Norman Epstein, MD, FACP	Email		891
Erickson	Brian		This is an unnecessary undertaking that will negatively affect so many places that make Tucson and the surrounding areas unique, peaceful and wild.	webform		2441
Erickson	Matthew		I barely know where to begin in stating how horribly destructive this project would be for the Sonoran Desert ecosystem. Construction of I-11, especially the West Option, would sever wildlife habitat and decimate the flora that makes our region unique. This isn't mere sentimentalism; the desert is what brings tourism and economic activity to Tucson. Furthermore, this is simply an inadequate amount of time to be open to public comment. This project would forever alter our region's ecosystem for the worst.	webform		2079
Ernst	Nancy		Hello, I am opposed to the I-11 idea for all the reasons the Tortolita Alliance suggested. Please don't destroy our beautiful Sonoran desert. I believe expanding options for the I-19 corridor/ I-10 would be the best option instead of creating a new road. The widening of I-10 headed north to Phx needs to be widened. Let's work on what we have and make it better, rather than the west option you are considering. Nancy Ernst 13271 N Heritage Club Pl Marana, Az 85658	email		1383
Ero	Bruce		Please! Hasn't enough damage been done to our last outpost of sanctuary and sanity by the building a wall that does little for the betterment of all life forms in our most unique environment. It's a great idea, but at what cost. Here's what we'll get for a road that closely parallels the existing roadway for quite a distance: Draining an already too dry area of its precious water Disturbance of serenity and tranquility Property damage Noise Sit pollution	email		1775

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			Degraded Habitat destruction; flora and fauna Road kill Concrete dust Dirt and dust Risk of a valley fever outbreak Property values People lose their dreams, sense of place, tranquility Loss of property rights: imminent domain What are the gains for all those along the path of As a steward of the planet			
Ero	Bruce		Sorry. I sent an outline earlier. Here is the finished product. > Inconceivable Interstate Interference < Please! Hasn't building a wall done enough to our last outpost of sanctuary and sanity against an imaginary rapist, boogeyman? Where is the betterment for any life forms in our most unique environment? Interstate-11 is a noble idea but at what cost? Anyone living anywhere near this path will incur a penalty with disturbances that will occur during the various stages of construction, and will for all their future generations. Why punish a few, scattered landowners who are powerless against big-money and government? Why isn't Interstate 19 adequate? It's there, now. Here's what we'll get for a road (I-11) that closely parallels the existing roadway (I-19) for quite a distance: •Considerable duplication of an existing interstate highway (Interstate 19) •Draining an already at-risk watershed of its precious water •Disturbance of serenity and tranquility •Environmental desecration •Property damage •Property devaluation •Round the clock highway noise; big rigs, cars, motorcycles, helicopters and fixed-wing aircraft, emergency vehicle sirens, •Air pollution during construction and forever more •Degraded quality of life •Increased border-related policing and apprehension activity •Community restrictions on neighbor visits •Habitat destruction; flora and fauna •Road kill of animals precariously hanging on in a too-dry wilderness •Not disruption, but destruction of a lifestyle •Traffic generated trash and garbage •Concrete dust: risks=lung cancer, silicosis, kidney disease, COPD •Dirt road dust during constructions phase •Risk of a valley fever outbreak from disturbing the soil •Constant light pollution •Loss of property rights: imminent domain What are the gains for all those who live along the corridor? Would the lives of the local citizenry be enhanced by living nearby this projected Interstate? The only advantage I see for the community is living closer to an interstate? And being farther from the Interstate is likely why they moved there. These folks could have lived anywhere but chose this area as the "just right" location to live out their lives. They've been caring for the land they love and paying property tax to keep that land pristine. They've been the guardians of our precious resources. When they were granted deeds, it was so they could build their kinds of lives. By not honoring their appeals, their land rights are being ignored. They've been paying for and caring for this piece of paradise so we can plunder it for the sake of some travelers? How can we adequately compensate them for what we're trying to take from them? As a fellow steward of the planet, I find no compelling reason to destroy another pristine environment as a tribute to transportation. Spend the \$\$taxpayer on electrical vehicle rebates and solar power support, or development of low-velocity wind-power generation research and development. Some pain with progress can be tolerated, but not with so little gain.	email		1779
Erwin	Jacob	University of Arizona Law Student	Surrounding the Tucson mountains in highway would greatly destroy animal access to the important habitat there as well as impact the scenic beauty we Tucsonans enjoy there. The iconic sunsets at Gates pass shouldn't be spoiled by an unneeded highway.	webform		2015
Espinoza	Connie		Please do not tear down more of our beautiful desert to create a new interstate. It is simply not necessary. It's not worth it to destroy so much habitat for such a short stretch of road. I do not support interstate 11.	Webform		1412
Espinoza	Felice		I am from Nogales, AZ. Once a BEAUTIFUL TOWN. Now an environmental and zoning catastrophe.... All because the city pandered to economics and the produce industry- with no care at all for the health and citizens of Nogales. There are HUGE CANCER CLUSTERS there... See U of A studies. In part to The Santa Cruz River and the produce industry. My mom Carol Carroon Martin is one of the cancer victims of Nogales. The late Bobby Bracker encouraged and supported those studies. I will be frank AT SOME POINT CITIZENS OF NOGALES- WILL SUE THE CITY... We have recourse and proof and the legal premise to DO SO. And mark my words... If you build this highway... It will only be a matter of time with the environmental crises we face today- that the responsibility will be yours and put squarely on your shoulders. You WILL BE HELD ACCOUBTABLE at some point- your legacy to say the least. I BEG OF YOU... PLEASE PROTECT OUR DESERT OUTSIDE OF TUCSON. PLEASE PROTECT OUR WATER... PICTURE ROCKS HAS PETROGLYPHS... THIS AREA IS SACRED FOR SO MANY REASONS AND LUCRATIVE AS A HERITAGE SITE. To pander to immediate economic opportunities is short sighted, will backfire and frankly immoral.	Webform		1404
Espinoza	Kathleen		I believe you should utilize already established interstates and freeways to accommodate traffic. I-10, I-8 & I-19 are established and should be expanded. Our 210 in Tucson is an example of poor planning and should be connected to existing freeways as well. Please use what we already have and expand on them.	Webform		135

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Espinoza	Sandra R		I-11 Final Tier 1 EIS public comment: As a multi-generational resident of Pima County, I am absolutely appalled by the false pretense of "public safety" peddled in justification as one of the primary reasons for the I-11 build. More specifically sections of I-11 - Pima County West Option. It is not in the best interest of the public nor public safety to create a major transportation corridor in the last portions of land in rural Pima County that remain native and open. This segment poses a risk to members of the community who are fortunate enough to remain in the area, not to mention those that will be displaced under false pretenses. Introducing a high traffic corridor into a rural setting is detrimental to flora, fauna and protected night sky, as well as exponentially increasing risk to life, environment and property due to commodity transport of Tier 2 hazardous materials. The I-10 corridor is sufficient to handle mass evacuation of the residents in Pima County, although the likelihood to any type of threat or hazard for the region that would require such evacuation has never been documented. This type of transportation gap to public safety would be documented in the State Preparedness Report, overseen by the AZ Department of Homeland Security and to date of all historical reports I-10 between Sahuarita and Casa Grande has never been identified as a gap. Also noted is the proposal is the CAP canal and placing the needless corridor in close proximity is comical. It is incomprehensible to place and introduce a high traffic corridor to a critical water supply, by increasing access to nefarious operators who would have easy of access and close proximity to such a high value target. I will also call to your attention that the CAP water supply is not the only large scale water operator in the area proposed. The City of Tucson also owns property you seek to traverse for operation of the water supply to City of Tucson and Pima County. The only sensible alternative is a no build option followed by improvements to existing transportation corridors such as I-19 and I-10, that have been neglected for decades by ADOT. The dollars wasted thus far would have been far better served by the maintenance of existing corridors than the needless and cumbersome, and unwarranted disillusion of I-11.	Webform		728
espinoza-molina	Jason		This project will become a nightmare for everyone in our community during and after completion. Please do not go through with this as it goes against every reason why the people of our community chose to live in this area. Keep everything the same	webform		1313
Evanishyn	Hannah		To whom it may concern, I have lived in the Sonoran Desert most of my life and in Tucson for 5 of those years. The beauty of the Sonoran Desert is unparalleled in my eyes - the botany, the wildlife, and even the weather systems. I grew up in the Phoenix area and have seen firsthand the consequences that major highways have on the land and the natural ecosystem. Sure, it can make a commute quicker, but the cost is irreparable. I worry for the animals who migrate through the area - what will they do when a major highway crosses their path? We've seen the impact that such projects have on native wildlife and it is never good. Arizona's natural beauty deserves to be protected from continued development. We owe it to the land, animals, plant life, and ourselves. We owe it to future generations. Sincerely, Hannah Evanishyn	webform		2241
Evans	Bob		I am opposed to the I-11 interstate through Avara valley. A better route would be to follow the river beds from approximately Tangerine road to HOUGHTON Rd. Through the foothills.	webform		1277
Evans	Bob		I am opposed to the I-11 interstate through Avara valley. A better route would be to follow the river beds from approximately Tangerine road to HOUGHTON Rd. Through the foothills.	webform		1292
evans	c		1. The comment period of 30 days is insufficient and should be extended. 30 days is simply not enough time to provide notice to all members of the community and the opportunity to respond. In addition, the incredible scope of the project and its potential impact warrants more consideration. Please extend the comment period as permitted. 2. The west route thru Avra Valley should be abandoned. It is a terrible idea to put a new freeway adjacent to a National Park and some of southern Arizona's cherished landscapes. There is almost no local support for this route, as all local governments have passed resolutions opposing the route. Southern Arizona has made great efforts to protect the Sonoran Desert in which we live, and this freeway will have significant environmental impacts on our community, with no appreciable benefit.	Webform		659
Evans	Greg		I am writing to oppose the building of I-11 thru Avra Valley. I live in the foothills of the Tucson Mountains and believe that its building will do harm to all aspects of life, and the ecology, of our part of the county. In fact, I feel this "West/Avra Valley Alternative" should be removed from consideration. And I think the public should be given more than 30 days to comment on this debacle of a project.	Webform		1597
Evans-Banks	Betsy	TMA	First of all, let me say that the comment period needs to be extended to the maximum time allowed, in order to address 5,000 pages of text. The road does not need to go through Avra Valley, which is unspoilt til now. Please do not consider having it go through Avra Valley, but where I-10 is would be possible.	Webform		826
Evans-Banks	Betsy		 I-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007 Emailed to I-11ADOTStudy@azdot.gov RE: I-11 Final Tier 1 Final Environmental Impact Statement and Preliminary Section 4(f) Evaluation (Final Tier 1 EIS) Nogales to Wickenburg, dated July 2021 I. REQUEST TO EXTEND THE COMMENT/DOCUMENT REVIEW DOCUMENT PERIOD TO 120 DAYS OR MORE II. OPPOSITION TO WEST/AVRA VALLEY PIMA COUNTY ALTERNATIVE. III. REMOVE THE WEST/AVRA VALLEY ALTERNATIVE. To Whom It May Concern: I stand with Tucson Mountains Association (TMA) and am very concerned about the detrimental short to permanent impacts of I-11 through Avra Valley. As with TMA, I have three urgent requests: I. REQUEST TO EXTEND THE COMMENT/DOCUMENT REVIEW PERIOD TO 120 DAYS OR MORE. NEPA procedures allow organizations and individuals to request extensions for many reasons which apply to the Pima County Alternatives including aspects including notice, scope and involvement. I respectfully request a 120-day or more comment period for the above referenced urgent matter. Among many things, I am concerned about: - Notice and Review. A 30-day comment period is insufficient for proper review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. - Scope of Project. I believe an infrastructure project that costs so much, has significant impact on our future citizens and severely fragments our desert landscape deserves an extension to provide the public with a full and fair opportunity to participate in this process. - Impact on Minority and Lower-Income Populations. Many communities impacted by the Preferred Alternative Options within the Corridor Study are minority and lower-income populations who may not have access to the Draft EIS. The I-19/I-10 co-location and Western, Avra Valley alternatives will have these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. Infrastructure Requires Consideration. A 120 days or more comment period is required to review, research and respond to a possible addition to infrastructure within metro Tucson. The permanency of these project decisions, no plans or funding available to initiate the project and an estimated cost in today's dollars at as much as \$7 billion, transparency and public involvement is essential Please extend the comment period to 120 days or more. - Convoluted Alternative Names for Pima County Alternatives. The numerous names for the Pima County alternatives have been confusing to follow, making reading the documents difficult to follow. There are at least four pairs of names: Recommended/Preferred, East/West, Orange/Green, I-10 and I-19 co-location/Avra Valley. - Need to Review, Research and Respond to Voluminous Material. An extension is requested to adequately review, research and respond to over 5,000-5,800 pages of text, maps and other figures of the Final Tier 1 EIS and the unprecedented scope of this project. The sizeable text and the minimal comment period to read and review is inadequate for my response. Such a significant project warrants more time to review the record, research issues and concerns, and provide my response. II. OPPOSITION TO WEST/AVRA VALLEY PIMA COUNTY ALTERNATIVE. I am concerned with the Pima County Avra Valley, West Alternative, and clear unmitigable environmental impacts due to fragmentation. Not only is the purpose of this plan about future modes of transportation within the proposed alternative, ES.4 states the purpose of this plan is to serve population and employment growth in the transportation corridor. This type of growth will increase the negative impacts on the ecosystems of the Tucson Mountains, Ironwood Forest National Monument, Saguaro National Park and Tucson Mountain Park and it will forever remove the lifestyle that we have enjoyed in our unique desert. While I am encouraged that the East Alternative has been submitted, it is impossible to read or understand the voluminous documentation within the 30 day comment period and comment sufficiently. III. REMOVE THE WEST/AVRA VALLEY ALTERNATIVE. The West Pima County Alternative option should be removed. The West Alternative is filled with permanent, unmitigable lifestyle, economic, environmental damage to the ecosystems of Saguaro National Park, Ironwood National Monument, Tucson Mountain Park and all of the Tucson Mountains. This will obstruct, destroy and is a bad investment. Pursue the right choice: drop the West Alternative. I respectfully I. request 120 day or more comment period, II. oppose the Pima County West Alternative and III. request the removal of the West Alternative as an option for the foregoing reasons. Respectfully Submitted, Name Address Phone 	Email		1241
Evans-Banks	Rosemary "Betsy"		My family and I came to the Tucson Mountains in 1940 so my father could get well from tuberculosis, as did many people from that era. We - some of my family -also stayed here for many years of our lives. I am retired here in the beautiful Tucson Mountains at present! We all are amazed and dismayed that anyone would propose such a plan as a freeway through Avra Valley, a beautiful and	Webform		1219

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			unspoiled valley in Arizona. The first thing I would say is that since it has taken 5000 pages to put the plan on paper, and your deadline for public comment is the 16th of August, it is too little time. It should be at least 120 days, and even that is too little time!! Be fair! Extend the comment time! Please! Betsy Evans-Banks			
Evenday, MD, PhD	Samuel		Hello, my name is Dr. Samuel Evenday, I am a native of Tucson Arizona. I'm calling to express my strong opposition to the west option of Avra Valley for I-11. I think that the damage to the Sonoran Desert environment would be untold and I can't imagine that a better route that is less destructive of virgin desert could not be found. I know the comment period is only 30 days but I was hoping it could be extended for more public review, but I wanted to call and personally voice my opposition to that west option. I think that to put a highway through the pristine desert that would be affected would be such a shame and tragedy and loss for current and future residents of Arizona and the Sonoran Desert. Again, Samuel Evenday, M.D. and Ph.D. and calling to voice my strong opposition to the west option of I-11.	Voicemail		1817
Everhart	Noelle		The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.	Webform		391
Everly	Louis		Please do not build this interstate, it is completely unnecessary, and would only serve to compromise our natural resources. Please do not seek out the construction of this road.	webform		2231
every	Joshua		To whom it may concern, Please consider extending the comment deadline another 90 days to allow those with fewer resources for engagement, coincidentally those most affected by the proposed plan, time to voice their opinion. Additionally, I would like to voice my opinion on the plan and urge you to reconsider the west route as a viable option. This route would disrupt the very nature and wildlife that make the surrounding Tucson area a beautiful place to live. Thank you for your consideration. I know there are many logistical elements that factor into this decision beyond the public's perception, but the environmental impacts I fear will outlast us all.	webform		2095
Ewing	Chris		The environmental and community devastation that will result from the construction of Interstate-11 makes this project beyond the pale of any project built in an America where we actually care about those things. The goals of I-11 are easily achieved by other means that have not been thoroughly investigated yet.	Webform		211
Ewton	Andra S		Please reject the West option. The beauty of our Sonoran Desert ecosystem must continue to be protected. Thank you!	Webform		1464
Fabela	Zamara		The natural wildlife and beauty of Tucson should not be hurt or impacted in anyway. As someone who was born and raised and resides in Tucson I ask the planners to NOT build the interstate 11. Tucson is known for its natural diverse beauty and for being a charming city. This would take away so much from Tucson, think of those who have spent their entire lives there and not just those who are here for a temporary time. Thank you for your time.	webform		2033
Factor	Phyllis E.		I am totally opposed to the I-11. It will destroy the environment, have an extremely negative financial effect on the bypassed cities and towns which have already been negatively affected by the pandemic, and is, IMO, totally unnecessary.	webform		1159
Fahrenz	Marta		I strongly oppose the West Preferred Alternative Option and support the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson.	Webform		1642
Fahringer	Nancy		I am vehemently opposed to the route chosen for this new freeway. It will destroy pristine desert. The route would be far better to be an expansion of current freeways.	Webform		333
Falcon	Jenn		Please extend the deadline for comments so that more people can learn about this.	Webform		572
Falcon	Jenn		I oppose the I-11 West route and preferred alternative because they will endanger the beautiful desert wilderness and the animals that live there. They were very important to me when I lived in Arizona. Thank you.	Webform		1541
Falk	Lisa		I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects. Lisa Falk 3501 N. Sierra Falls Place, Tucson, AZ 85712	email		1387
Faris	William		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. I join them to request removal of the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. New transportation technology will make the West Option superfluous. Save our beautiful Sonoran desert surroundings. William Faris 5213 E. Calle Vista de Colores Tucson, AZ 85711	Email		2494
Farkas	Elizabeth		I oppose the "West Preferred Alternative Option" described in the Tier 1 Final EIS for Interstate 11. The 30-day comment period provided is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn	Webform		1748

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			sheep to disperse, roam, find new mates, and expand their home ranges. The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. It would negatively impact research at Kitt Peak Observatory and degrade the quality of the desert for humans and animals alike. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.			
Farley	Steve	Former AZ State Senator	I strongly support this project with the preferred route, IF AND ONLY IF the Pima County east alternative is selected. I represented Pima County for 12 years in the Arizona Legislature and served on the House and Senate Transportation Committees. I have studied the positive and negative effects that major road projects can have in communities. I believe this project can have a positive impact, especially if it is constructed in conjunction with a rail component from Nogales to Vegas. However, the option that bypasses downtown Tucson could have disastrous effects on Tucson business and the local economy. Examine the history of interstate highways bypassing towns across the West and you find a trail of decaying economies wherever former bustling towns were left behind. Tucson's economic infrastructure is focused from the I-10 corridor and to the east. Moving traffic further to the west moves customers away from Tucson businesses. When you add the negative effects on the Sonoran Desert environment that the west option will threaten, the only positive option is the Pima County East option in the existing I-10 corridor.	Webform		1
Farmer	Vanessa		This has many environmental impacts that heavily outweigh the benefits. Some such environmental impacts include (but are not limited to): -The proximity to Tucson's main source of drinking water which could easily be contaminated from vehicle pollutants. -The negative impact it would have on several endangered species. -It would divide a well established wildlife habitat. -The negative impact it would have on noise, light, and air quality. -The negative impact it would have on the protected lands of Saguaro National Park West, Tucson Mountain Park, and the Tucson Mitigation Corridor.	webform		2431
Farrington	Candy		Please don't do this. This freeway will have a big impact on the land and all of it's surrounding area. The wildlife and people will be at big risk. People move to this area for the beautiful landscape, the gorgeous night sky full of stars. The quiet that a small community brings. This freeway definitely is NOT wanted. The people in this community are asking please don't build this freeway. This will be devastating to people,wildlife, and land.	Webform		353
Fealk	Rebecca		I am writing to request a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials.The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, I urge you to provide an extension and actually communicate with the most impacted populations, and should be done in effective ways such as via ground mail, door to door campaigns, or by directly reaching out to local leadership. The traditional means by which federal EIS processes are advertised and published are inclusive and convoluted. They intentionally prevent people who are not familiar with legal and bureaucratic jargon from even being aware that life-changing projects are being considered. This is almost always done in areas where oppressed populations, specifically Indigenous, people of color, and people who are low income, and this is no exception with the I-11 project. The Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access and lack trust in state and federal government leaders due to our country's history of abusing, manipulating, and killing - directly and environmentally - Indigenous people. As an example, the Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. This takes an extensive amount of time for a person to review who is educated in this area, but even more for someone who is not fluent in the process. Additionally, a new Interstate freeway has not been built in this metropolitan area since 1961 because there is an understanding that issues from this massive construction will have long-lasting, significant impacts on our community. The proposed alternatives will have disproportionate adverse effects on those populations living in this area, and should not continue. Each option would cause significant noise, air, and light pollution, encourage urban sprawl, and could impact the finite and vital water supply. These are some of the reasons the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS). Instead, ADOT should be considering public transportation options with green energy options to align with what we need moving forward and to utilize new federal funding in these efforts. We do not need another freeway, and an extension in the comment period would allow more communities to express their concern with the current plan. Thank you for your time. Sincerely, Rebecca Fealk Registered Voter State LD-9 Federal D-2	Webform		900
Feaster	Clark		Today is the last day for comments on the EIS, but I was only made aware of this entire process a few hours ago. I reviewed as much of the Statement as I could, but there is too much information to make specific comments on the details here. I believe the public was not properly made aware of its existence. After my brief review of the Statement, all I can say is that the I-11 project appears to be based on continued overuse of individual vehicles. The anticipated negatives identified in all of the alternatives presented could be greatly reduced if the growth model were instead based on collective transportation alternatives. As this process unfolds, the well-being of the public and the environment will be better served by collective solutions.	webform		2322
Feeney	John C		I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11.	webform		1285
Fehlner	Cheryl		Please do not destroy any more of our desert for this route. There are already developed areas that could be utilized if I11 must be built. Our desert environment is fragile and can never be replaced. Thankyou.	email		802
FEIERABEND	JANEL and SCOTT		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. Janel W Feierabend	Email		2484
Felix	Alejandro		Looking forward to the progress and economic growth coming after the new i11 is complete.	webform		1263
Felzien	Rachelle		Hello, My name is Rachelle Felzien, and I live at 13490 Sacred Earth Place, which is directly adjacent to the proposed route for I-11 on the western leg option. This would devastate myself and my neighbors. We would be forced from the homesteads that we've spent decades building. The fragile desert landscape would be forever scarred. It is beyond my comprehension why any person would think this was a good idea, beyond the basest motives of profit and expansion. The proposed western leg for I-11 is absolutely unconscionable. Stick to widening I-10 and I-19 in already-developed areas. -Rachelle	Email		315
Ferguson	Suzanna		Thank you for the opportunity to comment. I want to urge that the alternative of widening/lifting I-10 for the purpose of moving traffic through and north of Tucson be chosen over creating a new route through the Tohono O'odham Reservation and relatively undisturbed desert. It should become a principle of infrastructure to preserve as much as possible of our remaining wild and semi-wild land as an aid to slowing climate change and the destruction of native plants and dispossession of wildlife. We know that the construction itself will be extremely disruptive to the land around the highway corridor; and that groundwater resources in the area will be used and threatened. Once the highway is in, new residential and commercial development in this fragile environment will be inevitable—if only to serve the needs of the highway users. It seems very likely that the relatively "green" desert that we have around Tucson will disappear, and conditions will become more and more arid, like the area of dust storms and desolation north of Picacho Peak all the way to Chandler. If Arizonans are really committed to preserving our environment and maintaining the climate as habitable for living things, we have to start now with measures to arrest further desertification. Resisting the temptation to build I-11 in the desert would be an important gesture in the right direction. Even if widening of I-10, or building an elevated section through areas where no widening is possible, will likely be somewhat more expensive in current dollars, the long-term saving for the environment will be significant. Other cities, such as Miami, have faced these problems with imaginative engineering, preserving existing communities while enhancing traffic flow.	email		700

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			I can't speak for the Native Americans who live in the proposed corridor (I believe the Yaquis also consider it their tribal land), but I would like to posit that our indigenous populations have suffered historically from our self-centered notion of "Manifest Destiny," and that it's time we stopped simply ignoring their rights and concerns, especially when their rights and environmental "right" coincide.. thank you again for this opportunity to comment. Suzanne Ferguson Southeast Tucson 612-516-8759			
Fernandez	Adam		Do not build a new highway project that would disrupt the Sonoran desert and saguaro national park.	webform		2290
Fickbohm	Ronna		To whom it may concern I have resided in Tucson since January of 1977 and am an attorney. I pay state and local taxes. I am emailing to comment on the proposals for Interstate 11 routing in the Tucson area. I am strongly opposed to the Avra Valley bypass route. As a person who regularly travels north on Interstate 10, I do recognize the need to relieve the traffic burden in that route. However, that need should not outweigh the damage that running I-11 through Avra Valley would cause to Tucson, Pima County and the state. One reason I stayed in Tucson after graduation from the UA was because of the unique and beautiful natural environment surrounding the city. In particular, I regularly use the Tucson Mt Park and Saguaro Monument West for exercise and to immerse myself in nature. Making those areas a "freeway island" would ruin the experience for me. I'd probably start looking to relocate to a smaller community close to a large natural area. I'm not the only person who was and continues to be drawn to this special area. I frequently encounter people from other places in Az, in the USA and other countries who are hiking the same trails as me, also drawn to the unique eco system. The tourist dollars associated with this draw are very important to Pima County's tourism based economy. We should not be denigrating that valuable asset for a road that could simply parallel I-10. There are two other reasons I oppose the Avra Valley route: 2. Negative impact on wildlife corridors (scarcity of water already makes life hard enough on our wildlife resources, please don't add to their struggles); and 3. Negative impact on water table and air quality. Avra valley is where the city is banking water. It's also significantly distant from the city center. Developers would inevitably follow the new road with urban sprawl housing, sucking that precious water up and adding to the daily car miles driven by county residents. PLEASE do not run I-11 through Avra Valley. Sincerely Ronna Fickbohm	Email		310
Fields	Karlie		Do not ruin the sonoran desert with a highway	webform	Fields_1930	1930
Fields	Karlie		Do not ruin the sonoran desert with a highway	webform	Fields_1945	1945
Fife	Carly		Please choose the way option, rather than the west option. The west option has a number of issues, including going through Tohono O'odham lands	webform		2105
Fike	Lee		8/13/2021 Esteemed Members of the Arizona Department of Transportation: I write you today to express my opposition to the proposed I-11 freeway through the Avra Valley. I think this is a terrible idea. We already have I-10, which does much the same work. A freeway through that area would very likely attracted developers and cause many more houses to be built. Hey, there's a freeway right there to get us to our jobs, and we get to be out here in the wild desert! This would create unnecessary urban sprawl, worsen Climate Change, and put us on the road to becoming L.A. The presence of a freeway so near Saguaro National Park West and the Arizona Sonora Desert Museum is bound to affect them, and they are an important part of our lives, of the attraction the desert holds for the people of Southern Arizona and for the tourists and winter visitors. This freeway and the inevitable increase in these suburbs would destroy yet more of the remaining open space near our city, which would affect wildlife and our water resources. And what about light pollution? I love our dark skies. And, I imagine so do the astronomers at the Kitt Peak Observatory. Come on, let's take a look at the larger picture! I say NO to the Interstate 11-through-Avra-Valley plan. In general, I think you are doing great work. I need roads, too. But I am firmly against I-11. Thank you kindly for considering my opinion. Lee Fike	Webform		1695
finstrom	Holly		Improve I-10, make two decks, have semis travel more at night, do not build a new highway in the desert west of Tucson.	Webform		68
Fiser	Amy		I oppose the "West Preferred Alternative Option" described in the Tier 1 FEIS for I-11. This proposed West Option would be located perilously close to, and negatively impact, a wide array of federal, state, county and indigenous public lands. Wildlife corridors and conservation efforts of our pristine and unique Sonoran Desert would suffer from the introduction of a major freeway. Detrimental environmental impacts alone should be reason to abandon the West Option. Economically, downtown Tucson and nature-based local tourism would be negatively impacted. Additionally, as a fiscal matter, the West Option would cost more than the East Option. Placing this proposed freeway adjacent to our City's major water supply would be shortsighted. The West Option would cause significant noise, air and light pollution, encourage urban sprawl and destroy rural character, and decrease private property values. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. There are so many reasons why the West Option for proposed I-11 should be abandoned. A landscape bordered by treasured and protected public lands and iconic tourist attractions will be irreparably harmed by a nearby freeway. As a resident of Picture Rocks and a proud supporter of our beautiful, wild and pristine desert, I urge decision makers: please do not build and destroy our public lands. Further, I request an extension of the comment period to 120 days to ensure that the public is aware of the opportunity to review and comment on this project. The 30-day period is insufficient given the scope of the documents and the importance of this decision. Thank you for your time and consideration.	webform		2384
Fisher	Deb		As a frequent visitor to the Tucson area and Sonoran Desert and Museum, I urge you to abandon the West Option in the Avra Valley. It will cause irreparable harm to this area and damage tourism. Please extend the comments period and, also, choose the East Option. This is area is too rare to be damaged. Thank you for your consideration. Deb Fisher 4214 Buck Rd Gaylord, MI. 49735	Email		1013
Fisher	Leslie	Retired - Sun City Oro Valley	I am requesting an extension of the public comment deadline for the Final Environmental Impact Statement from 30 days to 120 days. The FEIS is 5,800 pages long (including appendices) and 30 days is simply not enough time for public review. I am opposed to the West Option through Avra Valley. While I understand the urgency of diverting traffic from the overly congested I-10, I am concerned that a proposed freeway in Avra Valley right next to Saguaro National Park, the Arizona-Sonora Desert Museum, Tohono O'odham tribal lands, and other important protected open spaces would have an extremely negative impact on Sonoran Desert wildlife, habitat, wildlife linkages, and rural communities in Avra Valley. If the designers of this project have not spent time in this area, I strongly urge you to do so. Spend a quiet day at the Desert Museum. Breathe the clear air, let your eyes feast on the spectacular views, then consider the fact that this space is home to a number of species who deserve to	Webform		786

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			live in peace every bit as much as we do. Consider the violent upheaval and extreme damage which will be caused to this beautiful habitat by the construction of this freeway. Surely there are other options? Let's go back and think again.			
Fisher	Paul		The I-11 proposal is unnecessary, environmentally harmful, and is dominated by alternatives. Given continuing climate change and water shortages, Arizona should plan to reduce or reverse growth. Construction of yet another highway will only continue to fuel unnecessary growth of population in inhospitable conditions. Second, it is a well established economic principle that expanding highways does not improve travel times. Congested areas will have more traffic and remain congested. Third, the state of Arizona should seek to replace this project with passenger rail. Passenger rail is much better for the environment, reduces pollution to residents near highways, reduces the number of vehicles on existing roads, and is consistent with a car-lite future. All proposed routes will continue to spread harmful transportation policy that kills 30k people a year and should be opposed.	Webform		354
Fitch	Cheri		Please do not destroy the incredible beauty of Arizona with the 4 lane superhighway 11. Can something not be done to widen 10? Cheri Fitch I lived and worked in Az 2016 to 2018. May move back!	email		809
fitzgerald	melissa		The West option for I-11 does damage to precious environmental regions, dark skies, and the Tucson way of life. Please abandon this option. Also, please extend the comment/ evaluation period. This is too big of a project for people to fully comprehend in the time allotted.	webform		1070
Fitzner	zachary		[Blank Submission]	Webform		667
Fizell	George		Building I-11 through Avra Valley is unacceptable. Opposition is very significant and growing, and will not stop. The citizens must be heard. The comment period should be extended from a few weeks to at least several more months. The document includes hundreds of pages addressing significant issues (and neglect many that should be addressed.) What is the rationale for such a short comment period? The "EIS" simply is inadequate in addressing probable impacts on the environment and possible alternatives. Alternative perspectives on how to satisfy future transportation needs and other regional goals are largely absent from the draft. This Interstate is being rammed through despite the opposition and the alternatives have been largely ignored.	webform		1115
Fizell	Sandra		Building I-11 through Avra Valley is unacceptable. Opposition is very significant and growing, and will not stop. The citizens must be heard. The comment period should be extended from a few weeks to at least several more months. The document includes hundreds of pages addressing significant issues (and neglect many that should be addressed.) What is the rationale for such a short comment period? The "EIS" simply is inadequate in addressing probable impacts on the environment and possible alternatives. Alternative perspectives on how to satisfy future transportation needs and other regional goals are largely absent from the draft. This Interstate is being rammed through despite the opposition and the alternatives have been largely ignored.	webform		1116
Flanagan	Maryeileen		To Whom It May Concern: I am greatly disappointed to see that the final environmental Impact study ignored several critical components; primarily human suffering and riparian impact. Your charts at the end show that you all by and large ignored concerns from environmental and bird groups about riparian areas needing to be conserved for the nesting grounds of threatened and endangered species. Arizona is a water-poor state, and when there is an area fueled by agricultural run-off or natural sources, it needs to be saved. You all did not-- instead you took more riparian area in the final route than in any other alternative. Shame! Secondly, you actually mention that you chose larger properties as in ("less densely populated areas"). Why do you think these areas are less densely populated? Because we have built our dream homes on these properties! You also downplay the human grief and frustration people shared with you about losing their homes. The study's attitude seems to be, "too bad, you're in the way of progress." Well, there's another way--especially where I live in the legs between Casa Grande and Buckeye. Interstate 8 is NOT congested and, if widened to three or four lanes, would be ideal for Interstate 11, as well. The land is already owned by the government. The impact studies would show NO displacement of people or businesses and the roadway is ideal. Time lost would be mere minutes. Join Interstate 8 with State Hwy 85 to Interstate 10, and you again lose no businesses even when widening the roadway. One criticism of this route is that truckers don't use it now. Well all the infrastructure for unloading trucks is in Phoenix along the 10, well to the East of Buckeye. Once you build the spur of the 11 from Wickenburg to Buckeye, infrastructure will follow and more and more truckers will willingly use this route. Already, with the improvement of the I-8 to Hwy 85 interchange, more trucks are taking this route. This is a clear case of, "If you build it, they will come." Do not destroy the desert, Native American petroglyphs, and other cultural sites by building a freeway through pristine desert and several existing communities. Finally, your remarks in the comments section downplay the communities of many who do not speak English or are below poverty level and were never warned about this roadway. Many lack internet. Just because people are poor or non-English speakers doesn't mean it's okay to take away homes that have been in their families for generations. Yet this is exactly what the preferred route between Casa Grande and Buckeye does. These people deserve a chance to speak out, but due to circumstances are unable -- even unaware -- they need to do so. I urge you to reconsider the leg of the I-11 from Casa Grande to Buckeye and choose the Orange Route. As shown by your comments and changes, when a city speaks, you listen and re-configure the freeway. But when unincorporated sections of the county speak, you ignore us, even marginalize us. Shame on you! Our concerns are equal or more valid than a city that cares little about those who can not vote in its elections. This freeway is disenfranchising the very people it affects and listening to those who have little to no legitimate stake in its route. Please listen to us. These are homes most of us have built from the ground up. We can and will fight to the finish for them and for our way of life. Sincerely, --Maryeileen Flanagan Rainfire Stables "Our Appaloosas Have Spots!"(tm)	email		1372
Flax	Jessica		I strongly oppose the construction of I-11 through Avra Valley. The desert space is too valuable and the money and effort would be better put to use for conservation or improved public transportation.	Webform		410
Flesch	Aaron		I wholeheartedly oppose the West option for I-11 through Avra Valley. Some of the reasons are as follows: 1) the 30-day comment period is insufficient for review of a 5,800 page document! 2) the West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. 3) Being an ecologist with a Ph.D. and having studied wildlife movement and connectivity in this region, I know from personal experience that building I-11 through Avra Valley will disrupt critical wildlife movement corridors and likely have negative impacts on various wildlife populations in the region. This includes bighorn sheep and ferruginous pygmy-owls 4) Building i-11 through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. 5) the West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. The west option saves little time for travels too! 6) the West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. For these and other reasons I ask that you please not build I-11 through Avra Valley	webform		1149
Flessa	Karl		Do not route I-11 through Avra Valley! There will be irreparable and ongoing damage to natural and cultural features.	Webform		660
Flessa	Karl		I do not support the plan that calls for the routing of I-11 to the west of Tucson – through the Altar and Avra valleys. An interstate through this area would damage natural and protected areas, harm wildlife and lower the quality of life for the area's residents. Building new highways will not solve traffic problems. That's a 20th century approach that has been shown not to work. Improve the rail	webform		1154

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			corridors to move freight and people in away that does not damage the city or its surroundings and that does not add as much carbon dioxide to the atmosphere as cars and trucks on yet another highway.			
Flessa	Karl		Please extend the comment period for an additional 90 days. The length of the Final Tier EIS is far too long to allow careful consideration of a plan that would have such profound effects on Tucson and its surrounding environment.	webform		1155
Flint	Patrick		I live really close to the national park and this would be awful to see, not to mention the ridiculously short comment period. This needs to be extended and the I11 needs to be publicized. It's honestly awful to think of paving over such a beautiful area	Webform		1484
Florchak	Dave		I am writing to protest the potential I-11 route proposed to begin at I-19 between Twin Buttes and El Toro Road. The reasons for the protest are due to the following concerns: This route weaves between the Desert Museum, Saguaro National Park, and the Ironwood Forest National Monument • Increases potential species isolation by crossing wildlife corridors • Impacts the endangered Pima Pineapple cactus and its habitat • It would defeat the purpose of the Tucson Mitigation Corridor, which supports multiple biological processes that are critical for the ecological health of Saguaro National Park and Tucson Mountain Park • It will create noise, light, and emission pollution which will negatively impact the experience of visitors to the Desert Museum, Saguaro National Park, and the Ironwood. This could ultimately reduce tourist dollars, which is vital to the Tucson & southern AZ economy. • The additional light could also impact the dark sky research at Kitts peak Additionally, if Sahuarita is chosen as the only feasible location, then ADOT should look at the Sahuarita road corridor west. This was probably considered, but due to the influence of large real estate developers, the location was pushed south so as not to obstruct their investment. Another battle of people with money vs people without. I'm sure you can sympathize with thei scenario. Please consider this when making your determination.	webform		1207
Florchak	David		I am writing to protest the potential I-11 route proposed to begin at I-19 between Twin Buttes and El Toro Road. The reasons for the protest are due to the following concerns: This route weaves between the Desert Museum, Saguaro National Park, and the Ironwood Forest National Monument • Increases potential species isolation by crossing wildlife corridors • Impacts the endangered Pima Pineapple cactus and its habitat • It would defeat the purpose of the Tucson Mitigation Corridor, which supports multiple biological processes that are critical for the ecological health of Saguaro National Park and Tucson Mountain Park • It will create noise, light, and emission pollution which will negatively impact the experience of visitors to the Desert Museum, Saguaro National Park, and the Ironwood. This could ultimately reduce tourist dollars, which is vital to the Tucson & southern AZ economy. • The additional light could also impact the dark sky research at Kitts peak Additionally, if Sahuarita is chosen as the only feasible location, then ADOT should look at the Sahuarita road corridor west. This was probably considered, but due to the influence of large real estate developers, the location was pushed south so as not to obstruct their investment. Another battle of people with money vs people without. I'm sure you can sympathize with thei scenario. Please consider this when making your determination.	email		1142
Flores	Aaron		Interstate 11 would have a devastating impact on the Sonoran region. Many beautiful natural attractions will be negatively impacted; as well as, people and animals who live in the surrounding areas. The public was not given adequate amount of time to be aware this project is happening.	webform		2394
Flores	Ana		I just want to say that if I-11 must be built, put it on land that's already developed, along the existing freeways I-10, I-19, and I-8.	webform		474
Foiles	Jan		Please reconsider routing this through Avra Valley. The damage to the internationally appreciated Desert Museum as well as Ironwood National Forest will be irreversible!	Webform		1582
Foiles	Jan		7/28/2021 For the planners of Rt I11, I under stand the desire for a truck route and can see some of the benefits. However, please, please, please, dont destroy anymore of our beautiful Sonoran Desert! This is a very real risk for the Desert Museum and Ironwood National Monument, not to mention all the pathways for desert fauna and flora. Wouldn't it make better sense to have one or two dedicated lanes on I10? There is alot of feeling against this decision to tear up Avra Valley. Thank you Jan Foiles (west side resident since 1971)	mail	Foiles_2594	2594
Foiles	Tanja		I strongly oppose this highway. It is not needed. It will destroy our beautiful desert and displace many people and wildlife.	Webform	Foiles_0017	17
Folkman	Jacob		Please don't approve the proposed I-11 route west. I-10 is rarely congested. I drive on it most commonly when heading to or from the airport. I'll take it to Miracle Mile where I exit and head to Oro Valley. I'm always surprised at how little it is utilized. It's not a very integrated thoroughfare in the city. It just isn't that useful for most interactive movement within the community. It's already mostly a bypass. Seems unnecessary to build a freeway out west unless we're expecting post-war levels of growth in Tucson out of nowhere. Tucson city traffic doesn't really utilize I-10, so the trucks can have it as far as I'm concerned. That money could be better spent on other infrastructure projects around the area where we would get a more meaningful benefit. Also, it is important you extend the public comment window to 180 days. We have only a few days left in the current 30 day window and most people are unaware of these plans. Jacob Folkman 11513 N Eagle Peak Dr Oro Valley, AZ 85737 251.599.5838 Jacobfolkman@gmail.com	email		1140
Ford	Bill	William Ford Architects	IF THIS FREEWAY NEEDS TO PASS BY PUBLIC CONSENSUS, PLEASE USE A VARIETY OF GENEROUS WILDLIFE OVERPASSES AND UNDERPASSES AS WELL AS ALL OTHER MEANS OF PROTECTION FOR DESERT WILDLIFE. PLEASE INCLUDE SAFE BIKE WAYS ALONG THE EDGES OF CORRIDOR FOR LONG DISTANCE CYCLISTS.	Webform		374
Forde	Mary		The I-11 proposed corridor is a disaster and should never be built. Building this additional interstate flies in the face of what we know to be human caused global warming; just what the poor dying planet needs---more belching of burned fossil fuels into the atmosphere. An effort should be made to stop this proposal simply based on that. Secondly, how do we know this corridor will be needed in the years and years it will take to build? Will we indeed need to move goods from Mexico to Canada or will the United States be manufacturing goods here at home? Will we have turned to rail by then? Will the global economy dictate yet another solution to this perceived problem? It should be absolutely unnecessary to point out the hideous consequences this will have on wildlife, the fragile desert, the venerable Desert Museum and Saguaro National Park West. The noise, pollution, sprawl, will forever change this gorgeous desert and turn its nobility into that of an unloved suburban sprawl, with litter flying in the breeze to remind us of the slobs who are passing through. We have moved to this area and treasure the quiet, adore observing desert creatures, and have come to recognize the fragility of the desert environment and the commitment we must all make to preserve it. This is misguided. This is vulgar. This is greed. This is not progress. This is some politician's pork barrel dream that will bring a nightmare to all creatures great and small. And contribute in no small part to the disaster of global warming. Please use your common sense, and mantle of public responsibility and choose to become good stewards of the land. Thank you for reviewing my comments.	Webform		1539

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Foreman	Roger		The West Option for I-11 through Pima County needs to be abandoned, as its environmental and financial costs would far outweigh its benefits. Growing up in Tucson, I learned to value the unique environment of the Sonoran Desert and to acknowledge our responsibility as residents to care for this special place. Living in the desert drives home the lesson that resources are not unlimited, and must be used wisely in order to ensure the best possible future. The ongoing march of climate change, and the threat it poses to a community already subject to extreme heat, demands an urgent re-thinking of our approach to transportation and development. These values and considerations inform my current work in architecture and urban planning. Given this background, and the fact that my family and friends will be living in Tucson for the foreseeable future, I am deeply interested in seeing Arizona make wise long-term choices. Although I continue to believe that the No-Build Alternative is most appropriate given the fiscal and ecological constraints we face, I am grateful that the Tier 1 FEIS has carried forward the East Option for I-11 along the existing I-10 and I-19 corridors. This is a far more sensible alignment than the West Option for numerous reasons, a few of which I have detailed below. In brief, making use of the existing I-10 and I-19 corridors would enable future investments to benefit the largest number of residents while minimizing damage to natural areas. 1. The West Option is a Waste of Money According to Table 6-5, choosing the East Option instead of the West Option would save roughly \$1.9 billion at the low end – a quarter of the total price tag, and enough to cover the East Option’s maintenance budget for over 200 years! This is especially significant given that America is already struggling to maintain the infrastructure we have. Any money that can be directed toward preserving what we currently depend on instead of taking on new liabilities counts as a major win. 2. The I-10 and I-19 Corridors Provide Better Access to Growing Areas of Pima County As Table ES-2 acknowledges, the East Option “best serves continued population and employment growth centered along existing I-10 and I-19 (Sahuarita, Tucson, Marana).” We already have interstate highways that fulfill this project goal far better than the West Option would. Moreover, the City of Tucson—having declared a “Climate Emergency” last September—has a strong interest in accommodating future growth as infill rather than sprawl. 3. The West Option Provides Access to Fewer Economic Centers Table ES-2 also shows that of the alternatives under consideration, the East Option offers the best connectivity to centers of economic activity. In bypassing Tucson, the West Option actually does a worse job of meeting this project goal than less expensive alternatives—resulting in a poor return on investment. It makes no sense for a route intended to facilitate trade to go out of its way to avoid the second-largest market in Arizona. The West Option is not cost-effective, and lying far from key centers of population and economic activity renders it even less so. The best outcome for both the residents of Pima County and for the Sonoran Desert ecosystem is for the natural areas of Avra Valley to remain intact and for the developed areas within the City of Tucson to continue to mature. Pima County residents know this, which is why the County as well as the City of Tucson have repeatedly issued unanimous resolutions opposing the construction of a highway cutting through the desert to bypass Tucson. I enthusiastically join them in this stance and declare that, for the sake of a livable, sustainable, and prosperous future for Southern Arizona, the West Option should be removed from further consideration. Thank you very much for your attention and for taking the time to incorporate this feedback.	Webform		1480
Forman	James B		I AM STRONGLY OPPOSED TO THE I-11 WEST OPTION. SEE ATTACHED LETTER FOR REASONS.	Webform	Forman_1540	1540
Forsinger	Thomas		Yes, I would like to see if I can get a map of the complete breakdown of the projected route of I-11 through Arizona City, AZ if that’s possible. The maps in the FEIS, which I have already looked at, doesn’t break down where exactly it will go through Arizona City. If it’s possible to get that, my phone number is (520) 705-7222. My name is Thomas Forsinger (?) and I’m very concerned about what is going to happen because I live on the west side of Arizona City right along near that alignment and I sure would like to know the GPS waypoints or whatever. Thank you very much.	Voicemail		690
Fossum	Matthew R		Please do not approve the west option in Pima Co. Approving the western option through Avra Valley would cut off wildlife corridors from the Tucson mountains to wild spaces west of the canal system. A freeway in the western option would degrade the view and experience of Saguaro National Park and the Arizona-Sonora Desert Museum. You would literally be able to see and hear freeway traffic from the desert museum - this is unacceptable and an affront to the wild Sonoran desert that draws tourists to southern Arizona. Not only would it degrade the wild spaces west of the Tucson Mountains but it would pull tax money and spending from the city of Tucson to land speculators west of the city. This is only good for a few individuals who have tried gaming land ownership in Avra Valley. This will harm Tucson and the viability of the city moving forward.	Webform		835
Foster	Carol		Request an extension of the public comment deadline for the Final Environmental Impact Statement from 30 days to 120 days. The FEIS is 5,800 pages long (including appendices) and 30 days is simply not enough time for public review. I am vigorously opposed to the Avra Valley portion of the freeway. It must NOT extend through that serene valley. The current I-10 route should be enlarged instead.	Webform		772
Foster	Joel		We don't need another highway at a time when we need to transitioning away from fossil-fueled transportation. Traffic isn't nearly as bad as most cities and an additional highway will only lead to more cars on the road. This is an unnecessary project.	webform		1964
Fowler	Rosalie		Hello, this is Rosalie Fowler. I am resident in the Tucson Mountains and I think it's ridiculous that you have put out this document that is 5,800 pages long and have only given us 30 days to review it. It needs to be extended to at least 90 days or 120 days preferably. The other things is I oppose the alternative option which is the West option going through Avra Valley - are you crazy? Do you want to destroy the desert more than it is already being destroyed by all this building? We do not need that freeway going through the west corridor and we do not need the freeway period. I think that somebody is making money on this and is probably gonna get rich but doing something that is totally unnecessary and destructive to the environment. Thank you.	Voicemail		995
Fox	Bradley		Destruction of our fragile desert environmen, and habitats for numerous species of birds and desert creatures is unnecessary when there are alternatives.	Webform		1556
Fox	Cathie		Please choose the Pima County east option. This is already an urban area whereas the west option is rural Sonoran desert and part of Pima County’s Sonoran Desert Conservation Plan. Putting a freeway through the desert will destroy more habitat. Keep the urban infrastructure in the urban areas.	Webform		1706
Fox	Joan		No highway through our pristine desert: God’s Beautiful Creation	webform		1119
Fox	Joaquin		The comment period for proposed I-11 needs to be extended to allow for adequate review. DO NOT RAM THIS highway down our throats! There are serious and complex implications and serious threats to extraordinary habitat and the legality of the entire initiative is still being assessed. Please honor the purpose of public review by allowing the public adequate time to evaluate this complex transportation project.	Webform		971
Fox	Stacey		Please do not destroy land west of the Tucson mountains. Please build along the I 10/19 route.	Webform		9
Frances	Anna		I am writing to express my deep concern and my opposition regarding the proposed new highway through the Avra Valley. This construction would have a direct, negative impact on the Tucson Mountains, and a national treasure, The Saguaro National Park West. Running this highway adjacent to the park will threaten wildlife and their natural habitat. It will disturb archeological sites that are irreplaceable. The quiet, unique beauty of the Park and its surrounds will be lost to traffic noise and commercial development. People come from all over the world to experience the wonder of Saguaro Park. I strongly urge you to support the existing transportation alignment of I10 and I19. Traffic will still be assisted but Saguaro Park West and surrounding environs will be protected for all, now and in the future.	Webform		1549
Franco	Mihreya		Interstatw 11 would possibly be the worst thing the government could do to the Avra Valley and Marana community. You would be taking jobs and homes from the local community and would be erasing history with this interstate. I am against the construction of interstate 11	Webform		790
Frankel	Max		I am concerned with the proposed plans to clear land that stands within or in close proximity to various national parks, state parks and wildlife reserve areas in order to build I-11. While not only contributing negatively to man-made environmental decay of these areas and others, these attractions are essential to drawing tourism and out of state spending to Tucson.	Webform		424
Fraver	Jessica		I oppose the West option for I-11. Climate change is real. We can and should decide to reduce human impacts that accelerate and worsen the ability of our planet to adapt to and recover from these rapid changes. One such impact is habitat destruction, especially in the name of furthering energy expansion and making profits from that energy expansion. Now is the time to choose the development of innovative, low impact solutions to meet energy and other infrastructure demands. Future generations depend on our ability to shift our ways of doing business - now. The West option for I-11 is the same type of short-sighted, profit-driven, antiquated approach that helped get us into this climate crisis. No impact and low impact options should trump higher cost with regard to deciding the route.	Webform		349

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Fraver	Jessica		Please extend the public comment deadline for the Final Environmental Impact Statement from 30 days to 120 days. The FEIS is 5,800 pages long (including appendices) and 30 days is simply not enough time for public review.	Webform		351
Frederick	Howard	Sky Island Alliance	[Blank Submission]	Webform		534
Frederick	Patricia and Howard		To Whom It May Concern: We are 70-yearlong Tucsonans who have enjoyed the vibrant desert that surrounds us for all these decades. There are few places in the world that can match the beauty of this area and yet be as sensitive to habitat destruction caused by human encroachment; the proposed I-11 freeway through Avra Valley certainly qualifies as such. In order to make a detailed comment objecting to this intrusion, we respectfully request that the period in which to make comments be extended to 120 days. Thank you for your consideration to this request.	mail	Frederick_2586	2586
Frederick	Paul		I am strongly opposed to the creation of I11, but especially vehemently opposed to the [proposed routing through Avra Valley. The destruction of natural habitat for wildlife alone would be devastating. The increased noise, pollution dust and inconvenience would drive home prices downward and strip people of the tranquility and lifestyle they moved into that area for. The solution is not more roads but better utilization of the roads (I10) that already exist. Designated truck only through traffic lanes would be a good start. Using the railroad for longer distance shipping makes more sense than paving over a watershed in the middle of the desert. Make rail transport easier by building better shipping terminals and reduce the amount of semi trucks on the roads.	Webform		1544
Fredlake	Natalia		We oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. We also request an extension of the comment period from 30 days to 120 days. KEY TALKING POINTS The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. EXPANDED TALKING POINTS EXTENSION OF PUBLIC COMMENT DEADLINE The deadline for public comments should be extended from 30 days to 120 days to allow a fair and thorough review by the public. The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The FEIS is 5,800 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. IMPACTS TO PUBLIC LANDS The West Option is located perilously close to a wide array of public lands, including: Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. IMPACTS TO WILDLIFE CORRIDORS The West Option: Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway. IMPACTS TO NOISE, AIR, AND LIGHT POLLUTION The West Option would: Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area. Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research. IMPACTS TO THE ECONOMY The West Option, along with the entire proposed route from the border to Casa Grande would: Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others. Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services. IMPACTS TO PRIVATE PROPERTY The West Option would: Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north	Webform		908
Freitas	Bob		Dear I-11 Study Team, Thank you for the opportunity to comment on the proposed new I-11. Please see my attached letter with my comments. Best wishes, Bob. -- Robert J. Freitas President Sundial Energy, Inc. P.O. Box 1309 Tucson, AZ 85702	email	Freitas_1793	1793

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			520-256-2444 bobf@sundialenergy.com Dear EIS Study Team, Please enter this as a public comment on the I-11 EIS Study. Most of my comments are focused on the proposed segment, Sahuarita to Marana (Option D), from Sahuarita at I-19, routing through Avra Valley to Marana northward, listed as the Preferred Alternative in the Study. Critically, however, I believe that the study completely missed the "elephant in the room" – that the primary transportation problem does not lie with this segment through Tucson, but further south at the border. I would like to go on record as being completely and thoroughly opposed to routing a major new segment of freeway through a relatively untouched area west of the Tucson Mountains, known as Avra Valley. This area, mostly rural in character, would be significantly negatively impacted by such a route with the incessant noise, pollution, and destruction of both habitat and cultural resources, including Native American. Option D serves "growth at all costs" proponents who see this as an economic windfall, and ignore or minimize the permanent environmental degradation such a route would cause. Also, it runs counter to the widely supported Sonoran Desert Conservation Plan, adopted by Pima County. The Conservation Plan should be the "touchstone" for analyses when making decisions with massive potential impact that would blade the desert to build a new and unnecessary major roadway. Insufficient attention has been given to the alternative of rebuilding the existing I-10 to I-19 segment. Double-decking was looked at, but apparently discarded. What hasn't been studied sufficiently is utilization of existing frontage right-of-way for future roadway expansion. Repurposing existing frontage roads, with dedicated truck lanes while improving interchanges, should be given the study priority for increasing vehicle throughput through Tucson, i.e., do the least environmental harm possible. Lastly, it is ironic that the study focused on a massive solution to the relatively minor time delays that may occur on I-10/I-19 when passing through Tucson. Such in-route delays pale in comparison to the present major delays, not future theoretical ones, which occur daily at the US/Mexican border due to inefficiencies, lack of capacity and under-staffing. If faster travel on the Mexico-US-Canada corridor is indeed the goal, this "elephant in the room" should receive the major attention. Fund infrastructure to improve traffic flow at the border, as well as, needed organizational and personnel improvements. Do not unnecessarily destroy the environment via a new I-11 segment with dubious justifications. Best wishes, Bob			
Frieberg	Alex		This option distorts many neighborhoods in Sahuarita. Avoid going through a small community.	Webform		1651
Frieberg	Alex		This option distorts many neighborhoods in Sahuarita. Avoid going through a small community.	Webform		1682
Friese	Corin		I-11 would be extremely damaging to the environment! Do not build it.	Webform		1440
Frischman	Michael		I'm opposed to the Avra Valley alternative because it will cause irreparable harm to habitats in the valley and Tucson Mts. I strongly favor using the I10 alternative which will minimize environmental harm and promote economic development in Tucson. I strongly favor extending the comment period by 120 days to ensure adequate opportunities for community input.	Webform		972
Frontino	Michael		Please extend the comments to Final Tier 1 EIS for 120 days, we have property at 2020 Sandario Rd. and need more time to review. We are very much against this destruction of the natural beauty of the Sonoran Desert, which is why we bought this property to begin with. Keep this a beautiful place to live and retire. Thank you, Michael & Susan Frontino	Webform		607
Fry	Kasey		The interstate is a bad idea! It is not worth destroying desert and habitat.	webform		2207
Fry	Natalie		I oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This option is irresponsible in its treatment of wildlife that is so vital, and will negatively impact our community. Tucsonians don't want this!	webform		1886
Fuchs	Amy		Please extend the comment period. Only a few weeks to respond is not enough. 2. I'm opposed to the west route through Avra valley. This will destroy one of the most beautiful natural habitats in southern Arizona for a highway that will just attract more and more traffic, without only negative repercussions for the environment, and no positives for the economy as it will literally be for bypassing Tucson.	Webform		404
Fuchs	Thomas		1. Please extend the comment period. It's ridiculous that the people affected have only a few weeks to respond. 2. I'm opposed to the west route through Avra valley, which would destroy one of the most beautiful natural habitats in southern Arizona.	Webform		406
Fuck you, asshole		Piss off	Take the plans for this highway and shove them firmly in your own ass, if there's enough room to fit them along side your head. We don't want it fucking up our shit. Tucson SUCKS ASS and we don't want their bullshit out here you trash ass fuckwads. ADOT and FHWA can suck dick and eat shit.	Webform	F_0020	20
Fulcomer	Betty		8/15/2021 1:56:11 PM The proposed I-11 roadwork will cause great harm to the old neighborhoods, not to mention the up-scale ones such as Armory Park, without providing any benefit to them. Any benefit from this roadwork will be to the advantage of Mexican commerce. Betty Fulcomer readto2me@yahoo.com	email		1821
Fullem	Emma		I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects.	Webform		1747
Fuller	Laurie		I am writing in opposition to I-11 going through the desert from Goodyear to Casa Grande. I support the freeway using the existing highway that goes through Gila Bend instead. - I have heard that tearing up the desert instead of using the highway will save 60 miles. I am sure the cactus that will be destroyed and all of the desert creatures that will lose their homes should be placed at higher value than an additional 60 miles. Even at first glance it appears obvious that the cost savings involved in simply widening one highway vs brand new construction should be enormous. Why would anyone other than a government even consider this an option? As a resident of Thunderbird Farms whom will be directly affected by the huge developments that will be inevitable I cannot state my opposition strongly enough. We chose life in Thunderbird Farms for the quiet and peaceful life there. The thought of a major highway running with less than 10 miles of my home is beyond frustrating especially as there is another alternative that just makes sense!!! I am happy to continue discussions at any time in the future, should you wish. Sincerely, Laurie Fuller	webform		2248

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Fullin	Jim		Please abandon the unwise "west preferred alternative option." The Sonoran desert is an important asset to our country, and needs protection from the consequences of development in that region. The East option would be preferable.	webform		493
Furnier	Glenn		I urge you to eliminate consideration of the West Option for an I-11 route in Pima County. We currently have a route, comprised of I-19 and I-10 that provides freeway travel from Nogales to Phoenix. Building a duplicate route a relatively small distance to the west is very unwise. The existing route of I-19 and I-10 already has an environmental and social impact. Increasing capacity on those routes will not add greatly to those environmental impacts. Building an entirely new corridor west of the Tucson Mountains will have a great environmental impact. It will travel close to Saguaro National Park and Ironwood Forest National Monument, degrading their environments. It will cut existing wildlife corridors and damage land that was designated for mitigation of the environmental impacts of the Central Arizona Project canal. It will generate costly urban sprawl west of Tucson, instead of encouraging development in the existing urban area. The impacts of the West Option will fall disproportionately on minorities and lower-income groups, making it the racist option. Your projections for growth in traffic volume do not take into consideration more recent developments that will likely reduce trade with Mexico, reducing traffic volume. By creating new freeway corridors far to the west of Tucson and Phoenix, you create much more of the environmentally and economically costly urban sprawl that already is a great problem in Arizona. The best option is the No Build Option, since the need for I-11 may never materialize and the cost would be very high both economically and environmentally. If you insist on your Preferred Alternative, then I strongly urge you to eliminate the West Option in Pima County from consideration. The East Option in Pima County will accomplish your goals at a much lower environmental, social, and economic cost.	webform		2193
G.	Crystal		I personally cannot think of a worse area for the I 11 than through Avra Valley. The way the route is proposed seems to have been drawn to inflict the most damage to our surrounding neighborhoods in ways of going through open desert, growing fields and for some reason snaking through back and forth the main routes I and others have to use to get to town. Additionally I have not personally seen where flooding has been addressed. There's areas that routinely flood with the monsoons and it has not been stated how this I 11 will deal with that. I am currently not in a flood zone (anway x manville) though have very large fears that the I 11 will cause runoff to be re routed causing issues for this whole area. Additionally, there are better ways to do this than putting a freeway down right outside the doors of people's homes that purposefully moved out here to be away from noise and lights of the city and freeway. The i11 will also yet again split Marana, first it was split in half and this Avra valley route will further fracture us. The construction of the proposed Avra valley route also brings the danger of exposing us all to Valley fever more so than we are now. The interruptions to our power that would have to happen in the Avra area and anway x manville area. All this PLUS the destruction of the desert that is being slowly taken away with no thought to the people that enjoy the views nor the animals that live there. Honestly the no build option would be better. I used to work in trucking, what is trying to be done with this route will not pan out like some seem to think. The majority of truckers will still be going through to head back east and the trucks to and from Mexico will most likely end up sticking to the normal route due to the access of food and restrooms. The Avra valley route will take homes and farms from people and mar the desert all to save a few minutes time of traffic.	webform		1349
gable	Mia		The east option would negatively impact the wildlife of the sonoran desert and undermine the tourism that our pristine west desert attracts	webform		1978
Galipeau	Savannah		We don't need i-11. I value the local wildlife, the desert museum, and the local water supply more than I do an additional route for gas guzzling polluter trucks to make their rounds. I also think it is incredibly evil for you guys to have placed this somewhere relatively hidden from the public so that we couldn't get our opinions in in time. This is disgusting, unnecessary, and disappointing. Do better.	webform		2360
Gallagher	Myles		Routing I-11 through Avra Valley West of Tucson would be a detriment to a ecosystem only found in one place in the world. The Sonoran Desert is a beautiful and diverse habitat that will suffer great detriment with a route of this size carving through it. Saguaro National Park which is a national treasure and intended to be preserved for future generations cannot exist in its same capacity cut by a highway of this scale. Please heed the environmental conservationists calls to route I-11 along the existing I-19-I-10 corridor.	webform		1900
Gans	Chris		Extend the the feedback period to 120 days and use the the I-19, I-10 alternative. We don't need to see tribal land and Sonoran desert land shredded for a highway when there is good alternative using existing freeways. I support the Coalition for Sonoran Protection comments for an extended comment period and using the alternative I-19/ I-10 alignment.	Webform	Gans_0734	734
gant	melissa		building a major roadway through pristine and fragile desert ecosystem would be devastating to endangered species and wildlife habitats, cause air/light/noise pollution, and cause irreversible damage.	webform		2001
Garcia	Alicia		I urge you to select the East option and give more time (at least 120 days) for people to become aware of and give feedback on this massive project. The West option nay contaminate precious water sources as well as compromise the land.	webform		2070
Garcia	Alicia		The west corridor would run far to close to our precious water. It will disrupt our unique wildlife and beautiful trails on this sacred Tohono O'odham land. Please allow ample time for our whole community to make this permanent change.	webform		2071
Garcia	Ariana		I believe the environmental impact of creating I-11 through our beautiful Sonoran Desert far outweighs the benefits. Any additional construction would destroy wildlife habitats, migration corridors, etc. And the nosie and pollution from said Interstate would be incredibly disruptive to the biodiversity. I would urge planners to think about ways to expand commerce and transportation that would not be so disruptive to wildlife.	Webform		1411
Garcia	John		Please keep wildlife in mind when designing this project. Other than that, I think it's a great idea.	Webform		1720
Garcia	Ruth		I do not agree with the construction of this new highway. It will disrupt wildlife and negatively impact federal lands such as the saguaro national forest. It will cause significant noise which will scare the wildlife and will cause air and light pollution.	webform		1884
Gardner	Dana		To Whom It May Concern: We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you for considering this request. As always, we appreciate the time you have put into this effort.	webform		2059
Gardner	Helen A		As has been mentioned many times before the proposed western route through Avra Valley is biologically, and socially destructive. It will strangle the Tucson Mountains and disrupt the lives of many people living in Avra Valley. The proposed eastern routes continues through an area already well used. It would also be cheaper and putting taxpayers money to a better use. Please vote NO on the western route and YES on the eastern route. Thank you.	Webform		73
Gardner	victor		To Whom It May Concern: We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-	webform		2058

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			income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you for considering this request. As always, we appreciate the time you have put into this effort.			
Garfin	Gregg		I oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. Three issues, out of many, particularly concern me, as follows: 1. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. 2. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. 3. And, the 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. Thank you for considering these important issues, to inform your decision.	Webform		1625
Gargas	Norma Jean		Invest in I-10 to better accommodate traffic. No to I-11.	Webform		202
Gariepy	Lauren		This proposal involves harming the fragile ecosystem that is already hurting from climate change. I do not believe this is a good plan, nor a necessary expansion. I am whole heartedly against this.	Webform		151
Garland	Denise	Gates Pass Area Neighborhood Association	I oppose the Avra Valley route planned for the I-11 Highway. This area is one of the most pristine areas of the Sonoran Desert. The area cannot handle more traffic. Please do not choose this route.	Webform		346
Garland	Denise	Gates Pass Neighborhood Association	Please see the attached letter. Please confirm you have received this email and our letter. Thank you, Denise Garland, President Gates Pass Area Neighborhood Association (916) 425-4837 [July 17, 2021 Dear I-11 Corridor Study Team, The Gates Pass Area Neighborhood Association (GPANA) is a long-established group of 240+ community members who are working to keep our area of interest (Gates Pass Road to Ironwood Hills Road, Painted Hills Road to gates Pass Overlook) safe, clean and a continued high environmental quality of life. Many of our members live, work or play near one of the proposed routes for the new Interstate freeway. We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring all our GPANA members are aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are elderly, minority, or low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. This became apparent during the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in the Tucson metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our environment and community, and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you for considering this request. Denise Garland, President Gates Pass Area Neighborhood Association P.O. Box 87554 Tucson, AZ 85754 (916) 425-4837]	Email	Garland_GatesPass_0085	85
Garmany	Katy		I respectfully request that the feedback period be increased. I only learned about this project and its implications in the past week, and the on-line documents are too much to read and understand in the next week. Thank you!	webform		1130
Garner	Travis		Please use only existing highway. There is no need to demolish and ruin desert landscape. Money can be put to better use investing in low impact, mass transit options. The long-term negative impact of building new highways will be immeasurable.	Webform		194
Garrigue	Matthew		I am a member of the Tortolita Alliance. I oppose the FEIS West Option, and support the Alliance's comments.	Webform	Garrigue_1617	1617
Garrity	William E		I am totally opposed to an Avra Valley route for I-11. The environmental degradation would be enormous. Tucson is a destination city, tourists from around the world come to see this desert. The Avra Valley route would have a negative impact on Tucson Mountain Park, Saguaro National Park and the Desert Museum, all major attractions and irreplaceable natural spaces. The light would also impact Kitt Peak. We have spent 20 years improving I-10 and now divert that traffic and business to a valley west of us? I-10 through Tucson should be the only route considered.	Webform		1451
Gary	Donna		Protect our beautiful natural dessert. It is disappearing. Oppose the West Option. Donna Gary	email		812
Gary	Elizabeth		Please keep I-11 out of the Avra Valley, Picture Rocks area.	Webform		30
Gaskill	James		[Blank Submission]	Webform		611
Gaskill	Marie		RE: I-11 Final Tier 1 Final Environmental Impact Statement and Preliminary Section 4(f) Evaluation (Final Tier 1 EIS) Nogales to Wickenburg, dated July 2021	email		1786

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			<p>I. REQUEST TO EXTEND THE COMMENT/DOCUMENT REVIEW DOCUMENT PERIOD TO 120 DAYS OR MORE</p> <p>II. OPPOSITION TO WEST/AVRA VALLEY PIMA COUNTY ALTERNATIVE.</p> <p>III. REMOVE THE WEST/AVRA VALLEY ALTERNATIVE.</p> <p>To Whom It May Concern:</p> <p>I stand with Tucson Mountains Association (TMA) and am very concerned about the detrimental short to permanent impacts of I-11 through Avra Valley. As with TMA, I have three urgent requests:</p> <p>I. REQUEST TO EXTEND THE COMMENT/DOCUMENT REVIEW PERIOD TO 120 DAYS OR MORE. NEPA procedures allow organizations and individuals to request extensions for many reasons which apply to the Pima County Alternatives including aspects including notice, scope and involvement. I respectfully request a 120-day or more comment period for the above referenced urgent matter. Among many things, I am concerned about:</p> <ul style="list-style-type: none"> - Notice and Review. A 30-day comment period is insufficient for proper review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. - Scope of Project. I believe an infrastructure project that costs so much, has significant impact on our future citizens and severely fragments our desert landscape deserves an extension to provide the public with a full and fair opportunity to participate in this process. - Impact on Minority and Lower-Income Populations. Many communities impacted by the Preferred Alternative Options within the Corridor Study are minority and lower-income populations who may not have access to the Draft EIS. The I-19/I-10 co-location and Western, Avra Valley alternatives will have these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. <p>Infrastructure Requires Consideration. A 120 days or more comment period is required to review, research and respond to a possible addition to infrastructure within metro Tucson. The permanency of these project decisions, no plans or funding available to initiate the project and an estimated cost in today's dollars at as much as \$7 billion, transparency and public involvement is essential. Please extend the comment period to 120 days or more.</p> <ul style="list-style-type: none"> - Convoluted Alternative Names for Pima County Alternatives. The numerous names for the Pima County alternatives have been confusing to follow, making reading the documents difficult to follow. There are at least four pairs of names: Recommended/Preferred, East/West, Orange/Green, I-10 and I-19 co-location/Avra Valley. - Need to Review, Research and Respond to Voluminous Material. An extension is requested to adequately review, research and respond to over 5,000-5,800 pages of text, maps and other figures of the Final Tier 1 EIS and the unprecedented scope of this project. The sizeable text and the minimal comment period to read and review is inadequate for my response. Such a significant project warrants more time to review the record, research issues and concerns, and provide my response. <p>II. OPPOSITION TO WEST/AVRA VALLEY PIMA COUNTY ALTERNATIVE. I am concerned with the Pima County Avra Valley, West Alternative, and clear unmitigable environmental impacts due to fragmentation. Not only is the purpose of this plan about future modes of transportation within the proposed alternative, ES.4 states the purpose of this plan is to serve population and employment growth in the transportation corridor.</p> <p>This type of growth will increase the negative impacts on the ecosystems of the Tucson Mountains, Ironwood Forest National Monument, Saguaro National Park and Tucson Mountain Park and it will forever remove the lifestyle that we have enjoyed in our unique desert. While I am encouraged that the East Alternative has been submitted, it is impossible to read or understand the voluminous documentation within the 30 day comment period and comment sufficiently.</p> <p>III. REMOVE THE WEST/AVRA VALLEY ALTERNATIVE. The West Pima County Alternative option should be removed. The West Alternative is filled with permanent, unmitigable lifestyle, economic, environmental damage to the ecosystems of Saguaro National Park, Ironwood National Monument, Tucson Mountain Park and all of the Tucson Mountains. This will obstruct, destroy and is a bad investment. Pursue the right choice: drop the West Alternative.</p> <p>I respectfully I. request 120 day or more comment period, II. oppose the Pima County West Alternative and III. request the removal of the West Alternative as an option for the foregoing reasons.</p> <p>Respectfully Submitted, Marie Gaskill 5622 W Molloy Road Tucson, AZ 85745 520-405-7666</p>			
Gates	Diana M.		I-11 if you build it at all, should be stacked on top of the existing I-10 & I-19, or run closely next to these existing highways.	webform		1095
Gaw	Ethan		Please do not build this highway as it will be very damaging to the local natural ecosystems.	Webform		915
Gay	Janice		Please DO NOT BUILD the WEST option of I-11. It is not going to help the Sahuarita Community, in fact could do a lot of harm. It also would destroy a lot of established homes and the long term neighborhood that we have built through a lot of hard work, which could not be replaced! PLEASE do not build the West I-11 route!	webform		2150
Gay	Jim		My family is directly impacted by the proposed routes and are opposed to them.	webform		1150
Gay	Josh		This proposal to enlarge the current travel through Sahuarita is planned though several sections of the oldest residents of this great town. Asking them to abandon their homes is sad, considering what they have offered in terms of good citizens. Another route should be discussed.	webform		1874
Gay	Kanesa		The west option specifically I am against and this project as a whole. It does not seem necessary and will negatively affect an entire community	webform		1337
Gay	Samuel		I went to the Sahuarita Town Council meeting on 8/10/21 and saw a lot of support from the community to oppose the section of the proposed I-11 Interstate that would go right through my parent's home. The community, as a whole, is against the proposal called the West Option as it would have tremendous effect on the environment, relocation of families, and devaluation of properties in anticipation of them being condemned due to the Imminent Domain of the project. The East Option, as I see it, could have some good possibilities for improving the existing I-19 Intrastate (widening of highway, repairs, etc.) but still runs the difficulty of using Imminent Domain to obtain the additional land needed to expand the I-19 from Nogales on to Tucson, affecting many of my friends and acquaintances who live next to the highway. Also, as was brought up in the meeting, the potential for degradation of our community due to increased homelessness, drug usage, sleaziness, etc that tend to follow such major through-ways. I am certainly not for the West option as it produces so many terrible outcomes and, if it were possible, would oppose the entire I-11 project as a whole due to the state of this nation's debt and unwillingness to maintain what we already have.	webform		1340
Gay	Steve	Schwab	I11 West looks to expensive and not going through future growth areas because of a lack of water. Expanding I19 looks like a better alternative to me.	webform		2104
Geagan	Tracy		The Sonoran desert is a fragile eco system that draws millions of people to the area every year. We've been visiting Tucson for years to take in the serenity of the desert and enjoy the wildlife that calls it home. We hope to make Tucson our permanent home within the next year or two. We actually appreciate the lack of an interstate system for the trade off of natural desert protection and gladly build in extra time into our commute.	Webform		192
Gehlen	Patricia		Southern Arizona does not need another highway. No to Route 11	webform		1260
Gehlen	Patricia Y		We do not need another highway in southern Arizona. I-10 works just fine. Please leave the desert alone and do not build I-11	Webform		571

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Gentile	John R.		This is unnecessary and destructive. There is no reason whatsoever to bulldoze and scrape a swathe through this pristine desert space. Our desert habitats are already under severe stress. We already have a freeway system (pre-existing I-10, I-19) that goes to Mexico. If you need to add an extra lane for commercial trucks, do so, but absolutely not one penny of taxpayer dollars should go to this abomination.	Webform		181
George-Blazevich	Paul		Please use the eastern option for the proposed I-11 corridor. I would prefer there be no highways built and only present infrastructure updated. Please reconsider the necessity of this interstate.	webform		2288
Gerrish	Shelly		Hello, As a new home owner in the Picture Rocks area, and an avid hiker within the Saguaro National Park, I see this routing to greatly affect the peace, nature, and serenity that we all moved here for. This side of the Tucson mountains is quiet. It is cowboy country, undisturbed, undiscovered. We like it that way. If this corridor is built out our way, it will not only disrupt our worlds, it will destroy the serenity of our beautiful national park by having to endure traffic noise even from miles away. Noise pollution is, in my opinion, one of the greatest topics we need to tackle. From back up beepers to leaf blowers to jet engines to freeway noise. As a main highway for large semi trucks, the noise WILL resound for miles. Why not just make the corridor adjacent to the already noisy I-10/I-19 instead of going out of your way to disrupt peaceful farmland, small neighborhoods, and precious desert flora and fauna? If this is economical, and you want to bring more Denny's, Truck Stops and Econolodges to yet another stretch of AZ land, then shame on those who think this is preferable over keeping nature sacred. I realize that highways have to be built, economies must grow, sacrifices need to be made. Yet, if there is an alternative that sits so nearby, why not use it? There IS a reliable and feasible alternative. Do not cause more harm than good. Thank you, Shelly Gerrish Picture Rocks homeowner Nature lover Noise pollution hater Advocate for the preservation of serenity	Email		889
Gessele	Richard		I would like to express my concerns about the I-11 proposal. I believe the proposal is not only poorly thought out but would also be devastating to local businesses and residents of Sahuarita.	webform		1170
Gessele	Traci		I'm opposed to the construction of I-11 west of I19. This will have a negative impact on the neighborhoods in this area. Cause unnecessary hardships for no reason. This alternate route will cause negative economic issues for local businesses.	webform		1171
Gessner	Chris	DUENDE INC	As a Tucson resident for 39 years, I am speechless that the city government, that had already restricted industry access to destroying nature and preserving the last eco system we have left is doing the opposite. Tucson will not provide a tax credit for filming yet they will approve bulldozing millions of acres of indigenous land? I am dismayed that you could even consider cutting through indigenous land to build what is unnecessary and clearly there are other ways. The saguaro forest, multiple plant and animal species is the only thing not allowing Tucson to become another concrete jungle such as Phoenix. People SPEND THEIR MONEY in Tucson and are flocking to the desert for this very reason. Progress and industry are corralled into a one idea mode that perhaps reason cannot twist into something salvageable here? Is that what's going on? What other places can you build this monstrosity? How about putting billions into local Business and upping the ante on the already cemented in our town. We preserve nature in Tucson. We preserve indigenous lands in Tucson. We preserve beauty in Tucson. That's what separates us from other metropolis monolith industry-driven cities. Please wake up. Consider me in on protesting this all the way to the line.	Webform		178
Ghory	Mary Jo		The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. • Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. • The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. • The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. • Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. • The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. • Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. • In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.	Webform		795
Ghory	Mary Jo		The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.	Webform		797
Giacalone	Alicia		I have just heard about this proposal from a friend so I feel there is a need to increase the comment period to allow more people to voice opinions. I oppose the west/avra valley alternative due to environmental impacts and disagree with the need for new interstates to be built for 18 wheelers to enjoy or give easy access for real estate developers. I like the idea of stacking roads in the congested areas and more lanes please!	Webform		965
Gibbs	Steven		To Whom it May Concern: Firstly, I feel it necessary to request a 90 day extension to the comment period specific to Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. A short, 30 day window to comment as families settle their children back into school while COVID-19 cases trend upwards, is insufficient; especially for a project that has the potential to change our landscape and impact lives in the region for generations. I feel it also important to note the proposed project could impact our indigenous populations who have limited access to internet, thus they've had severely limited ability to review the EIS and related materials and ultimately to voice their opinions on the matter. Secondly, I urge you to completely abandon the Western proposal (the proposal impacting Avra Valley) for I-11. The negative impact of an interstate to flora, fauna and outdoor recreation in the proposed areas is not one that is wise to incur and clearly documented in the EIS. Respectfully, Steven Gibbs	webform		2204
Gibson	Bill		Don't destroy more desert. Redeveloped the existing interstate corridors. Cheaper, safer, better.	webform		860
Gibson	Bill		Do not sacrifice this desert to obsolete transportation alternatives, such as mid-20th century interstate highways. Redevelop the existing Interstate.	webform		1911
Gibson	Ross		I strongly oppose the development of Interstate 11 in this area, and believe more time is required to review and debate the public critiques recently submitted. This development will be hugely damaging to both the ecology of the area and the tourism it generates. It is also an extremely short sighted development, given the transition to mass transit that we require to help reduce our environmental impact.	webform		2167

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Gierlach	Katy		We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.	Webform		665
Gilkinson	Mimi		Please don't. I care much more about the adverse effects to the Sonoran Desert and southern Arizona environment than I do about the traffic in the city.	Webform		621
GILLBERG	ROGER		Please do not ruin our desert .	Webform		1496
Gilliam	Kevin		Concerned that a highway that close to kit peak will likely contribute to air and light pollution. Also strongly opposed to permanently and negatively altering the desert ecology in the area surrounding Saguaro National Park. That area is incredible and unique and I don't want it to be destroyed for future generations. My parents live in Picture Rocks and I would hate to see that area become a collection of filthy truck stops.	webform		1887
Gilliam	Lynette		I oppose the proposed I-11 freeway and request the project be abandoned. The environmental impact is too heavy a burden on our desert.	Webform		1534
Gillman	Duffy		This plan calls for a grotesque destruction of a sensitive ecosystem and a gorgeous landscape. Fuck you! Expand I-10 if you need. Don't treat our environment like it is valueless and yours to destroy at will.	Webform		153
Gin	Melanie		Tucson prides itself of its natural environment, but proposing a highway to damage the Sonoran desert and thus the native animals and plants goes against that pride. It also disregards tourists and locals who do research or enjoy hikes, conservationists, etc. by disrupting and harming the very environment they use for research and/or peace. The interstate would cause more noise by creation and traffic once complete; pollution from junk thrown from cars, their exhaust, etc. which can also damage drinking water since it's proximity to Tucson's source of water; all these also affect the animals and plants surrounding the area. There simply does not need to be another highway. We should protect the natural areas and their inhabitants (people, animals, and plants) over convenience.	webform		2369
Gioannetti	Catherine		I oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway.	webform		1255
Giroux, PhD	Marissa		I am highly concerned about the environmental impact and human health impact of the proposed Interstate-11 plan. A full environmental assessment must be conducted for the adverse impact to the lands that the proposed interstate passes through, as well as the impact of the construction process. In addition, it is vital to assess the potential habitat loss of these critical systems and understand if these ecosystems can actually rebound from this disruptive activity. The creation of a new highway will likely impact human health through impairment of viral waterways and through release of particulates, aerosols, and fumes during construction and continued release of gas vehicle emissions with continued use. Long-term human health impacts must be assess, particularly for at-risk and indigenous communities. It is imperative to conduct an environmental justice assessment to understand if historically underserved communities are being disproportionately affected by the short term construction and long term use of the proposed interstate.	webform		2160
Gladwin	Steve		As a resident of Marana, Arizona, I oppose the West option for the proposed I-11 Highway. The damage to the Avra Valley will be consequential. Adding additional lanes to I-10 is preferable.	Webform	Gladwin_1732	1732
Glaser	Gus		I am strongly opposed to this horrendous roadway project. Please see my comment letter for more substantive concerns. EXTENSION OF PUBLIC COMMENT DEADLINE The deadline for public comments should be extended from 30 days to 120 days to allow a fair and thorough review by the public. • The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. • Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. • Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. • The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. • The FEIS is 5,800 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. • A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. IMPACTS TO PUBLIC LANDS The West Option is located perilously close to a wide array of public lands, including: • Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). • County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. • Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. IMPACTS TO WILDLIFE CORRIDORS The West Option: • Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. • Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. • In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway. • There are likely numerous ecological impacts which I have not done the research on to various species in the impacted zone(s). These are very large construction projects with huge easements and right of ways associated – all which will be bladed, graded and disturbed - destroying natural habitat. • How will site runoff during construction and post-construction be managed?	webform	Glaser_2335	2335

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			<ul style="list-style-type: none"> The justification for this project is unclear to me. Why are existing roadways insufficient? <p>IMPACTS TO NOISE, AIR, AND LIGHT POLLUTION</p> <p>The West Option would:</p> <ul style="list-style-type: none"> Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area. Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research. <p>IMPACTS TO THE ECONOMY</p> <p>The West Option, along with the entire proposed route from the border to Casa Grande would:</p> <ul style="list-style-type: none"> Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others. Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services. <p>IMPACTS TO PRIVATE PROPERTY</p> <p>The West Option would:</p> <ul style="list-style-type: none"> Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north. <p>Thank you for your consideration.</p>			
Glass	Leslie		<p>I adamantly oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11) and urge you to exclude this option in its entirety. This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys. This area is my sanctuary and my church. I treasure it immensely for its unaltered beauty, dark sky, hiking, exploring, discovery and praying. I retired to this area specifically for these reasons. This rural and breathtaking landscape and its unspoiled solitude and retreat are foundational to my mental, physical and spiritual wellbeing. Nothing could ever be more horrific and devastating to me than building an interstate freeway through this historical, culturally significant, and environmentally fragile and diverse landscape. The West Option would damage wildlife habitat and corridors, natural resources and degrade the visitor experience and access to a wide array of public lands, especially those located in the Tucson Mountains. There is no mitigation for these negative impacts. Building a freeway through Bureau of Reclamation mitigation lands violates the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. Lands, wildlife, and the people who live in this area, including myself, would be severely impacted by the West Option. It would sever and fragment important corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains, destroying the ability of wildlife species, such as the last surviving desert bighorn sheep population in the Tucson Basin, to move freely through these areas to mate and expand their at-risk populations. As a member of the Friends of Ironwood Forest, I know the work and years involved in bringing this desert bighorn sheep population back from the brink of extinction. I also know the work involved in gaining protection of the Ironwood Forest Mountain range for National Monument status. Desert bighorn sheep rams have been photographed in the Tucson Mountains, indicating they are using these wildlife corridors and expanding their population beyond the Ironwood range. There are a variety of sensitive species in this area such as desert bighorn sheep, desert tortoise, California leaf-nosed bat, Mexican long-tongued bat, Lesser long-nosed bat, Western red bat, Merriam's mesquite mouse, Rufous-winged sparrow, Tucson shovel-nosed snake, Ground snake, Pima pineapple cactus, Nichol's turk's head cactus, and 3 species of talus snail. The Monument also includes historic and potential habitat for the endangered cactus ferruginous pygmy owl. These sensitive species could also be put in harm's way by close proximity of the West Option. The West Option directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. The West Option includes mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. The West Option is located perilously close to public lands, including Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). County lands: Tucson Mountain Park (by which I live within yards of its southern boundary) and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. Years of conservation work and prior mitigation would be rendered useless by the West Option. The Arizona-Sonora Desert Museum and Saguaro National Park would suffer a decrease in revenue and have negative economic impacts. The West Option would encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values (possibly including my own property value). It would also destroy the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north. MOST IMPORTANTLY and adding insult to injury, Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation, Native American cultural resources, sacred sites, ancient petroglyphs and undiscovered archaeological sites could be permanently destroyed. Building an Interstate through this environmentally and culturally sensitive area is unacceptable. Building a hideous monstrosity interstate through this landscape is not progress, but rather it would be a heinous, incomprehensible and defenseless crime against our Indigenous relatives, the first people to inhabit this precious landscape. It must be protected for future generations. I beg of you, PLEASE discard and remove the WEST OPTION entirely from the I-11 plan.</p>	Webform	Glass_0562	562
Glass	Leslie		<p>I am requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS). The 30-day comment period is not sufficient time to review the documents. Nor is it sufficient time to ensure the public is aware of the opportunity to review and comment on the project. I urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations. In order to be equitable, those populations need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. Many of the issues will have long-lasting, significant impacts on our community. Sufficient time must be provided to review the record, research issues and concerns, and provide a substantive response.</p>	Webform		568
Glen	Niki		<p>I strongly believe that we shouldn't have I-11 on the west side of town near Sandario and Milewide. The area near Saguaro National Park is priceless, for both people and animals. It is a GEM of an area and should NOT have a free way running through it. It would affect the natural environment, but also the one area that all people of Arizona and Tucson (and people from all over the world) come to experience the beautiful Sonoran Desert. It would be ruined forever. It is wrong and unconscionable to dig and build a road there, when there is a perfectly acceptable alternative near the existing I 10 (further east). Gates Pass is one of the wonders of the area and the lush green desert further west (near Sandario) should not be disturbed in any way...for a myriad of reasons! Thank You.</p>	webform		856
Glenn	Melody	University of Arizona	<p>I'd like to request an extension of the period for public comment from August to November. Additionally, I'd like to speak out against the west option. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.</p>	webform		495

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Glover	Mary		My name is mary Glover , my family has resided in Greenvalley/ Sahuarita for 35+ years , I do NOT support the I-11 corridor at all , you are tearing our small town apart , the older folks who have lived in this area for many years are effected by this . I feel as though you don't care about all the older homes and are going to make this out with old and in with the new. Signed a very sad resident of Sahuarita .	Email		1215
Goehring	Christine		This is short sighted and ridiculous. The recent UN report on climate change is clear: reduce greenhouse gas emissions & restore our natural environment or die. Building highways to accommodate fossil fuel powered vehicles says that we are choosing death. Let's choose life. Put the money into efficient, clean & comfortable mass public transportation that uses existing resources and a fleet of electric or hybrid trains & buses. Use that infrastructure money to upgrade what we already have. Furthermore this project would harm a unique environment which is also the location of multiple significant archeological sites. We can do better than this.	webform		2280
Goehring	Mark		The I 11 through Avra Valley is a terrible idea. Please do not do it and please do not support it.	webform		1968
Goehring	Zoe		The environmental and cultural impact of this proposal is devastating. This interstate would fracture a diverse and vibrant wildlife habitat and impact several endangered species. Tucson's biggest asset is our unique ecosystem. It is a huge draw for tourism, let alone part of why so many Tucsonans love to live here. To build an interstate through this land would not only have a devastating impact on the ecosystem, it would also greatly hurt the air, light, and noise quality for the protected lands of Saguaro National Park West, Tucson Mountain Park, and the Tucson Mitigation Corridor. This proposed interstate also runs through vulnerable and lower economic communities that would be badly impacted. Nothing good can come of this plan and it is an embarrassment that it has even been proposed.	webform		2373
Goff	Alexandra R		I oppose any new interstate highway construction as part of I-11. Destruction of the natural landscape to build a highway when one already exists and has no substantial traffic is unacceptable.	webform		1028
Goffman	Misty		I strongly oppose the west option. Climate change is impacting the environment and animal life enough and the west option will too severely impact migrating animals.	Webform		924
Golb	Ryan		The environmental degradation and bisecting of Tribal Lands is not acceptable.	Webform		670
Goldfarb	Charlotte		Please use the East Version through Pima County. I am a native Tucsonian now living in Texas. Please protect what makes the desert southwest so special and unique.	webform		2171
Goldsmith	Ken		I strongly oppose the West Option through Avra Valley. This freeway would be a disaster for Sonoran Desert wildlife, wildlife habitat, wildlife linkages, and rural communities in Avra Valley. It runs too close to nationally-important resources like Saguaro National Park, the Arizona-Sonora Desert Museum, Tohono O'odham tribal lands, and other important protected open spaces.	Webform		400
Goldsmith	Ken		I Request an extension of the public comment deadline for the Final Environmental Impact Statement from 30 days to 120 days. The FEIS is 5,800 pages long (including appendices) and 30 days is simply not enough time for public review.	Webform		402
Goldsmith	Ken		I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects.	webform		1259
Golser	Wolfgang		I have had the opportunity to review the information, which presents the alternative options for I-11. Although not perfect, the east option is certainly more desirable. Because of potential environmental degradation, the west option for I-11 should be avoided. In other words, the interstate should NOT be constructed to have it pass through the Avra Valley. Keep I-11 east of the Tucson Mountains! Thank you for your consideration!	Webform		766
Gomez	Gloria		I am completely against another freeway in Tucson. West side / Avra Valley area. This area is very sacred and special. I enjoy a small sanctuary there where we hold space for religious and spiritual ceremonies and commune with nature. We need these spaces for our children, but to mention this is home to so many species of animals.	Webform		147
Gomez	Luis		To Whom It May Concern, I am requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (FEIS) and Preliminary Section 4(f) Evaluation for the following reasons: -The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. - Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. I am also voicing my opposition to the West Preferred Alternative Option (West Option) described in the FEIS for the following reasons: -The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. - Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. -The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. -The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. -Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. -The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. -Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. -In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. Sincerely, Luis Gomez	webform		2075
Gonzalez	Ann		I request that the deadline for comments be extended. I live along the proposed west corridor and I am just now learning that the Tier 1 FEIS has come out. Please give us time to review the documents and spread the word through our community that it has been submitted. The thirty day deadline is greatly insufficient.	webform		450
Gonzalez	Anthony		The construction of this project will negatively impact our ecosystem. In tandem to this, we have climate change already impacting our world and allowing more emissions to be created through the construction of this highway will only worsen a weakened environment that we've caused.	webform		2101
Gonzalez	Camille		Hi, I have two comments to make. First, I would like to request an extension of the public comment deadline for the Final Environmental Impact Statement from 30 days to 120 days. The FEIS quite lengthy and thus 30 days is not enough time for it to be reviewed. My second comment is to express my opposition towards the I-11 (the west option through avra valley). A large part of what makes the Tucson area beautiful and unique is it's extensive desert landscapes and nature. We need to protect this not only for the plants and animals that live there but also for reasons of tourism. Moreover, many residents in the avra valley area are opposed to having a loud, unsightly highway built in their community. Efforts to better our roads and transportation options should be focused on already developed areas, not on areas like avra valley (which, building an expressway would only cause disruption).	Webform		359
Gonzalez	Carla		This will negatively impact my family and my child as well. I have lived here for a while and it's not fair that they want to kick us out of our homes just to make the freeway bigger.	webform		1873

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Gonzalez	Jordan		As convenient as another highway could be for people, we need to be conscious of environmental impacts. This could affect wildlife including endangered species as well as our desert and its monuments. We need to preserve the peace in the desert by limiting vehicle pollutants. We'd like to continue enjoying nature without all the extra noise and eye sore of a highway where it's not necessary.	webform		1925
Gonzalez	Thomas		Please don't do any damage to our precious ecosystem with this proposed project. It would do irreparable harm to one of Arizona's most beautiful places.	Webform		960
Gonzalez	Thomas		This proposed project would permanently damage our beautiful desert landscape that is precious to our ecosystem, sacred to our native population, and important to the community. Any destructive projects must be cancelled in the area.	webform		2187
Goonan	Ellinor		I am writing to express my deep concern over the I11 Proposal. The proposed Avra Valley route would be extremely destructive from an environmental point of view. The amount of truck traffic between Mexico and Canada does not justify either the expense or the environmental damage. Far too little time has been assigned for people in the area to study the proposal and make their comments. Please extend the deadline for comment to 120 days. Sincerely, Margaret Goonan Tucson 85716	email		820
Goranowski	Karl		The west option going to Avra Valley is unnecessary and untenable. The economic impact would be minimal for the area and would only harm to the national park and unspoiled desert habit.	webform		2240
Gorbett	Susan		Do NOT build another interstate highway system through our desert! Improve and widen I-10 and I-19 in order to increase and improve traffic flow from areas south/north. We should start relying on public transportation and not personal auto use for the future. Improve the rail infrastructure so more people can utilize the affordability of public transportation.	webform		2474
Gordon	Lynda		I support the East Preferred Alternative Option to co-locate I-11 on the existing transportation alignments (I-10 and I-19). Here are my reasons: The proposed West Preferred Option in the Avra Valley of the I-11 corridor from Nogales to Wickenburg would negatively impact hundreds of thousands of acres of protected public lands. I-11 in the Avra Valley would bring noise, light and air pollution to Saguaro National Park, Ironwood Forest National Monument, Tucson Mountain Park and the Central Arizona Project's Tucson Mitigation Corridor. The proposal would also cut through sensitive habitat recommended for protection by Pima County's Sonoran Desert Conservation Plan. I-11 in the Avra Valley would sever critical wildlife movement corridors, block all animal migration between protected parks, disturb an unknown number of important archeological sites, impede washes. Saguaro National Park, which generates \$90 million in tourism annually, would become a negative experience for visitors compared to its current reputation. I-11 in the Avra Valley would destroy scenic views, threaten native wildlife species and cause more air pollution. The proposed I-11 also bisects the 2,514-acre Tucson Mitigation Corridor of the Bureau of Reclamation — established to allow wildlife to cross the Central Arizona Project canal. The development would nullify the purpose for which it was preserved and would be contrary to management guidelines explicitly prohibiting development on these lands. Our community will experience economic benefits from increased trade between the United States and Mexico. To facilitate that goal, I support the East Preferred Alternative Option to co-locate I-11 on the existing transportation alignments (I-10 and I-19) by making improvements such as upgrades, expansions, and redesign. This will address the outlined I-11 project purpose, needs, and help to reconnect Tucson's downtown communities that were divided during the initial construction of I-10.	Webform		906
Gordon	Nathaniel		Dear AZDOT and FHWA, As a citizen of Tucson and Pima County AZ, I am writing to you to oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. I am also requesting an extension of the comment period from 30 days to 120 days. The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. The deadline for public comments should be extended from 30 days to 120 days to allow a fair and thorough review by the public. The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The FEIS is 5,800 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. The West Option is located perilously close to a wide array of public lands, including: Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. The West Option: Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway. IMPACTS TO NOISE, AIR, AND LIGHT POLLUTION The West Option would: Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area. Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research. IMPACTS TO THE ECONOMY The West Option, along with the entire proposed route from the border to Casa Grande would: Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. Lead to negative economic	webform		1126

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			impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others. Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services. IMPACTS TO PRIVATE PROPERTY The West Option would: Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north. Regards, Nathaniel Gordon			
Gordon	Rosalie		Please abandon the west alternative to I-11 through the Avra Valley, the impact to this beautiful area is just too great. Once it's destroyed, we will never get it back...	Webform		684
Gorton	Henry		Please do not route I-11 through Avra Valley. There is absolutely no justification to disturbing and bisecting this largely undeveloped stretch of desert. Please devote your resources to updating and improving upon existing infrastructure such as the I-19 and I-10 corridor in Tucson. Building yet another highway with costly maintenance bills make little long term sense in a county whose roads are already in poor condition. Focus your resources on the upkeep of our current infrastructure rather than grand plans for progress that promise only ecological destruction and high maintenance bills for future generations. Think of the present, think of the future, and do not burden our region with another super highway.	webform		1940
Graf	Chuck		To Whom It May Concern: The proposed routing of I-11 through Avra Valley is a ridiculously conceived alternative and would be a colossal waste of money! Not only are the environmental impacts awful, but even setting that aside, the route does nothing to actually benefit Tucson or the rest of Arizona. It will be a boon for subsidizing trucks as they pass through to onward destinations, but it will be worthless to the Arizona economy and most Arizona residents as an actual transportation alternative. We citizens will pay to build and maintain it, but it will be of no use to us. Not only that, but the project is a last century approach to a rapidly changing transportation world. There is no justification for this anachronism. I urge you to send the plan to the shredder and apply some modern thinking for solutions that will lead us into the future, not anchor us to the past. Sincerely, Charles Graf 4335 W Tule Creek Ct Tucson, AZ 85745	Email		2537
Graham	Susan		Please reconsider/rethink this project. As it's proposed, it's not worth the short nor long term negative effects it will undoubtedly have on communities and the environment. The wildlife and land that will be impacted by this project deserve responsible stewardship.	webform		1271
Gran	Cynthia		Please extend public comment window. This is unfair. There is a oot of opposition. I am deeply opposed to it. I do not think it is necessary at all. This is not the necessary type of infrastructure we need. We can do much better than this. Please go back to the drawing board.	webform		1058
Gran	Gary		I'm thoroughly opposed to this project.	webform		1057
Grant	Mark		TALKING POINTS The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.	webform		2087
Grant	Mary		• I am writing today to ask that you abandon consideration of the West Option for I-11. This path would cause irreparable harm to both the people of Tucson and its desert wildlife. And there is an alternate route, one that would actually cost less. The West option will harm both the Desert Museum and Saguaro National Park, both of which generate tourism revenue and are beautiful places for both visitors and Tucsonans to rest and revive surrounded by nature. It would also cross tribal lands, showing tremendous disrespect for Native Americans. Perhaps worse would be the harm to our wildlife. It would sever wildlife corridors vital to the animals. And if the welfare of the wildlife is not an important part of your decision, remember that the reason most people move to Tucson is for the beauty of the desert and the wildlife. Please, please abandon this route and choose the East Option. Thank you, Mary Grant Oro Valley	email		1373
Grauberger	Tracy		We strongly oppose the I-11 project. We purchased land just outside the proposed impact area in order to build our final retirement home. We bought this land because of the beauty, the quiet and serenity of this desert location. It would seem a waste of money and resources to build a new freeway through here, with all the improvements currently being done on I-10 to handle all this trucking traffic. What additional commerce is this new route going to provide? The same amount of traffic will still be driving through Tucson, why now must we route all this traffic through the pristine desert instead? This money should be used to upgrade all the existing infrastructure rather than build new and neglect the old! We also feel that the 30 day public comment period is far too short, given the impact of this project. But it make sense for you if you can say "we only got this many comments, so not enough people care about it".	webform		2471
Gray	Carole Frescura		 I-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007 Emailed to I-11ADOTStudy@azdot.gov RE: I-11 Final Tier 1 Final Environmental Impact Statement and Preliminary Section 4(f) Evaluation (Final Tier 1 EIS) Nogales to Wickenburg, dated July 2021 I. REQUEST TO EXTEND THE COMMENT/DOCUMENT REVIEW DOCUMENT PERIOD TO 120 DAYS OR MORE II. OPPOSITION TO WEST/AVRA VALLEY PIMA COUNTY ALTERNATIVE. III. REMOVE THE WEST/AVRA VALLEY ALTERNATIVE. To Whom It May Concern: I stand with Tucson Mountains Association (TMA) and am very concerned about the detrimental short to permanent impacts of I-11 through Avra Valley. As with TMA, I have three urgent requests: I. REQUEST TO EXTEND THE COMMENT/DOCUMENT REVIEW PERIOD TO 120 DAYS OR MORE. NEPA procedures allow organizations and individuals to request extensions for many reasons which apply to the Pima County Alternatives including aspects including notice, scope and involvement. I respectfully request a 120-day or more comment period for the above referenced urgent matter. Among many things, I am concerned about: - Notice and Review. A 30-day comment period is insufficient for proper review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. - Scope of Project. I believe an infrastructure project that costs so much, has significant impact on our future citizens and severely fragments our desert landscape deserves an extension to provide the public with a full and	Email		1014

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			fair opportunity to participate in this process. - Impact on Minority and Lower-Income Populations. Many communities impacted by the Preferred Alternative Options within the Corridor Study are minority and lower-income populations who may not have access to the Draft EIS. The I-19/I-10 co-location and Western, Avra Valley alternatives will have these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. Infrastructure Requires Consideration. A 120 days or more comment period is required to review, research and respond to a possible addition to infrastructure within metro Tucson. The permanency of these project decisions, no plans or funding available to initiate the project and an estimated cost in today's dollars at as much as \$7 billion, transparency and public involvement is essential. Please extend the comment period to 120 days or more. - Convoluted Alternative Names for Pima County Alternatives. The numerous names for the Pima County alternatives have been confusing to follow, making reading the documents difficult to follow. There are at least four pairs of names: Recommended/Preferred, East/West, Orange/Green, I-10 and I-19 co-location/Avra Valley. - Need to Review, Research and Respond to Voluminous Material. An extension is requested to adequately review, research and respond to over 5,000-5,800 pages of text, maps and other figures of the Final Tier 1 EIS and the unprecedented scope of this project. The sizeable text and the minimal comment period to read and review is inadequate for my response. Such a significant project warrants more time to review the record, research issues and concerns, and provide my response. II. OPPOSITION TO WEST/AVRA VALLEY PIMA COUNTY ALTERNATIVE. I am concerned with the Pima County Avra Valley, West Alternative, and clear unmitigable environmental impacts due to fragmentation. Not only is the purpose of this plan about future modes of transportation within the proposed alternative, ES.4 states the purpose of this plan is to serve population and employment growth in the transportation corridor. This type of growth will increase the negative impacts on the ecosystems of the Tucson Mountains, Ironwood Forest National Monument, Saguaro National Park and Tucson Mountain Park and it will forever remove the lifestyle that we have enjoyed in our unique desert. While I am encouraged that the East Alternative has been submitted, it is impossible to read or understand the voluminous documentation within the 30 day comment period and comment sufficiently. III. REMOVE THE WEST/AVRA VALLEY ALTERNATIVE. The West Pima County Alternative option should be removed. The West Alternative is filled with permanent, unmitigable lifestyle, economic, environmental damage to the ecosystems of Saguaro National Park, Ironwood National Monument, Tucson Mountain Park and all of the Tucson Mountains. This will obstruct, destroy and is a bad investment. Pursue the right choice: drop the West Alternative. I respectfully I. request 120 day or more comment period, II. oppose the Pima County West Alternative and III. request the removal of the West Alternative as an option for the foregoing reasons. Respectfully Submitted, Name Address Phone 			
Grecchi	Giulio		I agree with the Tucson mayor and council that long stretches of our beautiful desert such as those through Avra Valley and Picture Rocks should be left intact. Proposed Interstate 11 poses a serious threat to the region's environment, archaeological resources, and historical treasures, and Tucson's water supply. I-11 should be combined with I-10 and I-19 instead of running it through Avra Valley and Picture Rocks. Also it should be combined with I-8 instead of through Hidden Valley near Maricopa.	Webform		1532
Gredig	Theresa		First, the information that this highway is even a possibility is just sinking in around my area, so I think we need more time for people to review and comment. Secondly, building a second freeway, in general is a horrible idea for the following reasons: it will remove customers from businesses off of the I-10 and I-19; it will encourage growth around the new freeway which will in turn, destroy ever more rare Sonoran desert and bisect habitat that is critical; climate change will require less driving, not more; with the unpredictability of our environmental future, it is vital we leave as much native habitat as possible; and finally, it will destroy precious views. Specifically, the proposed route west of the Tucson Mountains is absolutely unacceptable and will negatively impact some of our most precious resources of the Sonoran Desert Museum, Ironwood National Monument, and The Saguaro National Park, west.	webform		500
Green	Kerrie		Southern AZ does not need I-11. No need to destroy our desert to create a parallel highway. No on I-11.	Webform		1225
Greene, Ph.D.	Chad		As a resident of Armory Park in Tucson, I oppose any plan to build more highway infrastructure through or near our neighborhood. This neighborhood is currently peaceful and quiet, but the construction of a new highway would create an environment of never-ending noise from cars, trucks, and speeding motorcycles. Furthermore, highways never fix traffic--they only encourage more driving, and more cars on the road. Keep this terrible idea out of Tucson.	webform		1165
greer	Alexa		I do not think this highway should be built. It is too close to Tucson's main water source, which is an irreplaceable resource. I don't think we need this highway enough to risk it	Webform		1495
Gregory	Eric		As a landowner within the Sonoran desert, I am writing to request an extension to the public comment period regarding the EIS for the potentially disastrous Preferred Alternative Option for Interstate 11 through the Sonoran desert west of Tucson. A majority of the people and communities, including Native American Nations are minority, low income, and in some instances do not have access to solid means of electronic communications. This puts these communities at a distinct disadvantage in having their voices heard. At this point, not extending this comment period is unfair, unjust, and, quite simply rude to many people who this project could potentially impact. Please extend the comment period further. Regards: Eric Gregory	webform		857
Gregory	Eric		The potential Alternative Option through the environment west of the Tucson Mountains near Tucson, Arizona for Interstate 11 as shown within the EIS is an absolutely terrible option for numerous reasons. Routing this destructive, noisy, and polluting portion of interstate through one of the world's most unique and beautiful ecosystems would cause significant damage to the local environment. Wildlife habitat would be fragmented, degraded, and ultimately destroyed. The flora and fauna in the desert to the west of the Tucson Mountains is unique, valuable, and already exists on the edges of its endurance. The route west of the Tucson Mountains proposed in the EIS would uproot families, destroy homes, and destroy the lives that people have built in and near the proposed route. Additionally, this road would increase instances of valley fever as well as pollution related ailments. From the standpoint of crime, this road would increase criminal activity such as smuggling and human trafficking in the area. In an economic sense, routing I-11 to the west of the Tucson Mountains would materially harm the economic vibrancy of the city of Tucson. Moving traffic away from the city itself would quickly siphon off traffic and the business, revenue, and opportunities that traffic provides to the city of Tucson. Local businesses would suffer and economic instability would ensue in the local area. Interstate 11 west of Tucson does not make good economic sense. On the topic of economics, routing this road through the desert west of Tucson would be ridiculously expensive. Properties would need to be purchased, families would have to relocate, and tourism and the businesses that rely on visitors would suffer greatly. In summation, building Interstate 11 to the west of the Tucson Mountains would be an economic and environmental disaster. Please do not build this section of highway!	webform		1192
Griffin	Tanya		This bypass is needless destruction of our natural desert!!! Utilize the roads already created and expand them if needed.	webform		1932
Griffiths	Matt		The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you.	Webform		839
Grigar	Carolyn		Choose the east option and continue to protect and preserve native and endangered species in the area and a clean watershed.	webform		2124
Grijalva	Raul	US Representative	Good morning, Please accept the following letter from Rep. Grijalva. For any follow up, please reach out to our District Director, Ruben Reyes or I. Best,	email	Grijalva_USRep_0107	107

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			<p>Sayanna Molina Legislative Assistant Rep. Raúl M. Grijalva (AZ-03) 202-225-2435</p> <hr/> <p>July 22, 2021 I-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007 Also emailed to: I11Study@azdot.gov Re: Final Tier 1 Environmental Impact Statement for the Interstate 11 Dear Mr. Van Echo, I respectfully request a 90-day extension of the public commenting period. I am concerned that the proposed 30-day comment period, which ends August 16, 2021, is too short for a comprehensive review of this project with critical implications for the region. As you know, there are approximately 5,000 documents currently associated with this project. Granted that this is the first time ADOT has published an Interactive EIS and given the scope of this project, an extension to allow for robust public review is merited. While I support efforts to physically connect Arizona and Nevada via transportation corridors to facilitate Canadian and Mexican trade routes, we must do so with the backing and support of local impacted communities. As I stated in earlier comments for the record, a significant review should include alternatives to highway creation like rail and multi-modal transportation systems designed to alleviate congestion and increase alternative transportation options for commercial needs and users in the region. The preferred "West Option in Pima County" alternative corridor would result in significant impacts to the environment, including wilderness corridors, and the quality of life for residents of that community. The public must have ample time to notify affected parties and allow their concerns to be addressed. Access to reliable internet service is not a reality for many residents, thereby leaving them at a disadvantage when it comes to engaging with the on-line condensed format Final EIS draft. Simply put, thirty days is just not enough time. I along with hundreds of concerned constituents remain opposed to any highway plan that results in widespread environmental destruction to areas in the Avra Valley including Ironwood Forest National Monument, Saguaro National Park, Tucson Mountain Park and Tribal lands. In addition, being that there is no current federal funding for the I-11 project, there should be no rush to finalize the EIS without affording stakeholders the needed amount of time to thoroughly review and submit comments for this EIS process. Please consider this my formal request to extend the 30-day commenting period for the Final Environmental Impact Statement to 90 days. A project of such magnitude should prioritize receiving significant input from the public which this extension request would achieve. Sincerely, Raúl M. Grijalva, Member of Congress, (AZ-03) Cc: Jay Van Echo, PE, ADOT I-11 Study Manager</p>			
Griswold	Holly		<p>Dear AZDOT, Please do not run the proposed I-11 through Avra Valley. We oppose the West Preferred Alternative Option. PLEASE ABANDON THIS OPTION ALL-TOGETHER. Our main concerns are: This route would sever the wildlife corridor between Tucson Mountains, Ironwood Forest National Monument, and its mountains, The Tortalita range, and the Catalinas. Keeping this wildlife corridor enables wildlife to move about, keep gene pools robust and populations strong. Decades of efforts by many conservation groups and government agencies have protected the wildlife corridor. Let's not abandon the vision for this ring of wildlife passage now! As the Tucson/Marana metro area grows, this wildlife corridor will be ever more precious to citizens like my husband and I. We like how Tucson tries to live with the desert wildlife. Fracturing this corridor by running I-11 through it would be a great loss. To many this area may look bleak, but I assure you, once you are out on the ground, it is full of life. We have spent many days out in Ironwood Forest NM, camping, hiking and volunteering in support of projects led by the BLM. Of primary value is the indigenous herd of Bighorn sheep in the Watermans and Silverbells. These Bighorns have not been reintroduced, they have survived there all during settlement of the Tucson area. For Bighorns to be able to travel safely between herds in Ironwood Forest NM, and the Catalinas is vital, we feel, for longterm health of the Bighorn populations in Tucson. A freeway through Avra Valley would have a bigger impact than most people imagine. Once there is a freeway, there are interchanges, once there are interchanges, there will be increased development, Existing low income neighborhoods will be split and loose livability. Tourists like to go over to the West side of Tucson Mountains and experience the Sonoran Desert, and feel away from the metropolis while doing so. The Avra Valley alternative would destroy that feeling of wildness and natural desert, so close to Tucson. Bad idea! We support constructing the new I-11 alongside the existing I-19 and I-10. We imagine that will be more difficult, working around existing infrastructure. But we feel the overall impact of moving the trucking traffic through Tucson will be less, overall. Holly and Gene Griswold Oro Valley</p>	email		715
Griswold	Holly		<p>Dear AZDOT, Regarding the proposed I-11 project: Please extend the public comment deadline from 30 days to 120 days. There is much interest in this project. There is much to consider. The Draft EIS is long, and will take time to digest, consider and respond to. Please allow more time for comments so that all people have an opportunity to air concerns and voice opinions. This is a big change for Tucson. Thirty days seems rushed. Please extend the deadline to 120 days. Thank-you for listening, Holly and Gene Griswold</p>	email		716

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			Oro Valley			
Gritis	Wayne		We do not need more desert chewed up for another highway. Widen I-10 and have I-11 follow it for a while. Look into lanes that have few if any exits in downtown Tucson to expedite traffic	Webform		948
GROCH	JACKIE		I am opposed to the West Preferred Alternative Option as described in the Tier 1 Final EIS for Interstate 11. This is a complete disregard by self-serving individuals for not only the Saguaro National Park West, the Ironwood Forest, Tucson Mountain Park neighborhoods and all Arizona Nations, Tribes and Arizona Citizens! This deeply concerns me and I do not see it as being a positive action for anyone except those few who would be self served by such a new interstate at the cost of our beautiful environment and all of the Arizona citizens who truly love AZ and all of it's beauty. I have been a resident of AZ for 44 years and this is truly home to me, my husband and our family. Find another route or just forget this terrible plan.	webform		2141
Groch	Jason L.		I categorically oppose the "West Preferred Alternative Option" for I-11. This option would cause irreversible damage and ruin Saguaro National Park West, Tucson Mountain Park, and the surrounding desert. It would also be too close to the Arizona-Sonora Desert Museum. These are all gems of the Tucson area. In addition to the benefits they provide Tucson residents, they attract thousands of visitors every year and contribute millions of dollars to our economy. In contrast, the "West Preferred Alternative Option" will only damage Tucson and its economy. We do not need another interstate driven through the desert, with its air pollution, noise pollution, visual pollution, light pollution, littering, and pollution from motor oil and other chemicals leaking from trucks and other vehicles--not to mention the risk of spills from accidents involving trucks carrying chemicals and other hazardous materials. Moreover, the "West Preferred Alternative Option" would block corridors for wildlife. Among other things, it would go right through the Tucson Mitigation Corridor, which is supposed to ameliorate the effects of the Central Arizona Project Canal on wildlife. The "West Preferred Alternative Option" would bring no benefit to the Tucson area, and we instead would be burdened with all the harmful effects. Indeed, it is not intended to benefit Tucson. It is intended to facilitate trade between Canada and Mexico. Why is Tucson being sacrificed for that purpose? Why should we bear the burden when we receive no benefit?	webform		1862
Grossman	Sol		Please do not route the I11 highway through thenAvra Valley /Saguaro National Park/Ironwood National Monument corridor. The disruption, the traffic, the pollution and the noise will create significant problems for the vegetation and animals in this area. Also please allow for 120 day comment period to allow me to read the full proposal.	Webform		1581
Grosvenor	Mark		I strongly oppose the proposal to build interstate 11 through Avra Valley. It will destroy all that is good about this area. It will increase urban sprawl to the area and cause untold damage to the environment. It is opposed by residents in the area, the Tucson City Council and numerous environmental groups. The people it will affect the most simply do not want it!	email		1847
Grosvenor	Mark J.		I strongly oppose the proposal to build interstate 11 through Avra Valley. It will destroy all that is good about this area. It will increase urban sprawl to the area and cause untold damage to the environment. It is opposed by residents in the area, the Tucson City Council and numerous environmental groups. The people it will affect the most simply do not want it!	webform		2153
Grosvenor	Nancy		To whom it may concern, I vehemently OPPOSE the proposal of building I-11 highway through Avra Valley. This highway would bring destruction to our fragile environment. It would negatively impact Sahuaro Park west, Tohono O'odham lands, wildlife mitigation pathways, the Ironwood Forest Monument, and so much more. Nancy Grosvenor	email		1845
Grove	Dawn		I-11 Tier 1 EIS Dawn Grove 5855 N. Kolb Rd Unit 9212 Tucson, AZ 85750 RE: Request for comment deadline extension by 90 days for the I-11 Final Tier 1 Environmental Impact Statement To Whom It May Concern: I am requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, I urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Of personal interest is the proposed freeway will cut across and completely through a friend's home and Spiritual Sanctuary. My friends and owners of the home utilize their private property, home and Sanctuary as a place of healing for themselves, others and wildlife. This is a place many of us in the community go to practice yoga, attend educational seminars and spiritual retreats in an isolated setting far from urban chaos. It is a rare location indeed where one can find solitude to spiritually connect with others in an exquisite nature setting. The proposed freeway would destroy their home and Sanctuary. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community as evidenced by one specific example I identified above. We need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you for considering this. Respectfully, Dawn Grove July 25, 2021	Email		264
Grunig	Dan		30 days is too short for public comment. The West preferred alternative should be abandoned. This extra roadway is not needed and would destroy the western Tucson desert environment.	webform		1204
Guajardo	Tracy Rose		NO. DO NOT approve I-11, an unnecessary highway which will destroy precious habitats and the limited resources of our unique desert environment. All will suffer, plants, animals and humans who find their sense of place in the quiet reprieve of our trailheads and mountain views.	webform		1983
Guevara	Elizabeth		This freeway is not necessary and will horribly impact the Sonoran desert which is so biologically diverse. It is the reason so many people love to come here- to see the intact desert IMPACTS TO PUBLIC LANDS The West Option is located perilously close to a wide array of public lands, including: • Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). • County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. • Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. IMPACTS TO WILDLIFE CORRIDORS The West Option: • Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains.	webform	Guevara_2235	2235

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			<ul style="list-style-type: none"> • Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. • In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway. <p>IMPACTS TO NOISE, AIR, AND LIGHT POLLUTION The West Option would:</p> <ul style="list-style-type: none"> • Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. • Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area. • Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research. <p>IMPACTS TO THE ECONOMY The West Option, along with the entire proposed route from the border to Casa Grande would:</p> <ul style="list-style-type: none"> • Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. • Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others. • Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services. <p>IMPACTS TO PRIVATE PROPERTY The West Option would:</p> <ul style="list-style-type: none"> • Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north. 			
Guibert	Olivier		if Interstate 11 is built west of the Tucson Mountains, it will impact 2 national parks because it will go across designated wildlife corridors, and over what is now property owned by scores of citizens in Picture Rocks and Avra Valley. it will create more pollution and health hazard to the residents of this aerea the wind coming mostly from the west.	Webform		726
Guizar	Shelby		Hello, Given the sheer amount of information, exacerbated by the stressors of COVID-19, the public needs to be allowed more time to review the Final Teir 1 EIS. The window for public comment must be expanded from 30 days to 120 days. Additionally, it is in the best interests of public health in the long term to immediately abandon Option 1. In a time of severe environmental loss due to land development, it is paramount that all government departments come together to not forsake the future of humanity for the immediate concerns of the present. There is a way to move forward in transportation without throwing out the baby with the bath water, so to speak. Stop sacrificing our natural environment that supports human well being, now. We cry out for all that has been lost and what we fear our children will lose.	webform		1063
Gulck	Mary		This can be built above the current structure with harming the desert, people's homes and way of living .	webform		507
Gullo	Andrew		Follow the money! The only individuals that want the western route are people who recently purchased large tracks of land along that route. People like me who live at Diamond Bell Ranch do not want any part of I-11 anywhere near here.	webform		1328
Gungle	Bruce		1. Please extend the public comment deadline for the Final Environmental Impact Statement from 30 days to 120 days. It should be obvious that the FEIS--at 5,800 pages (including appendices)--is much too long for members of the public to adequately review in 30 days. If you want public comments, you must provide adequate time for members of the public to review the document. 2. Please end the charade and remove the west Avra Valley route option from consideration. Thank you for this opportunity to respond to the Interstate-11 Final Tier 1 Environmental Impact Statement and Preliminary Section 4(f) Evaluation (Final Tier 1 EIS)	webform		464
Gustafson	Greg		Please add my name to those opposed to a bypass around Tucson. The proposed highway cutting through scenic areas near Saguaro National Park will not be an advantage for the local population. I believe it will only bring more gas stations and convenience stores to rural settings and only they will benefit from the highway. This is a waste of money that would be served by improving Hy 10 & 19 in the downtown area. We do not need more Dollar stores or strip malls that will encroach on wildlife and ruin the beauty that Arizona is known for. This expansion is not for the locals but for out of state corporations that will be the only beneficiaries. Once the desert is divided it will never return to the condition it is today. Please do not approve the bypass. Greg Gustafson	email		703
Guthrie	wm		Has anyone did a phsical traffic study on the 93-I40 interchange in Kingman az on a holiday weekend. Money would be better served by rerouting this stretch of roadway	webform		1326
Gutierrez	S.		I am against this project. The environmental impacts are concerning, it disturbs protected land, and I find it completely unnecessary	webform		2011
Gutowski	Laura		I do not believe i-11 should go through Avra valley. There is no way to mitigate the environmental damage/pollution that would be done in that area. In addition it would negatively impact the community that already lives there more than if the highway were routed adjacent to existing highways.	Webform		723
gutzmer	Mindy		"What if we just fucking DON'T bulldoze tens of thousands of acres of wilderness for the proposed I-11, and instead put those BILLIONS of dollars toward something else. Maybe toward helping local businesses so they thrive and can pay people decent wages to produce things here, instead of importing everyting. I'm open to having the logic of this explained to me, but if it can't be I'd love to get involved in shutting it down. PUBLIC COMMENTS CLOSE AUGUST 16th! Write them now! https://www.surveymonkey.com/r/I-11FinalTier1EIS *Photo of the desert in the proposed route by Frank Staub." I stand with Joe Pagic. The last thing we need is to destroy more of our desert landscape and the homes of animals (some endangered) for a strip of concrete that the state of Arizona won't maintain to begin with. We need to be looking at planting more trees, supporting local businesses creating safer pedestrian and bike paths around the city and better safer pubic transit. We need to pay our teachers a better wage and educate our children not build a fucking highway.	Webform		167
Guyott	Madeline		I oppose the construction of I-11. The Financial, environmental, and ecological cost is too great. I am concerned about the proximity to the central Arizona project. More vehicles will contribute to contamination more. Water security in AZ is at risk with climate change and our water in Tucson has already been reported to contain contaminants from the air force base and Raytheon. We cannot risk contaminating the water further. I oppose I-11's location through the Sonoran desert. Highways will add to light pollution and put Sonoran animals at risk of being run over. Fragmenting the migration of animals and endangered species, the proposed project would have intense ecological effects. I am a hiker and I love the tucson mountains. And Saguaro National Park West. I I would be heartbroken and enraged to hear traffic or see a highway while hiking and trying to be with nature. Imagine having a highway outside of Yellowstone or Zion. Despicable. I support the national park service and purchased year passes every year, but would less likely to do so with I-11. A reminder that we are on unceded pasqua Yaqui and O'odham land. This land needs to be respected and every highway that cuts through the beautiful Sonoran desert is scarring. I OPPOSE project I-11	webform		1962
Guzman	Natalia		I strongly oppose ADOT's proposed highway plan through Avra Valley. This would be devastating for the wildlife and create devastating and unalterable environmental consequences throughout the region. It is of utmost importance to protect what little untouched spaces we have left, and putting a highway through a key environmental corridor would be horrific. The wildlife corridor will be completely destroyed, the watershed will be fragmented and the inevitable pollution from highway construction and afterwards, will increase exponentially for years after the project is completed. The	webform		2377

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			desert has already experienced unprecedented temperatures, droughts and wildfires in the last years. Further fragmenting the land will continue to put pressure on the ecosystem and cause horrific consequences not only for the flora and fauna but for all people that reside in the desert. The citizens of Tucson will continue to oppose this plan.			
Guzman	Natalia		Good afternoon, my name is Natalia Guzman and I am calling to leave a message in English. If you would like to hear my comments in Spanish, call me at (520) 440-5993. First of all, I want to say that the 30-day comment period given for the public to talk about this project is ridiculous. As a Tucsonan and a part of a minority group, I find it incredibly offensive that we can have enough time as a community to read more than 5,800 pages of documents about the proposed plan going through Avra Valley as well as be able to disseminate the information and share with other public. We need to extend the public comment period for a much longer time so that people from marginalized groups and minority groups who will be directly affected by these highways can comment and take the necessary action to give their opinion and give their vote. Secondly, I would like to say, there are many, not only social justice issues regarding the building of this proposed highway in Avra Valley, but also some insanely horrific environmental impacts. As a student of conservation biology at the UA, I'm horrified that there is potential for Avra Valley to be destroyed and made into a highway, especially during a time when we are facing unprecedented climate changes. We are facing unprecedented drought and wildfires in the US. This is not a time to further destroy the environment and further fracture watersheds and natural land bridges for animals. It would further fragment the Sky Island and push us into further extreme climate in Southern AZ. If this construction happens, we would have worse drought and worse wildfires, and a destruction of the ecosystem that we value and is part of our public lands. These lands belong to the people. I will continue calling to express my displeasure. Thank you.	Voicemail		2575
H	Michael		Good morning, I wanted to inquire about Arizona's portion of the CANAMEX corridor (corridor 26). The Arizona Department of Transportation (ADOT) posted the EIS online for a public comment period until August 16, 2021. After the close of this review period, what does that mean for the project? http://11study.com/Arizona/Documents.asp P.L. 104-59 is fairly specific about the route and states that: (A) In the State of Arizona, the CANAMEX Corridor shall generally follow— (i) I-19 from Nogales to Tucson; (ii) I-10 from Tucson to Phoenix; and (iii) United States Route 93 in the vicinity of Phoenix to the Nevada Border. There may be some interpretation about subsection (ii) about Phoenix (e.g., downtown or the outskirts). The preferred alternative, if chosen, would mean constructing a new Interstate facility(ies) west of Tucson (with a connector at Marana) and through the Phoenix metro area via Casa Grande. There are lots of stated reasons in the EIS (e.g., economic, connecting to employment centers, traffic on I-10 on Phoenix, etc.) to build along the preferred route. However, why is ADOT not required to route along existing facilities? A Tucson bypass would make sense because of the anticipated freight traffic but not a facility parallel to I-10 in Pima County and northwest via Casa Grande. One proposed route, for example, followed I-10 west from Tucson to I-8 west to turn north on Arizona Route 85 and then generally north to Wickenburg, AZ to connect with U.S. Route 93. Although this does not meet the statutory language, this alignment would meet the intent of connecting Phoenix metro to Wickenburg and with the benefit of not having the environmental impacts, acquiring as much new right-of-way, and other costs of constructing a new facility(ies). The saving of highway funds could be used on other projects in Arizona. It would be great to get some insight from FHWA. There are a lot of details in the statute and in road project planning that the public may not see. Thank you in advance for your assistance. -Michael	Email		104
H.	Felicity		It has come to my attention, the night before this decision is made, of this project. The fact that this would greatly affect my community and area, and I didn't hear about it, is a great concern. I would like to support my community's request to extend this deadline by another month. Since this would greatly affect a large portion of land, there needs to be a lot more people in this important discussion. Especially since I have already heard of a couple of better locations to consider. The points of concern that have already been made makes me believe that this is more important than just a 30-day notice period.	Webform		1475
Hagyard	Stanley		Hello I am, first of all, requesting an extension of the public comment deadline for the Final Environmental Impact Statement from 30 days to 120 days. The FEIS is 5,800 pages long (including appendices) and 30 days is simply not enough time for public review. And secondly, I am writing to say that I oppose the I-11 through Avra Valley. I am opposed to it because it passes right next to Saguaro National Park, the Arizona-Sonora Desert Museum, Tohono O'odham tribal lands, and other important protected open spaces. This freeway would be a disaster for Sonoran Desert wildlife, wildlife habitat, wildlife linkages, and rural communities in Avra Valley.	webform		461
Hailey	Mike	Honeybun Farms	I would like to echo these points in opposition to this project: --The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. --Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. --Many of the communities impacted by the Preferred --Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. --The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. --The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures -- the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. --A new Interstate freeway has not been built in this metropolitan area since 1961 -- over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you	Webform		334
Haitch	Amanda		We are reaching out to voice our objections to the proposed route of Interstate 11 between Buckeye and Casa Grande. As residents of the affected area, we cannot support the proposed route. We have researched the current options and the end goal of this project. We find fault in the logic of building a new freeway through this area at the expense of lost revenue to our local communities as well as carving out more of the Arizona Desert. At the start of the I-11 project, it appears there was not enough cooperation or communication between all parties involved. It is our civic duty to point out that the I-11 route between Casa Grande to Buckeye would not only draw valuable revenue away from our cities and the Gila River Reservation; but it would also displace homes, farms, businesses, schools and emergency services. Those working on the project of Interstate 11 admit there is no good reason to spend money on more roads to get from Phoenix to Tucson because we already have them. In spite of this, they are proposing one as an option to cut down about 11 miles and approximately 47 minutes of the journey so travelers can bypass all our major cities to get out of the state. That only benefits the state of Nevada. Instead of tourists stopping at our hotels, restaurants, stores and casinos along the freeways we have established, this will direct them around it all and we will miss out. The No Build option would send funds to repair the Interstate 10 and other sections of freeway so everyone can come into the city and we continue to gain on the trade of travelers. With the project to build up the State Route 347 now a reality, the funds and goals of Interstate 11 can be combined with the project: Interstate 10 Widening -sponsored by the Gila River Indian Community, Arizona Department of Transportation, and Maricopa Council of Governments. The No Build option for the I-11 will redirect the focus to updating our existing freeways. This will make the most of funds and be more fiscally responsible. Advocate and appeal for the No Build option to be used between Buckeye and Casa Grande! Respectfully,	Email		1009

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			Amanda & Mark			
Hale	Carrie L		The Sonoran desert is a unique and vital ecosystem, the biodiversity is unparalleled and there is a huge number of unique species. The proposed highway would have devastating impact on the ecosystem. With the recent report on how dire the environmental situation is re: climate change, this proposition is even more irresponsible. I am firmly opposed to the construction of I-11. It is unnecessary and the destructive impact will be extreme and irreversible.	webform		2333
Hale	Rick		I oppose the west alternative. Not only is the environmental impact devastating, the need is questionable. Southern Arizona already has two low-traffic freeways (the 8 and the I-19), where is this traffic? Also you should extend the comment period to 120 days.	Webform		581
Hall	Catalina		1. We, people who want to be heard, need more time than just until August 16th. The study is so long and has so much to consider extra time is needed. 2. As I try to read through it I see that going through Picture Rocks and Avra Valley is being given as the best route. This is unacceptable. I am not the only person who feels this way. Going through parks and open spaces won't just bring traffic, pollution and noise, but also dense developer housing and chain stores. 3. And some would say going through Tucson is just as bad. But I-10 already is there. In many places there are three lanes but built for four so much of the work is already done. Thank you, Catalina Hall	webform		480
Hall	Dr. Caitlyn	University of Arizona	I oppose the west option because building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. This would also lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others. Finally, the west option is more costly.	webform		2073
hall	joan c		I oppose I-11 and the time period for community feedback should be extended to 6 months.	webform		463
Hall	Joe		I am a professional archaeologist working here in Tucson and I think this would be an absolute devastating blow to the local community and indigenous populations please consider not continuing with this proposition.	webform		2361
Hall	William		AZDOT Representatives, Please recommend the I-19 continuation for the expansion and not the West route. Approving them to come through our residential community should not be an option and you as ADOT would not be serving and supporting the town of Sahuarita or Arizona as a state. You would be bypassing Sahuarita and Tucson thereby diverting business else where. It also would be more expensive. The sound factor from a freeway, even to the north near El Toro Road would be unbearable and destroy the quiet of our desert. Home values would also drop. Please choose the existing I-19 route and plan to improve this freeway much like you have done on I-10 from Marana, Picacho Peak and north. Thank you very much. William Hall and Barbara Gurwitz-Hall 17395 S Placita Palmilla Sahuarita, AZ 85629	Email		1242
Hamann	Denene	TA Member	I am a TA member and oppose the FEIS West Option.	Webform	Hamann_1633	1633
Hamann	Julia M		We do not need another interstate highway in Pima County. This will destroy riparian areas and old growth saguaros. The damage will never heal.	Webform		161
Hamdan	J.		Do you want to completely destroy the desert, Tucson and Pima County? NO, NO, NO to the "West" plan. This is WRONG on every level. It's an existential threat to the flora and fauna of the Sonoran Desert and diametrically opposed to reducing climate change by placing another heat island highway in the middle of the desert and encourages increased polluting vehicles in our region. It is cost prohibitive at a time when our existing roads are barely drivable. It's disgusting that such a plan was even designed.	Webform		1671
Hamilton	Dave		This whole Interstate-11 project continues to look very much like another highway project looking for a justification to exist!!.....what might be termed a boondoggle, if you will !! It appears to me that most of the populace is not even aware that this massive endeavor is going on! The cart has gotten way ahead of the horse at this point!..The whole thing needs to be slowed down while the public is informed and brought on board. Sincerely, David Hamilton Las Vegas, Nevada	Webform		1741
Hamilton	Jamie		Southern Arizona is known for being in the beautiful wild Sonoran Desert. An interstate would have devastating consequences to the local ecosystem & hence our tourist dollars. There's archeological sites that haven't even been excavated. Please consider the environmental impact: fuel pollution, light & sound pollution.	webform		2385
Hamilton	Paul	The Biodiversity Group	C'mon! We don't have nearly enough time to review the EIS. 30 days?!? Give us a break. We need at least the 120 day review period to give at all an informed opinion.	webform		880
Hanby	Jeannette	Kibuyu Press	I strongly oppose the West Preferred Alternative Option described for Interstate 11. This option is incredibly expensive, unnecessary, will damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. The West route will irrevocably damage several critical migration corridors Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects. This very ill conceived route for a new and unnecessary freeway doing so much damage is an illustration of transport officials not paying attention. Modify the existing I10 route.	Webform		1647
Hanchette	Adelyn		FHWA and ADOT, As a Tucson resident and conservationist I adamantly oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement for Interstate I-11. This route would do irreparable damage to natural resources, biodiversity conservation, wildlife habitat, and visitor experiences within the wide array of public lands and protected areas it would be built through. No mitigation could offset these negative impacts, and it would not only cause negative immediate impacts but negative impacts for many decades to come. This proposed route would sever extremely important and irreplaceable wildlife corridors leading to fragmentation that would destroy the ability of wildlife species to disperse, roam, and find new mates and would lead to increased wildlife-vehicle collisions which pose a significant threat to both wildlife conservation and human safety. Additionally, it would cause significant noise, air, water, and light pollution, and encourage urban sprawl, all of which are detrimental to the character of Tucson's west side and the area's attraction as a dark sky city with plentiful rural outdoor activities. This would lead to loss of revenue and have negative economic impacts for surrounding attractions such as downtown Tucson, Tucson Mountain Park, and economic powerhouses like the Arizona-Sonora Desert Museum. Furthermore, this proposed route would threaten many minority communities as well as Tohono O'odham lands and treaty rights. Finally, we also request an extension of the comment period from 30 days to 120 days in order to give community members adequate time to voice their thoughts and concerns. We as citizens of Tucson are again adamantly opposed to the West Option and will continue to oppose it if construction moves forward. Please reconsider what would be a detrimental and permanent impact to Tucson's beautiful Sonoran Desert. Thank you, Adelyn	webform		1347
Hand	Johanna Robin		I strongly oppose the the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route would be extremely damaging to protected public land (Saguaro National Park west) as well as private land in the area west of Tucson. Noise pollution from highway traffic would detract from tourism in the National Park and the Sonoran Desert museum. The growing Tucson downtown economy would be hurt if traffic between Nogales and Phoenix bypassed Tucson. Furthermore, endangered wildlife that rely heavily on migration corridors in the Tucson mountains would be severely impacted. The west option would be detrimental to the city of Tucson, the unique ecosystem of Saguaro National park, and the entire community.	webform		2126

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Handley	Conor		Please do not build this highway. The urbanization of Tucson has already severely affected our wildlife to the point of many species being extirpated in the past few decades. This Highway will only being more development and destruction to one of the last refuges of the Sonoran desert in this region. It will also severely impact many human recreational paths that so many people cherish about tucson. This project will benefit very few and forever damage this beautiful desert. There are also many sites sacred to both Yaqui and O'odham people along its path that will be negatively impacted by its construction. Do not allow I-11 to be built.	webform		2436
Hannagan	Tom		Excluding the Ironwood Forest NM undercuts any and all other credibility in the Tier 1 EIS. Huge mistake.	Webform		412
Hansel	Elysia		As a community member, I urge you to listen. Do not build another interstate through/near Tucson, Arizona. The department of transportation needs to focus on the current infrastructure, like updating train tracks, light rail routes and our current roads. This proposal will effect the environment, Native American land,, hiking trails. I This interstate joining project would not have the desired effect of reducing travel times and boosting the economy. To really reduce time in traffic, the ADOT needs to build incentives to commute to work, to ride on trains and bike paths as a community into downtown for functions and celebrations. We do not need more interstate and highways. We do not need or want this proposed Sonoran Corridor.	webform		2061
Hansen	Homer		Please extend the deadline for comments at least 90 days. August is a busy month, kids return to school, etc. plus the Delta variant is messing with work schedules. Thanks	Webform		661
Hanson	Jonathan		I do not want to see the character of an entire valley destroyed by an interstate highway that will do nothing but degrade the property values and quality of life of the valley's residents. This endeavor will benefit no one except companies transporting goods through Arizona to other states. The solution to traffic problems caused by a growing population should be kept where that growing population is concentrated, not pawned off on rural residents.	webform		1310
Hare	Trevor A		No to the west option, keep the alignment with Interstate Ten. To much environmental harm would come with the west option.	webform		2317
Hargett	Danielle	University of Arizona College of Education	I am writing to strongly oppose the proposed freeway West option in Avra Valley right next to Saguaro National Park, the Arizona-Sonora Desert Museum, Tohono O'odham tribal lands, and other important protected open spaces. This freeway would be a disaster for rural communities in Avra Valley and Sonoran Desert wildlife and their habitat and linkages. I would also like to request a 90-day extension for the community to review and provide feedback on the I-11 interstate. Tucsonans and the Tohono O'odham community (whose land this proposed highway would cut through) need adequate time to review and make their voices heard. The FEIS is 5,800 pages long (including appendices) and 30 days is simply not enough time for public review.	Webform		784
Harkleroad	Casey Lyne		Please do not install this highway! The proximity to the drinking water is dangerous because of vehicle pollution. This is also a danger to already endangered species in the area. This will also impact the noise, light, and air quality in the protected lands of saguaro and surrounding parks as well as create and less present experience on popular hiking trails.	Webform		1486
Harlow	Henry		As a Tucson AZ resident, Professor of wildlife ecology and concerned citizen for preserving our cultural and natural heritage, I ask for an extension of public comment period on the EIS, ADOT and FHA recommended routs for I-11. From a social and biological perspective the western route has a significantly greater negative impact on the Tohono O'Odham tribal land, Saguaro National Park and Tucson Mountain Park people and wildlife than the proposed eastern option co-located on I-10. The discussion period needs to be lengthened to get the Tucson and surrounding community informed and engaged in this discussion.	Webform		600
Harlow	Mary Ann		1. Please consider extending the public comment deadline for this proposal to 120 days. The interstate freeway will have profound effects on our community. There is simply not enough time to review a 5800 page document, much less draft a reply. 2. In any event, I strongly oppose the West Option. It will irretrievably damage public lands in the Avra Valley and the Tucson Mountains. My family has a background in wildlife management and we are horrified at the cost of the environmental degradation that a freeway through these areas as will cause. I do not believe that there is any mitigation that would not cause lasting negative impact. In addition to damaging wildlife habitat and reducing recreational use, the West Option would encourage sprawl and the resulting blights of pollution and build-out of services for the freeway. Please give us sufficient time to consider a reply.	Webform		593
Harrington	Sabine		To whom it may concern: I have called the Sonoran Desert Home most of my life. Myself and countless other Tucsonans understand how lucky we are to call this incredibly biodiverse ecosystem our home. It's the only biome of its kind in the world, with many endangered endemic species of flora and fauna that rely on this land to exist. I understand that Tucson has no choice but to grow, but we cannot afford to grow in a way that desecrates what makes us so unique. Tucson is not Phoenix, Los Angeles or Portland, and frankly, it shouldn't be. We are one of the oldest continually inhabited Native American settlements in all of North America. These original settlers knew how to live with the land so as not to "kill the goose that laid the golden egg." It's our responsibility to do the same. Myself and many others do not believe that a brand new highway through virgin desert is an intelligent solution to our growing population. Saguaro West needs to be left alone. Our tax dollars would be much better spent going towards repairing the hundreds of potholes on our local roads. Or improving our small business economy. Why must we always look outside of our own resources to attract investment? We should invest in our local infrastructure, people, and priceless natural environment before we spend money on anything else. This environment is ours alone to protect. If our local government goes through with this project against the voice of the people whom it affects, expect to have civil unrest and recalls on those in office. This project is not in the interest of Tucsonans. Do not build through desert west of the Tucson Mountains, we are adamant. Respectfully, Sabine Harrington, 4th generation Tucsonan	webform		1049
Harrington	Sabine		To whom it may concern: I have called the Sonoran Desert Home most of my life. Myself and countless other Tucsonans understand how lucky we are to call this incredibly biodiverse ecosystem our home. It's the only biome of its kind in the world, with many endangered endemic species of flora and fauna that rely on this land to exist. I understand that Tucson has no choice but to grow, but we cannot afford to grow in a way that desecrates what makes us so unique. Tucson is not Phoenix, Los Angeles or Portland, and frankly, it shouldn't be. We are one of the oldest continually inhabited Native American settlements in all of North America. These original settlers knew how to live with the land so as not to "kill the goose that laid the golden egg." It's our responsibility to do the same. Myself and many others do not believe that a brand new highway through virgin desert is an intelligent solution to our growing population. Saguaro West needs to be left alone. Our tax dollars would be much better spent going towards repairing the hundreds of potholes on our local roads. Or improving our small business economy. Why must we always look outside of our own resources to attract investment? We should invest in our local infrastructure, people, and priceless natural environment before we spend money on anything else. This environment is ours alone to protect. If our local government goes through with this project against the voice of the people whom it affects, expect to have civil unrest and recalls on those in office. This project is not in the interest of Tucsonans. Do not build through desert west of the Tucson Mountains, we are adamant. Respectfully, Sabine Harrington, 4th generation Tucsonan	webform		1050
Harris	Maureen		This is outrageous, no more roads like this. Leave Tucson deserts alone.	webform		449
Harris	Sarah		To AZ DOT: The Draft EIS documents total close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. 120 days is an appropriate period to ensure review and comments from residents with limited resources. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. The Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access.	email		815

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			Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Please extend the comment period to ensure the environmental concerns of all affected populations are captured. Sarah Harris 1217 N. 1st Avenue Tucson AZ 85719 phone 520-882-4577			
Harris	Zachary	Mountain Springs Community Services LLC	Please extend the comment period to 90 days in order to allow more individuals from the region to comment on this project. This project will have immense impact on the community in this area and needs to be properly considered. This is the largest proposed infrastructure project in Southern Arizona in over 50 years. Please allow the citizens of Southern Arizona to properly weigh in on this project.	Webform		1479
Hart	Dennis		I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects.	Webform		1744
Harte	Vivian		The Avra Valley route is 2-1/2 miles from my home. Because of the loud continuous noise from the 18-wheeler trucks, I request that a barrier be provided so the noise does not carry and disrupt the peace and quiet living I have had for the past 36 years. Hearing a constant noise would also lower my property values.	Webform		6
Hartgraves	Paula		Hello, I am writing to both request an extension of the public comment period from 30 days to 120 days and to ask that you ABANDON the West Option. Thirty days is not enough time for everyone to read through such a huge document, full of data, graphs and maps. Nor is it enough time to ensure that all of the public is made aware of the chance to review and comment on it. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Because the impacts of this project are intergenerational, I urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Also, a new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Even more importantly, I urge you to ABANDON the West Preferred Alternative Option in Avra Valley. I lived in this area for a number of years. It's an area with vital wildlife corridors. Fragmentation here would destroy wildlife species' ability to migrate, not to mention damage some of Tucson's most scenic preserves like Saguaro National Park West. People live in this area to escape from the urbanization of Tucson. The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Also, Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. In addition, The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. The West Option will also hurt our local economy, by diverting traffic away from Tucson's downtown and growing business districts, lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum, among many others and contribute to far-flung sprawl development in Avra Valley. There is just no good reason to adopt the West Option. Everyone is opposed to it. Please do not give in to the greed of a few developers and rich businessmen. Please ABANDON the West Option! Thank you.	webform		1036
Hartley	Emily		I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects.	webform		1286
Hartmann	Terry		Also, regarding the need for I-11, we should not be building more highways until we figure out how to properly maintain the ones we have. The conditions on I-10 and I-19 are deplorable. Fix those highways first.	Webform		114
Hartmann	Terry		Please reconsider this route! The beautiful desert landscape outside of Tucson is critically important for residents' quality of life, as well as tourism. Undisturbed native vegetation & wildlife, and ancient paleo glyphs have much more value to our city than Interstate I-11 would. The desert plants & animals are suffering from the drought. Please don't diminish their habitat as well.	Webform		115
Hartog	Patric Den		I am writing to express support for the NO BUILD ALTERNATIVE for the I-11 Freeway. I am not convinced of the economic need for this freeway, particularly through the Tucson area. I travel the existing I-10 freeway frequently through Tucson and have never seen traffic that I would consider as very heavy. Slowdowns are rare and usually due to accidents or construction. The marginal decrease in travel time from Nogales to Wickenburg does not justify the large cost and environmental impact of this freeway. I am particularly OPPOSED to the WEST PREFERRED ALTERNATIVE through the Avra Valley near Tucson. There are many reasons to oppose this route but chiefly among them are: • It will have a significant adverse effect on the free migration of wildlife in nearby conservation areas. Among these are: Tucson Mountain Park, Saguaro National Park, Pima County conservation areas, and Ironwood National Monument. No amount of wildlife throughways can rectify the result of bisecting this nearly contiguous natural area with a freeway. • Noise will be significantly increased for visitors to the above conservation areas - both from traffic and from commercial development that is sure to follow. Even far from the freeway, noise will be an ever-present violation of the natural sounds of these parks. • Light pollution from traffic, interchange lighting, and future development will certainly adversely impact the darkness of night skies along the route. This area of Arizona is a destination for amateur astronomers and professional astronomers at Kitt Peak National Observatory. The Tier 1 environmental report claimed that the WEST PREFERRED OPTION would have no impact on Kitt Peak. That	email		1134

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			can not be true because any additional sky shine will be detrimental to scientific research at this facility and future development could significantly reduce the sites usability. The United States Government and Universities have made large investments in this site and this investment should not be compromised. Thank you for your consideration of my comments, Patric Den Hartog 4825 N Old West Rd. Tucson, AZ 85743			
Harvey	Adora		This project could ruin what makes Arizona and Tucson special. We have a responsibility to put the millions of plants and animals above our own selfish desires. We must steward the land not destroy it. Some of our most scenic hiking route views would be disturbed by this eyesore. If we want to preserve our land's function and beauty we cannot continue with this plan. There will come a day where land is all we have and you will regret paving over saguaros and javelina homes. Their prosperity is just as important as yours. The only moral choice is to cancel this plan.	Webform		1434
Harvey	Walter		Yes on I-11. Create jobs, development, and a bypass route freeway between Tucson and Phoenix always congested, accidents.	Webform		749
Hasan	Mohammed		We need to go with the West option for I-11, building a new route without going through I-10 in Tucson. Traffic flow through I-19 & I-10 in Tucson is already congested and both highways are in a very poor condition an alternative would be great economically and safer for society.	Webform		910
Hassing	Wayne		To: ADOT The expansion hwy. 93 should NOT converted into a freeway. There's many things to consider! Ease of travel to Las Vegas should be a forgotten! We have enough gambling already! For access to the pacific NW we have enough freeways already – do we need more? The west route on the west of Phoenix should be cancelled. Too many homes would be destroyed and what about the land that would require? The native desert land that would be required is too much. We should be saving the desert instead of confiscating it! Freeway #17 between Flagstaff & Phoenix should be first for improvements. Thank You, Wayne Hassing Prescott Valley, Az	email		717
Haus	Cindy		ADOT/FHWA should ABANDON the West Preferred Alternative Option in Avra Valley. NOW!!	webform		2458
havens	Logan		Abandon the west option. We don't need to bypass the city and destroy fragile ecosystems.	Webform		840
Haworth	Emily		Please protect our precious desert and extend the comment period. A project of this magnitude needs both more time and ample input. The comment period MUST be extended as it is insufficient for thorough and adequate review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. This project is dangerous, harms environmental health, harms indigenous land, and is not worth the legacy of damage. Please reconcile these egregious mistakes and abandon this project.	webform		870
Haworth	Jessica		I am writing to ask that ADOT abandons the plans to build the west preferred alternative option in Avra Valley. There are 2 alternative proposed routes that do not tear through treasured, protected, native, and sacred lands. The west option would damage natural resources and the beauty of the remote section of iconic Tucson desert, while also degrading the experience at several public lands and parks in the Tucson Mountains. The west option would impact several wildlife corridors that are critical to the Tucson ecosystem, and essential to Tucson's identity homing countless Southwest's iconic and unique wildlife. The west option would also violate the reason the space was created in the first place - essential to protecting our water, now-vibrant downtown, Pima County's section 10 habitat conservation Plan and the Sonoran Desert Conservation Plan. As we head into the upcoming climate catastrophe, it's essential to protect our access to clean safe drinking water, as we know that the Climate Crisis will only continue to impact our water levels, and desert communities like ours will feel the impacts of those changes sooner than others. It's essential that we act now to protect our lands, water and animals to benefit us all for generations to come. Please take long term considerations to mind, as the West option would be a short term solution with devastating and irreversible long term effects.	webform		2185
Haywood	Sloane	Armory Park Resident	There has been inadequate notification of all those in the downtown historic neighborhoods who will be affected by this final report. Notification should ensue and the comment period should be extended 90 days.	webform		1282
Haywood	Sloane		There has been inadequate notification of this final report to downtown historic neighborhood residents who will be significantly impacted. A stacked freeway would likely have a profound impact on our historic downtown neighborhoods both in noise and vibrational effect on properties. This has not been adequately studied. As an Armory Park resident I have grave objections to this proposal. Once I-11 is in place there's and the full impact is realized there's no turning back	email		1359
Healy	Clarice		I strongly oppose the west option to I-11 and urge you to only support the option going through developed Tucson. Natural, green spaces are critical to our region's biodiversity and they must be protected and preserved! This land is special for so many reasons and it would be wrong to disrupt it, especially when there is a city route available. Thank you.	webform		2437
Healy	Elizabeth		To whom it may concern, I treasure the flora and fauna of the area around the AZ Sonora Desert Museum. I would be so sad to see a highway going through the area. I think doing that would be a majorly poor use of resources. Why have that blight on the beautiful scene around the Museum? Put the highway where there's already development in Avra Valley! Keep our desert beautiful where we have a National Monument! I oppose the Western Option and want to see you use the alternative in Avra Valley I-19 to I-10. Leave some natural spaces for our children to appreciate! Liz Healy Tucson AZ. 85745	email		1838
Healy	Liz		I'm a Tucson resident of 45 years and I'm always happy for my visitors to get to see the drive to the Desert Museum and the beautiful area surrounding. Please don't build the I-11 by the Desert Museum! The option that goes through a more developed area in Avra Valley connecting I-19 to I-10 makes so much more sense. Why jeopardize the desert and it's wildlife that resides near one of our main attractions? And besides the attractions it's bad for us residents because we need open space and nature for our health. Please use the more developed space.	webform		2330
Healy	Russ		Please abandon the western option for Interstate 11 in order to protect undeveloped areas of the Sonoran Desert!	webform		2319
Healy	Russ		Having examined the FEIS, I strongly encourage you to abandon the western option for I-11. Thank you. My name is Russ Healy, I live in Tucson (85745)	Voicemail		2580
Heath	Joshua	Tucson Showing Up for Racial Justice	In my honest opinion it feels like the City of Tucson has failed its citizens by again trying to force a devastating decision made without the notice and without fair opportunity to comment on such a dangerous development. An interstate highway made in one of the most fragile ecosystems at the great expense of our minority communities can't be decided without the consent of the Tucson people, and the blatant deception in keeping discussion or feedback by those affected from this project is deceptive and coercive. After the hidden plans to demolish Barnum Hill, this new ploy comes as another blow to the faith of the community for this city and our leaders.	webform		2470
Heath	Stephen		This I-11 plan is a very BAD idea. Why would you want to do all of this make shift highway building/destroying of our beautiful desert areas (at Taxpayer expense) when you already have a Interstate/Highway system in existence. Rather then build a new Highway for what purpose - to save some truck drivers a few hours of driving to shorten their drive when instead you can save our	Email		266

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			beautiful desert & a lot of taxpayer money by just widening our current Highways that are already in existence. No NEW Highway I-11 just widen the existing Interstate Highways & leave our serene desert alone or do you feel like most government agencies - the need to dig into the taxpayers pocket for money to waste that we do not have nor need to spend. Steve Heath			
Heaton	Emily		I oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson - a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. Thanks for considering my opposition to the West Option for I-11 through Avra Valley.	webform		2129
Hedderman	Simon		I strongly object to the West Preferred Alternative Option for I-11 for two primary reasons: 1. The impact on the local ecosystem - West of the Tucson mountain range is near-pristine high desert, and a new interstate will have devastating impact on migratory patterns and habitat. 2. Financial - expanding I-10 as part of this project would be significantly more cost effective. It would also preserve a) the trucking support businesses along the current I-10 route, and b) the wildlife and tourism related business on the proposed West route that would be significantly impacted by the new road. 3.	Webform		1568
Heightchew-Howard	Ezra		The window of time for community feedback is insufficient in light of the massive impact this project would have on the community and environment. Please extend the feedback period to 120 days to allow for proper education and awareness. Further, I ask that you abandon the West option entirely. The environmental impact of such a project would be staggering and would negatively effect our beloved national parks and tribal lands. It does not need to be this way. In an age of so much environmental destruction, I beg you to reconsider and make the safer choice of the East route, if you must do this at all.	webform		2483
Heighton	Laurel		This interstate needs to be discussed with the natives who land it is on. It will impact low socioeconomic groups and wildlife. These areas are sacred lands.	webform		2309
Heisler	Rebecca		The West Preferred Alternative Option for the proposed I-11 freeway cuts right through Avra Valley and next to Ironwood Forest National Monument. This route would not only destroy thousands of acres of Sonoran Desert habitat but would severely impact wildlife of the Ironwood Forest National Monument. The new freeway would effectively cut off Ironwood Forest from Saguaro National Park West and Tucson Mountain Park. This route should be abandoned for the previous and the following reasons: 1. Scientific research has shown that connectivity is extremely important for wildlife. By cutting through the connectivity between Saguaro National Park West and Ironwood National Monument, this important connectivity would be destroyed and so too would wildlife. How many impacts from the potential traffic would kill wildlife. "Roadkill" is not an option. 2. The Sonoran Desert is limited in extent and has already been damaged extensively from overgrazing, development, agriculture, and other adverse impacts. The destruction of this important desert area piece by piece has to stop. 3. A major highway through this area would be devastating by increasing air, noise, and light pollution. This is unacceptable. It would also impact the poor, rural, and diverse peoples who live in this area We need to be more sensitive to environmental justice and this option is not. 4. The proposed west option would be cut perilously close to Federal, State, and Native American lands. The Federal and State lands were purposely set aside to protect these precious areas from negative impacts from development. Putting a major highway here is not in the goals of the nearby public lands. 5. The West Option would negatively impact tourism and the tourism industry in this area. Nobody wants to go to an area that has a major highway running close to it. People want to go into the desert for solitude, solace, and to enjoy the natural environment. 6. I live in Central Arizona in the wintertime and have visited Ironwood National Forest, Saguaro West National Park, and the Tohono O'odham annual event on their lands. The thought of construction, constant backup beeps from construction equipment, and then the constant drone from cars, 18-wheelers, trucks and the like would be devastating for this area. The west option for the proposed I-11 should be abandoned. Thank You	Webform		567
Heitzmann	Kathleen		The I-11 does not belong in our Sonoran desert. Widen I-10 or use already commercially developed areas to place this new (and unnecessary) freeway. Spend the money on high speed public transit instead of lanes for individual vehicles. Look to the future instead of continuing to jeopardize our beautiful home.	email		1795
Helder (?)	Robert		Hello this is Robert Helder calling. I have read the proposal on the I-11 study and I would like to express the no-build option. The no-build option seems to be the best thing for me. If they need to put one in, how about a railroad. Anyway, no-build, thank you.	Voicemail		692
Helsher	Jakob		Please do not take the west route as this will negatively impact various wildlife of this area.	Webform		191
Hendel	Ed		I would like to voice my strong opposition to the Avra Valley route for I-11. This route comes within a few hundred feet of Saguaro National Park, which would ruin the experience for hikers and tourists. I strongly urge you to use the existing I-10 corridor instead. I moved to Tucson a few years ago, because of my experience on a trip to Saguaro National Park. I had just finished my Master's degree at Harvard, and I was beginning my career in data science. Everyone told me I should move to Silicon Valley because that's where the big tech companies are. But after experiencing the incredible beauty and peaceful silence of Saguaro National Park on that trip, I decided to permanently move here to pursue my career, despite the relative lack of data science jobs in this city. If there had been a noisy intrusive highway a few hundred feet from the National Park when I visited, I wouldn't have fallen in love with this place, and I'd be in Silicon Valley instead. But this isn't just about me. There are lots of other people who come here because of our unique proximity to well-preserved nature. Saguaro National Park and the Arizona Sonora Desert Museum are some of our best attractions, and building a highway so close to them will ruin their appeal and hinder our economic growth. A few years ago the New York Times wrote an article about how unique and special Tucson is. Here's a quote about the author's trip to Saguaro National Park: "One minute we were in the heart of Tucson, among the restaurants and businesses you'd expect in a major metro area. Scarcely 15 minutes later it was as if we were hundreds of miles from civilization. I took in the silence and the towering saguaro cactuses. As I watched the breathtaking sunset, the stereotype of 'snowbirds' — people who spend their winters in Arizona — suddenly made perfect sense to me." National coverage like that drives tourism to our great state, but if we surround our wilderness with intrusive highways, we will lose a big part of our appeal. Would the author have felt like he was hundreds of miles from civilization if there was a noisy highway next to him? Would he have praised our signature Arizona sunsets if his view was marred by huge trucks whizzing by? Tucson is the closest major city to a National Park in the entire country. We must embrace the responsibility to take care of it. Instead of ruining our National Park, let's use our existing I-10 corridor that brings people directly to our downtown businesses and restaurants. It would save billions of dollars in construction and stimulate the local economy, while preserving our tourism revenue and our natural attractions.	Webform		26
Hendrickson	Margaret		The I-11 freeway is a hugely misguided effort that will greatly increase fossil fuel usage and pollution and cause property to plummet in the Santa Cruz River Valley. Entire communities will be destroyed by a totally unnecessary expressway in this narrow valley that is already inhabited by I-19. This valley is already being environmentally degraded by water extraction to commercial properties. Folks here have invested their life's savings to live in safe, quiet homes and communities. Canadian Highbay Minerals is planning to devastate this valley with six huge open pit copper mines. ENOUGH. At a time when the earth is grappling with environmental threats to all life, building a new freeway is not a rational way to use our tax dollars.	Webform		277
Hendrickson	Peggy		I am outraged that your email urges us to comment about the totally preposterous I-11 plan and support the route through Sahuarita and Green Valley. This misguided project should be abandoned in totality. You worry about Tohono Oodham lands and don't give a damn about all our homes and neighborhoods that will be forever destroyed by the route you ask us to support. You need to change your tune and support us non-native populations who have made major investments in homes and neighborhoods on the east side of I-19. Your message should be to oppose and protest this plan in its entirety. The very fact that we are working as environmental advocates to reduce fossil fuel consumption altogether to save the planet means we do not need yet another freeway to carry fuel guzzling trucks through the Santa Cruz valley. We are already facing a Canadian mining company who has their sites set on digging six open pit copper mines in this valley. Your desire to have ANOTHER freeway built through this narrow valley is shameful. With friends like you, who needs enemies? Peggy Hendrickson Green Valley, AZ	Email		304
Henke	Jane		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage.	Email		2530

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			I am concerned about fragility of the desert environment. Jane Henke			
Henke	Ron		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. The West Option would take business away from Tucson. Please select the East Option. Ron Henke	email		2585
Hensley	Brandy		To whom it may concern: I am writing in apposition of the i11 corridor route that borders Sandario Rd. This route will negatively effect my community and the national monument in the area. Thank you, Brandy Hensley	email		1782
Hentz	George		Please build the I-11 route with the far west layout. This will help planned growth throughout the western valley.	Webform		10
Herhold-Wilson	Lisa		I strongly oppose this project!!!!!!	Webform		1757
Herman	Brandon		No more freeways!!! If we must, it should be colocated with others, not bulldozing new routes. The future is not more roads, get with it and figure out others ways to improve capacity in those already constructed.	webform		1105
Hernandez	AJ		We want ADOT & the FHWA to ELIMINATE the West Route from the Preferred Route in their Final Decision of Record, so it will no longer be considered and will NOT go on to a Tier 2 study. I live in this area and would be impacted by this route. I have lived here for 17 years and I look forward to retiring here and do not want to move. I would also not like to see our beautiful Sonoran Desert Museum and Saguaro National Monument be affected by this route. Not to mention the enormous cost to do this. Improve I-19 and save money!!!!!! Respectfully, Alicia Hernandez	email		1360
Hernandez	Daniel		Why create more roadways for Arizona to not maintain when our existing infrastructure is falling apart. We need better roadways from east to west but our priority should be maintenance.	webform		2206
Hernandez	Justine		To Whom It May Concern: I am requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, I urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you for considering this request. I appreciate the time you have put into this. Kindly, Justine Hernandez, Tucson, Az	email		813
Hernandez	Lorraine		I am requesting a 120-Day, or more, Comment Period. I Oppose the West/Avra Valley Pima County Alternative due to unmitigable damage to the Tucson Mountains, Saguaro National Monument and the Ironwood National Monument, and I request the Removal of the West/Avra Valley Alternative from consideration. This is a beautiful natural area that should be preserved for future generations and not encroached on for highway expansion.	Webform		829
Hernbrode	Bob		I have reviewed the justification material for I-11 and find it difficult to build the highway in light of the expense and disruption of construction. I therefore oppose the route through Avra valley and along the I-10 corridor	webform		481
Hernbrode	Bob		I have reviewed the justification material for I-11 and find it difficult to build the highway in light of the expense and disruption of construction. I therefore oppose the route through Avra valley and along the I-10 corridor	webform		482
Herrera	Jessica		Hello, I am writing to oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. I also request an extension of the comment period from 30 days to 120 days. Much of the communities affected by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who, in many cases, do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations. They need adequate time to be notified via ground mail or other means. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.	webform		2362
Herron	Lori		The west option will have unforeseeable consequences on our wildlife. The highways are already very dangerous for the animals here; many of which are sparse and unique to this sacred land. They are also a cesspool of pollution and litter. The very least you can do it keep it closer together. Expanding further into the desert can and will be disasterous	webform		2056
Hess-Kretiv	Christylyn	Rainbow Bull Studios	Don't build i11 on the desert. Use i10 or i19. There is no reason to spoil the desert and farmlands for a highway. Don't destroy people's homes for a unnecessary road	Webform		53
Heusinkveld	Dominika		I-11 comments I urge the AZDOT to ABANDON the I-11 West route through Avra valley (the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11). This beautiful area is bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. In addition, I	Webform	Heusinkveld_1754	1754

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			urge the AZDOT to allow an extension on the public comments period. Since the FEIS is nearly 6,000 pages long, the public needs more time to review the FEIS, especially given its long-term impacts on our community. The West option is particularly bad for the area around Tucson and is opposed by Pima County Board of Supervisors and the City of Tucson due to its negative impacts on local environments, protected areas, and its terrible pollution consequences. This proposal puts over a million people at risk for the health consequences of water pollution, air pollution, exposure to lung-damaging particulate matter, and other health hazards. In addition, the project would negatively affect many economic and research institutions. It would divert traffic away from downtown Tucson and the Arizona-Sonora Desert Museum. It would also negatively impact the research activities at Kitt Peak, due to light pollution. The areas affected by the West option include Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County); Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan; and tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. All of these areas would be significantly negatively impacted by noise, air, and light pollution, including a protected wilderness area in Saguaro National Park. Private lands would also be impacted—this project would encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north. In addition, this area will damage natural assets that the people surrounding Tucson enjoy daily, and will kill wildlife and damage natural habitats. It is also more expensive than the East option. At a time when our natural resources are the only thing that stands between us and climate disaster, it is incredibly foolish and shortsighted to consider a plan that puts those resources in such great danger. This highway would also encourage more building in sensitive areas north of Tucson. The last thing we need during the existential-level climate crisis is more development!! We need to preserve our green spaces, not destroy them. I also would like to request a time extension for public comments. A new Interstate freeway has not been built in this metropolitan area since 1961 – over 60 years!!! It will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. The time extension is particularly important because many of the communities impacted by the Preferred Alternative Options within the Corridor Study area. Many are Native American, other minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Please do not add to the injustices already perpetrated upon these communities by taking away their opportunity to comment on this far-reaching project. Please do the right thing for the citizens of Southern Arizona. Delay the public comment period and abandon the East option for the I-11 highway project. Protect our health, our environment, and our future. Dominika Heusinkveld, MD, MPH, MS			
Hicks	Debbie		Ridiculous add to the existing roads available not peoples homes..wildlife..scenic and protected wildlife and desert plants. .. dont destroy lives for the almighty dollar	Webform		276
Hidalgo	Geoffrey		Comments have been uploaded as a PDF. I am writing to state my opposition to West Preferred Alternative Option that is described in the Interstate 11 Final Tier 1 Environmental Impact Statement. The construction of this stretch of freeway could potentially be ecologically devastating and economically harmful to the region and should therefore not be pursued over the East Option, which would be congruent with I-10 and I-19 and less environmentally destructive. The ecological consequences of new freeway construction through desert that is mostly undeveloped will be irreparable. Valuable wildlife habitat will be destroyed and wildlife corridors will be disturbed. The natural resources that have so much value to those that live here will be compromised. The beauty of the desert would be replaced by an eyesore of a freeway, which if built could lead to more urban sprawl, thus increasing the air, noise and light pollution in the Tucson-Metro area that is not only deleterious to wildlife, but also to Tucson residents. Not to mention that any major accident on the proposed West Option could potentially pollute the aquifer regeneration ponds located in Avra Valley that supply Tucson with clean water, a resource that will only become more valuable as the global climate crisis worsens and the regional drought increases in severity. Furthermore, diverting traffic from going through Tucson would reduce the patronage of travelers to local businesses and chain establishments, which could result in a decrease in job opportunities and ultimately a diminished workforce. Not only would this have an immediate negative impact on families that need those jobs and opportunities the most, but it would also lead to a decrease in municipal tax revenue which would affect all Tucson residents, either with an increase in city sales tax, a decrease in public services to residents, or both. There are myriad other disadvantages to the West Option that I won't get into because I want to keep this letter short and manageable. I'm sure that building the proposed I-11 freeway through Tucson (the East Option) isn't exactly a boon, but it seems less destructive than building through Altar Valley and Avra Valley, tearing up desert as it runs parallel to I-10. As a graduate of the Natural Resources program at the University of Arizona, I learned about the detrimental and near-irreversible impacts of land-use change. The West Option certainly qualifies as a land-use change event that would incur generational ecological impacts, and the cost of those impacts won't be worth the temporary convenience of the West Option.	webform	Hidalgo_2125	2125
Hill	Gabriella		Hello, as a resident of the impacted area I urge ADOT & FHWA to increase the 30-day comment period to 120 days (90 additional days) for review of the documents as 30 days has been insufficient and seems to be a strategic plan to lessen public awareness of a massive project that will impact many generations. The extension is necessary in order to properly ensure that the public is aware of the project and provide appropriate opportunity to review and comment on the project. As an Arizona native, I firmly oppose the West Preferred Alternative Option and I urge the ADOT & FHWA to ABANDON this option with haste.	webform		2434
Hill	Landon		100% support I-11 and specifically the western route through Avra Valley near Tucson. There is no way to widen I-10 through the city. So just give the people of Avra Valley some conditions like wildlife overpasses, no on/off ramps to prevent development and maybe a depressed freeway so no one can see it or hear it.	Webform		133
Hill	Marilyn		I do not support the building of a new interstate. But if you must, I guess doing it in the eastern portion would be less harmful. I wish you could just not	webform		2176
Hiller	Kate M	Pima County Government	I support Option two of the plan that works with the existing infrastructure of I-10. I believe that is a good option for economic and environmental reasons for both the citizens and wildlife of Pima County.	webform		877
Hiller	Robin		To quote from the Coalition for Sonoran Desert Protection report, "Building a new freeway in southern Arizona to enable increased traffic by fossil-fuel burning trucks and cars is the exact opposite of the type of smart planning needed for our future and the future of our planet." I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. Thank you, Robin Hiller	Email		2554
Hiltner	Jesse		One of the most beautiful places i have ever been, please keep it as it is, stop permanently changing earth for the sake of our convenience	webform		2292
Hink	Valerie		I write to express my strong opposition to the West I-11 route through Avra Valley. Routing a major highway through this beautiful part of the Sonoran desert would have huge negative impacts on the flora, fauna and recreational values of the valley. The east route would have much less environmental and social impact and is much preferred. The Sonoran desert is unique and limited in area, and limiting further destruction of the desert is imperative. Valerie Hink, Tucson resident	webform		1970
Hinman	Dale		This highway proposal is among the dumbest ever imagined. The road is not needed, and will destroy some beautiful parts of the region. Think again	Email		2508
hise	steev		hands off Avra Valley!	Webform		747
hockaday	ana		When we purchased our home we were not made aware of this planned corridor, It will be very disruptive to our lives. Please plan to have elsewhere if needed.	Webform		1666

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Hodge	Jimmy		I-11 Exit List https://docs.google.com/spreadsheets/d/148jorrF8Xgs2nLlb2Ji3GqCE33d5-vzbArHlezc4vHA/edit?usp=sharing Ideas Map https://www.google.com/maps/d/edit?mid=1r-S4gwYJjVz3M_IXipKIUGwUL5e8EmoL&usp=sharing I-11 = Orange SR-24 = Yellow Loop 303 = Green I-111 = Violet SR-74 = Pink SR-111 = Teal I-110 = Maroon SR-11 = Purple SR-560 = Blue	email	Hodge_0124	124
Hodge	Jimmy		Exit List <- Link to Exit List Corridor Map is Below and in a Link https://www.google.com/maps/d/embed?mid=1r-S4gwYJjVz3M_IXipKIUGwUL5e8EmoL	Email	Hodge_0248	248
Hodge	Jimmy		I-11 would be over 410 miles, stretching from Nogales, AZ to the Nevada state Line Serving Nogales, Eloy, Casa Grande, Coolidge, San Tan Valley, Apache Junction, Mesa, Scottsdale, New River, Cave Creek, Wickenburg, Wikieup, And Kingman in Santa Cruz, Pima, Pinal, Maricopa, Yavapi and Mojave Counties The highway goes north from the Mexican Border, running parallel to I-19 and goes Northwest/Southeast to Eloy and goes North/South to serve San tan valley and Apache junction (Replaces Ironwood Road/Gantzel Road) and goes Northwest/Southeast for a couple of miles, till at Apache Trail and Signal Butte Road, then goes North/South until it reaches the McKellips Road corridor and goes West/East until goes between Stapley and Mesa drives, then goes slightly Northwest/Southeast To Wickenburg, and replaces US-93 to Kingman all the way to the Nevada State Line	Email	Hodge_0301	301
Hoffman	Ben		This project should remain on the existing corridors, not through Avra valley. Besides the impact to sensitive desert ecosystems, it would have a major negative impact on cycling routes and create unsafe conditions with increased traffic.	webform		1084
Hoffman	Donald		Absolutely and PLEASE abandon the western route alternative. That route is irretrievably disruptive to minority populations and to the Sonoran Desert ecosystem. To me it is the obvious decision to make. Thank you	webform		1023
hoffman	Natalie		Disrupting the incredible nature preserves that this highway would run through would be devastating. Part of what makes Tucson so special is the ability to enter pristine desert right outside the city. In a city that is already becoming unlivable due to housing prices and the climate, this would be a gross waste of money. Don't do it	Webform		1395
Hofmann	Wendy		Please see attached comments. Thank you. Why I Oppose an Interstate Highway Through Picture Rocks and the Rest of the Valley West of the Tucson Mountains When my family first moved to Picture Rocks nearly 30 years ago, we had lived for many years in rural Northern Arizona, a beautiful, quiet expanse of a place with cinematic views and wonderful air. Our three boys were young and we relocated to be closer to our Tucson family. Picture Rocks was the closest we could find in the whole Tucson Metro area that captured the wide-open beauty and freedom that we loved about living up north. The quiet. The Milky Way. The coyotes, bobcats, javelinas, and national-park views. The 30-minute job commute downtown took us through Saguaro National Park and over the Tucson Mountains each way, a "decompression chamber" escaping the busy clutter of the city. The special character of Picture Rocks will be forever lost if a freeway is built through it. Therefore, I ask that you do not adopt that plan. It is not only the residents of Avra Valley who will be adversely affected if Interstate-11 is built through its heart. Constructing a freeway through Avra Valley would inevitably and irretrievably destroy a resource to the Greater Tucson area. The rural character of an area so close yet so different would no longer exist for Tucsonans now and for generations. A freeway would inevitably spur commercial growth along its path and the noise, air, and light pollution that accompany it. Successful regions of our country have recognized in their planning the value of nature within reach of urban concentrations. Once lost, nature can never be regained. The Sonoran Desert is recognized around the world for its uniqueness and Avra Valley is a pristine example of Sonoran Desert panoramas within an easy drive from Tucson. In all due respect, the Phoenix Valley is a perfect example of how an urban area can expand and keep expanding. Tucson is surrounded by mountain ranges that naturally contain its parameters. Massive commercial development that would come with a major thoroughfare west of the Tucson Mountains also would render the mountains a habitat island, effectively trapping the animals that reside and migrate there. If expansion of the existing interstate highway system is indeed necessary at all, my support goes to widening or piggy-backing the existing Interstate-10 and -19 freeways in their current alignment through Tucson. Or instead of enlarging the road, designate an existing lane for truck-only use. One of these options makes more sense because (1) the pathway is already in use; (2) it would be less expensive to do; and (3) Tucson businesses would suffer if traffic were bypassed away from town (as many western towns that have built highway bypasses have learned too late). Please keep Interstates-10/19/11 where they are. Thank you for your consideration. Wendy Hofmann	Webform	Hofmann_1558	1558
Hogue	Jason		I don't feel that the need for the I-11 west corridor is great enough to justify disrupting such a beautiful and delicate ecosystem.	webform		1906
Holmes	Gail	Sun City Festival resident.	I live in North Buckeye (Sun City Festival) and I prefer the route in Blue, Figure ES-2. As Buckeye continues to grow, we need more connections to Wickenburg & Wittman and an alternative to I-10 going to Sky Harbor or putting an airport west of Buckeye.	Webform		32
Holmes	Jody		NO!, no!, no!, no! to the I-11 corridor through the Avra valley. It is a terrible idea to put such a nasty piece of the human-built world through such a lovely, nearly unspoiled landscape. Let the wilds alone. Not only would the highway itself be an anathema, but the urban sprawl it would invite is terrible for me to even contemplate. Most sincerely, Jody Holmes	Webform		425
Holtz	Amanda		Hi, I am new to the area and have just discovered these plans. Please. Everyone in the neighborhood is here because of the quiet beauty and freedom of this area. The proposal would bring this so close to us and ruin it. I understand a way south may be needed and can not see why the 85 can not be used or to be further west than is showing on the maps. The I10 is also already the way south and would be fine if repairs were made to build it up to more than a 2 lane highway. Arizona needs to keep that feeling of the space of the west. Boxing it in will hurt that.	Webform		233
Holtz	Amanda		We are reaching out to voice our objections to the proposed route of Interstate 11 between Buckeye and Casa Grande. As residents of the affected area, we cannot support the proposed route. We have researched the current options and the end goal of this project. We find fault in the logic of building a new freeway through this area at the expense of lost revenue to our local communities as well	webform		1037

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			as carving out more of the Arizona Desert. At the start of the I-11 project, it appears there was not enough cooperation or communication between all parties involved. It is our civic duty to point out that the I-11 route between Casa Grande to Buckeye would not only draw valuable revenue away from our cities and the Gila River Reservation; but it would also displace homes, farms, businesses, schools and emergency services. Those working on the project of Interstate 11 (running the Facebook page) admit there is no good reason to spend money on more roads to get from Phoenix to Tucson because we already have them. In spite of this, they are proposing one as an option to cut down about 11 miles and approximately 47 minutes of the journey so travelers can bypass all our major cities to get out of the state. That only benefits the state of Nevada. Instead of tourists stopping at our hotels, restaurants, stores and casinos along the freeways we have established, this will direct them around it all and we will miss out. The No Build option would send funds to repair the Interstate 10 and other sections of freeway so everyone can come into the city and we continue to gain on the trade of travelers. With the project to build up the State Route 347 now a reality, the funds and goals of Interstate 11 can be combined with the project: Interstate 10 Widening -sponsored by the Gila River Indian Community, Arizona Department of Transportation, and Maricopa Council of Governments. The No Build option for the I-11 will redirect the focus to updating our existing freeways. This will make the most of funds and be more fiscally responsible. Advocate and appeal for the No Build option to be used between Buckeye and Casa Grande!			
Holwegner	Jazmyne		Please choose the East Option in Pima County instead of the West Option in Pima County. Protect Arizona's beautiful scenery in this areas.	webform		2233
Honnas	Carolyn		I strongly oppose the proposed west route of I-11. I am highly concerned the increased noise level will be detrimental to my property value, not to mention the fact that I have lived in the Rancho Bueno Vista community for years and the noise from I-11 would be disturbing to all that live in this community who chose to live here because it is a quiet community.	webform		1279
Hooker	Anne		I am concerned about the impact that I11 will have on Tribal lands, the Desert Museum, and Saguaro NP west. Anne Hooker	webform		1253
Hooker	Anne		I think it is a bad idea to build I11 so close to, even within, Tribal lands and the Saguaro NP west. Putting a large highway through the Avra Valley won't improve anyone's life. Sincerely, Anne Hooker	email		1371
Hooker	Brian		Dear Sir/Madame: I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option should be abandoned since it will irrevocably disturb Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, features of the Sonoran Desert that are critical to the economic health of Tucson and Southern Arizona. Building a new commercial corridor through this fragile desert and economic landscape is not in the best interests of Arizona. Best regards, Brian Hooker 38916 S. Tranquil Drive Tucson, AZ 85739	email		1364
Hooker	Brian		Dear Madame: I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option should be abandoned since it will irrevocably disturb Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, features of the Sonoran Desert that are critical to the economic health of Tucson and Southern Arizona. Building a new commercial corridor through this fragile desert and economic landscape is not in the best interests of Arizona. Best regards, Brian Hooker 38916 S. Tranquil Drive Tucson, AZ 85739	email		1375
Hooker	Brian		Dear Sir/Madame: I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option should be abandoned since it will irrevocably disturb Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, features of the Sonoran Desert that are critical to the economic health of Tucson and Southern Arizona. Building a new commercial corridor through this fragile desert and economic landscape is not in the best interests of Arizona. Best regards, Brian Hooker 38916 S. Tranquil Drive Tucson, AZ 85739	Webform		1764
Hoover	Patricia		Do not further destroy this beautiful country by routing I 11 through one of the most beautiful and delicate parts of this state. Do NOT route the freeway through Avra Valley.	webform		442
Horn	Sandra L		We do not want the Avra Valley version of I-11!!	Webform		1229
Horst	Jonathan		I oppose the West Option through Avra Valley for the following reasons: 1 - Environmental Reasons: a) Invasive Plants - Highways are a primary vector of invasive plant spread especially those with tumbling (Russian thistle, Sahara mustard) or airborne dispersal (stinknet). Adding a new highway from Maricopa County down through the Avra Valley, and very close to numerous federally managed public lands, could prove catastrophic for the increased invasive plant spread into those lands that are created for the protection of valuable natural resources. b) Wildlife Linkages - The west option severs important wildlife corridors, especially for bighorn sheep, between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. Worse, it directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. 2 - Social Impacts a) The Avra Valley is currently a very rural community; running a major interstate through there would lead to significant impacts and possibly the destruction of agricultural nature of the community. Co-location w/ the existing I19/I10 is better than the proposed West option, though "no build" is better still instead focusing on enhanced multi-modal transport in the existing corridor.	webform		2072
Horton	Josephine		The constant building of roads is changing the character of Southern Arizona-- and not for the better. I-11 is totally unnecessary and to build it through what is now a pristine swath of desert is foolishness. Who or what will benefit? Tourism? Lifestyle? Affordable homes on reasonably sized plots of land for those who choose a rural lifestyle? Current residents of the affected area? Local merchants? Let's concentrate on keeping what we already have in good repair!	Webform		228
Horton	Noah		Hello, While not a fan of the I-11 project overall, after reviewing the Tier 1 EIS I feel compelled to write that you should entirely abandon the West Preferred Alternative Option in Avra Valley. The environmental destruction is great enough regardless of location but keeping in mind the tourist economy of Tucson the Avra Valley consideration is unconscionable. As a long time resident and tax payer in Tucson I ask you abandon the project and especially do not consider the Avra Valley route. Sincerely, Noah Horton	Webform		1507
Horton	Noah		To Whom It May Concern: We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues	Webform		1508

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			will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you for considering this request. As always, we appreciate the time you have put into this effort. Sincerely, Noah Horton			
Horvatits	Tawny		Please stop the destruction of the desert that many of us moved here to enjoy. There are already perfectly functional routes for travel. In the face of climate change the last thing we need is to take away natural spaces to add more heat-holding concrete. It would be far more beneficial to Tucson to plant more native trees and start rooftop gardens to help keep the temperatures down.	Webform		177
House	Michael		This is the dumbest idea I've ever seen. This freeway is 100% useless and unnecessary. Who is the idiot who thought up this boondoggle. I have nothing invested here, but as a citizen of Arizona, what is the freaking point of this highway? It goes where there aren't people. It destroys pristine desert. Are you people cRaZy or what?!! STOP THIS NOW!	Webform		1503
Housley	Wayne		Hey good afternoon to whom it may concern. We Live at 17094 s. la Canada Rd Sahuarita Az. 85629. \n Let me begin by saying I and my family members travel north and South through Las Vegas into Utah and Idaho several time a year and are looking forward to a better more safe freeway to travel on. Is there a better way than through our home and business? <ul style="list-style-type: none"> We have lived here for nearly 25 yrs. and raised our children here. We love our home. It's a home to 4) children 12) grandchildren and 3 grandchildren that all live nearby in the area and use it as an safe stable familiar hub every day. We love the neighbors, sunsets, desert birds, animals and landscape. Location is everything to us, easy with access Sahuarita , Tucson and Green Valley We have a Construction Business as well on this property for the same # of yrs. We have invested in out building, fences and office improvements so far and are planning on investing more to operate more efficiently. We have also invested lots of upgrades into our home recently to assist an our now passed parents and a Mother in Law that will need assistance very soon. We also plan to invest more as we are planning on retiring ourselves at this property. Other many of neighbors in our area are also either just retiring or will be soon and are investing in their homes as well to take care of aging parents. Please consider this as you move forward with the I 11 Corridor from Nogales to Wickenburg Please continue current feedback. Best Wishes! Have the Great Day your Visualizing! "We only get what we picture" Wayne R. Housley 520-909-0499	Email		2490
Houston	Amber		To whom it may concern, I am a Marana/Avra Valley home owner. The current proposed route would place I11 less than 1 mile from our home. I purchased this home and property 15 years ago for the Serenity it provides with beautiful sunsets and the dark sky full of stars. I11 will absolutely ruin that. If I11 MUST be done, please use a route closer to already developed land, such as next to I10 & I19. Amber Houston Avra Valley/Marana resident.	email		79
Howell	Jeffrey		I'm in favor of the I-11 corridor. I'm also in favor of the west route in Pima County. I-19 and I-10 through Tucson are already at capacity and there is no room for expansion. Tunneling or double-stacking is not a realistic alternative. So the western route through Avra Valley is the best alternative. But since the desert landscape and habitat seem to be the most concern for the region...I suggest having the corridor depressed between State Route 86 and Marana with 2-3 wildlife crossings. Roughly a 27-mile segment. Having this section depressed into the ground would mitigate noise for the region and eliminate the sightline of vehicles/trucks from eye level and from nearby Tucson Mountain Park and the Saguaro Natl Monument. It would also help mitigate noise and sight lines for the famous Arizona-Sonoran Desert Museum nearby and keep noise at minimum for Old Tucson Studios, where western movies are routinely filmed. I'll attach a pic of a depressed corridor with a potential wildlife crossing and trees planted along it to help with the beautification of the corridor in this segment.	Webform	Howell_0034	34
Hrouda	Olivia		The environmental impact of I-11 is too great-- its proximity to Central Arizona Project (Tucson's main source of drinking water) puts our community at risk by potentially contaminating this source with vehicle pollutants. It will impact several of the Sonoran deserts endangered species and fragment a diverse and vibrant wildlife habitat that stands in its way. Tucson is a community that places great importance on light pollution and air quality, and this interstate highway proposal will only hurt Saguaro National Park West and Tucson Mountain Park. Additionally, A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.	webform		2106
Hu	Sara		The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys.	webform		2198
Hubbard	Thomas & Pamela		We own 3 lots on the west side of Vista Royale Subdivision. We purchased them because of their location close to state land and solitude of being out of town. We do agree Hwy 93 is very over-used and dangerous, therefore we agree there is a need for I-11. However, there is plenty of state land west of Vista Royale, we see no reason to have I-11 anywhere near our properties. If it can stay west of VR at least 5 miles, in our opinion that would be tolerable. Any consideration to our opinions is greatly appreciated.	webform		1040
Huber	Elizabeth		We oppose the West route that runs through Avra Valley and prefer the East option that o-locates with the existing I-19 and I-10. We request a 90 day extension for our community to review amd provide feedback. Tucson, AZ	Webform		773
Hubert	June		The proposed route of I11 goes through land that has been reserved in perpetuity to protect the saquros and the land. My son and his wife live in the area where the interstate would be built. Actually the road would go directly over where their house is . They need more time to let officials know how proposed construction would affect their lives and the environment around them. June Hubert	Email		2506
Huckel	Max		I am very much against a new freeway in Avara Valley by Tucson. The Desert Museum, Saguaro National Park, and wildlife would be negatively impacted. I-10 can have a light rail attached for both shipping goods and moving people. DO NOT build a new freeway! Max Huckel	Email		298
Huddy	Paul		Having grown up in Tucson long ago, I strongly object to the proposed routing of the freeway through Avra Valley. The Arizona-Sonora Desert Museum, Saguaro National Park, and the many other important open spaces and natural areas of Avra Valley are worth far more than any fractional savings you will achieve by choosing the route. ADOT and FHWA need to consider the good of the entire community and our need to protect what little special environment we have left. Those things are irreplaceable. That freeway is not.	Webform		678
huerta	Jimmy		This is madness and would destroy the balance of the desert	Webform		928

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Huff	Mallory		I grew up hiking in these areas with my father. The peace it brought our family is impossible to put into words. The mental health benefits of being in a quiet space with out road noise are well documented. Our community will be harmed if we allow this new road to be installed. Please keep Tucson the wonderful community it is. Please keep our sacred outdoor spaces safe. Please do not build this road.	webform		2326
Hughes	Peggy		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. Thank you. Peggy Hughes	Email		2547
Hughes	Peggy		Peggy Hughes 770 W. Landoran Lane Tucson, AZ 85737 Cell (520) 403-9213 Fax (520) 742-0652 July 24, 2021 1-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007 RE: Request for comment deadline extension by 90 days for the 1-11 Final Tier 1 Environmental Impact Statement To Whom It May Concern: The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures - the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. A new Interstate freeway has not been built in this metropolitan area since 1961 - over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Because the impacts of this project are so incredibly important, I urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Thank you for your consideration. Sincerely Peggy Hughes	mail	Hughes_2628	2628
Hughes	Peggy A		I urge you to drop the West Option for the following reasons: The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. The West Option severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. It directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway. The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. The West Option is located perilously close to a wide array of public lands, including: Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. Please, please do not advance this disastrous option. Thank you. Peggy Hughes Oro Valley, AZ 85737	Webform		1738
Hughes	Robert		Please give up on the I11 proposal. It is unnecessary and expensive. Also, detrimental to wildlife and dessert flora. Not a positive move for the environment. Robert Hughes Tucson	Email		253
Hulette	Lisa		I am writing to express my opposition to the I-11 western route that is currently under consideration. I have a number of concerns, but will mention only two that I really feel should be seriously considered before this project planning goes any further. My major concern is about building any new freeway structure that encourages traffic growth given the existential need to eliminate/dramatically reduce use of fossil fuels for transportation. Given current highway designs, including this one, the new freeway will look and act like a traditional freeway that is designed for current types of vehicles. I believe there are different ways to design these that might encourage alternative means of transportation. Please consider a thorough investigation of what new engineering ideas and or designs are being developed around the world. We will not easily make the transition from fossil fuel transportation if we do not have the infrastructure to make the change. This route is also a serious threat to natural habitats of the Sonoran Desert. It would create increases in air, light and noise pollution in largely undisturbed areas. The degradation of habitat will surely negatively affect native plant and animal populations. Among other affects, the route would create disruptions in many natural wildlife corridors. As we consider the long term responses to climate change, it is obvious that the plant and animal life on this planet will need all the help they can get to survive. Destroying even part of the fragile Sonoran Desert ecosystem is unconscionable.	webform		2246
Humburg	Stephen		The addition of more major thoroughfares is environmentally destructive to this fragile environment that is already having issues. I prefer that those investments go into three expansion of current routes and other maintenance	Webform		61

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Hummell	Ian		1) Please extend the public comment period to 120 days. This is a substantial undertaking that should not be undertaken without adequate review and consideration. 2) Abandon the west route. This route would cut through reclamation land, and severely and negatively affect the fragile wildlife ecosystem in southern Arizona. The project should look to highway alternatives, as we are not going to be using gas powered cars forever. Or, please consider making improvements to the I-10, such as making it subterranean or raised/suspended.	Webform		935
Hunt	Cheryl		RE: Final Tier I "Preferred Route" West & East Alternatives from Sahuarita to Marana I am writing to vehemently oppose the West Alternative. I ask that it be eliminated from further consideration, and NOT carried forward to a Tier 2 study for the following reasons: 1. By running west from El Toro Road in Sahuarita, it would disrupt & destroy several long-established neighborhoods in Sahuarita that offer unique, desirable low density, lush desert, larger size lots which help to support a myriad of Sonoran Desert flora & fauna, also providing space for wildlife corridors. Our subdivision is one of these. In addition to the likely displacement of homes & residents in the path, locating a high-speed interstate freeway through this area would also increase noise, air, and light pollution for all remaining residents. While some people may choose to live next to a freeway, residents in our area have chosen to locate here away from traffic, because of the quiet, dark nights, & tranquility it offers. 2. The tremendous negative impacts on the delicate Sonoran Desert - its plants & wildlife, of the route through the Avra Valley, would be devastating and irreparable. No amount of mitigation efforts would prevent this. 3. This west route would bypass the major growth areas of Sahuarita, which will be east of I-19 and north of El Toro Road, so it will not help with the possible increased traffic flow - most of which would travel towards Tucson. It would also divert some tourist traffic away from Sahuarita's main business area at Sahuarita Road, so would not address the goal of I-11 to connect major economic markets. 4. This west route would also bypass Tucson - which is a major market area that relies on goods, services, and tourist dollars from Mexico, as well as from the populations along I-19. The bypass through the delicate Sonoran Desert could negatively impact the Tucson economy, and not help address any projected traffic increases through the Tucson area. 5. To spend the time and money to do further analysis of this route during a Tier 2 study would be a complete waste of resources. It is like trying to fit a square peg into a round hole. No matter how much it is studied, the destruction that would be caused by this route would still be inevitable and totally unnecessary. 6. It would be a far better expenditure of time and money to continue to maintain and improve both I-19 and I-10, since these will still be the main route for most travel between Mexico and Tucson. 7. Given the known effects of climate change, it is critical that the focus for future transportation needs, be methods that reduce the carbon footprint - not add to it. I believe that the most beneficial and cost-effective route for the Sahuarita to Marana section is the East Alternative that utilizes I-19 and I-10. This should be the only "preferred route" for I-11 from Nogales to Tucson included in the Final Tier I Record of Decision, to go forward to a Tier 2 study. Thank you for your consideration. Cheryl Hunt Resident of Sahuarita, AZ 85629 Email: mattahundt@gmail.com Ph: 603 391 5079	Email	Hunt_1213	1213
Hunt	Dan		The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment. You know this, we know this so why is this being pursued? Who stands to benefit? Not the people the project impacts for sure. You must know the impacts of this project are intergenerational. It is absolutely essential an extension is provide and at a minimum 120 days plus the 30 days of this shock value provided by this immediate need for response. This is the only way to provide the public with a full and fair opportunity to participate in this process. A huge majority of the impact of this project are communities who do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures - the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 - over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Please extend the time as requested - do not sweep the legs from the communities impacted by this short allowance of time during a resurgence of COVID-19 in the community as well. This is not a humane allowance of time given above reasons.	Webform		627
Hunt	Emily		I am deeply concerned about the proposed I-11 and the serious impact it would have on the Sonoran Desert and its residents. I do not support the further development of this project in Southern Arizona. I believe it would be disastrous to the unique and delicate ecosystem that exists here.	webform		2191
Hunt	Kelsi		Please do not approve the west option in Pima Co. Approving the western option through Avra Valley would cut off wildlife corridors from the Tucson mountains to wild spaces west of the canal system. A freeway in the western option would degrade the view and experience of Saguaro National Park and the Arizona-Sonora Desert Museum. You would literally be able to see and hear freeway traffic from the desert museum - this is unacceptable and an affront to the wild Sonoran desert that draws tourists to southern Arizona. Not only would it degrade the wild spaces west of the Tucson Mountains but it would pull tax money and spending from the city of Tucson to land speculators west of the city. This is only good for a few individuals who have tried gaming land ownership in Avra Valley. This will harm Tucson and the viability of the city moving forward.	webform		863
Hunt	Matt		RE: Final Tier I "Preferred Route" West & East Alternatives from Sahuarita to Marana I am writing to vehemently oppose the West Alternative. I ask that it be eliminated from further consideration, and NOT carried forward to a Tier 2 study for the following reasons: 1. By running west from El Toro Road in Sahuarita, it would disrupt & destroy several long-established neighborhoods in Sahuarita that offer unique, desirable low density, lush desert, larger size lots which help to support a myriad of Sonoran Desert flora & fauna, also providing space for wildlife corridors. Our subdivision is one of these. In addition to the likely displacement of homes & residents in the path, locating a high-speed interstate freeway through this area would also increase noise, air, and light pollution for all remaining residents. While some people may choose to live next to a freeway, residents in our area have chosen to locate here away from traffic, because of the quiet, dark nights, & tranquility it offers. 2. The tremendous negative impacts on the delicate Sonoran Desert - its plants & wildlife, of the route through the Avra Valley, would be devastating and irreparable. No amount of mitigation efforts would prevent this. 3. This west route would bypass the major growth areas of Sahuarita, which will be east of I-19 and north of El Toro Road, so it will not help with the possible increased traffic flow - most of which would travel towards Tucson. It would also divert some tourist traffic away from Sahuarita's main business area at Sahuarita Road, so would not address the goal of I-11 to connect major economic markets. 4. This west route would also bypass Tucson - which is a major market area that relies on goods, services, and tourist dollars from Mexico, as well as from the populations along I-19. The bypass through the delicate Sonoran Desert could negatively impact the Tucson economy, and not help address any projected traffic increases through the Tucson area. 5. To spend the time and money to do further analysis of this route during a Tier 2 study would be a complete waste of resources. It is like trying to fit a square peg into a round hole. No matter how much it is studied, the destruction that would be caused by this route would still be inevitable and totally unnecessary. 6. It would be a far better expenditure of time and money to continue to maintain and improve both I-19 and I-10, since these will still be the main route for most travel between Mexico and Tucson. 7. Given the known effects of climate change, it is critical that the focus for future transportation needs, be methods that reduce the carbon footprint - not add to it. I believe that the most beneficial and cost-effective route for the Sahuarita to Marana section is the East Alternative that utilizes I-19 and I-10. This should be the only "preferred route" for I-11 from Nogales to Tucson included in the Final Tier I Record of Decision, to go forward to a Tier 2 study.	Email		1214

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			Thank you for your consideration. Matt Hunt Resident of Sahuarita, AZ 85629 Email: mattahundt@gmail.com Ph: 603 391 5079			
Hunt	Zarrina		Fully support the roads being built	Webform		1680
Hunter	Sherry		Please only use I-10 and I-19 for the new Highway. We don't need to want our rural way of life to have to move. I've been here 20 years. Thank you Sherry Hunter	email		1781
Huntley	Alexandra Dickey		The westward outlined I-11 route will greatly impact my local community in a negative way. Long established homes will be destroyed, our community will be torn, and the quiet life we've purposely sought will be ruined with traffic and noise. We do not support the construction of I-11 on the current outline route.	Webform		375
Hurst	Jackson		I have reviewed ADOT's I-11 Final Tier 1 Environmental Impact Statement and Preliminary Section 4(F) Evaluation Document and I support ADOT's Preferred Alternative. Regarding the Pima County Option for ADOT's Preferred Alternative, I support the East Option in Pima County because the East Option will avoid impacts to Saguaro National Park.	Webform		43
Husband	Susan		The proposed route for I-11 will cause environmental damage that can never be undone. While the time for review and comment was kept to a very small window, one does not need to read all 5,000 pages to know that this is a bad idea. At a time when our reliance on fossil fuels must be diminishing this proposal will result instead in diminished and damaged natural resources, and promote fossil fuel consumption. The recommended path will impact areas adjacent to Saguaro National Park, The Arizona Sonora Deserts Museum and Ironwood Forest National Monument, places where huge amounts of federal, state and county dollars have been invested, not to mention the resources of private citizens. Habitat fragmentation and degradation impacts native plants and animals and also people as we seek the healing solace of quiet and unspoiled places. Noise, light pollution and commercial development will be the result. One only need to look at any of the interchanges along I-10, but especially the ones at Toltec Road and Highway 90 (Karchner Caverns) to see what that looks like. In addition to the physical impact on the unique and beautiful Sonoran desert, roads are a conduit for invasive plants such as buffle grass, stinknet, Sahara mustard and others already prevalent along I-10 and I-8. This is wrong headed in so many ways, and we have other alternatives! There is already an interstate and a railroad connecting Nogales and Phoenix. There is an interstate connection to California. Before we destroy another unique and beautiful part of Arizona can we take a deep breath and consider all the impacts and the alternatives, and mostly what we value. And maybe put a little more into maintaining and cleaning up the roads we do have. In the past influential Arizona political families have benefited financially from purchasing "worthless desert land" that happened to be in the pathway of planned roadways. I can't help but wonder if that dynamic is also at work here. Thank you, Susan Husband	Webform		1653
Hussey	James	None	To whom it may concern, Your planned route threw Red Rock and Marana area is a terrible idea. You will destroy a lot of farms in the area! We can't afford to loose anymore farming land. Also it will destroy a lot of housing in this area. The freeways around here are in bad shape Arizona can't even keep up with the roads it has now and you want to build a new freeway. Thank you for taking a time to read my comments.	Webform		363
Hutcheson	Kevin		My name is Kevin Hutcheson and I am from Kentucky. I recently visited Tucson for vacation and thoroughly enjoyed the natural scenery. In fact so much that I am now considering moving there. However, the proposed construction of the I-11 west route through the Avra Valley would significantly mar the scenery surrounding the city and have a huge impact on wildlife. My time spent in Saguaro NP and at the Sonoran desert museum would have been very different and not nearly as enjoyable with an interstate right there. I highly encourage you to not build this project in the Avra Valley for not only the intrinsic and ecological value but the economic one as well through lost tourism.	webform		2157
Hutchison	Callie		This is absolutely unconscionable. Do not destroy perfect virgin land for a freeway corridor that we absolutely don't need. Just improve I-10 and 19. This is absolutely ridiculous and wasteful on so many levels. Put that money towards high speed rail along the I10 corridor. It will be a much more effective use of money, infrastructure and traffic control.	Webform		193
Hutchison	Elaine		The proposed interstate project would negatively impact one of the most incredible and beautiful natural areas in the Sonoran desert. The loss of natural beauty, habitat, and potential damage to cultural and historic sites could be irretrievable. Myself and my family members who are all Tucson natives, strongly oppose the proposed project.	webform		1984
Hyatt	Lori		Do not destroy so many peoples homes!!!! This is senseless, use the existing I-19, and I -10	webform		458
Iacobucci	Lara		It will give an alternative to just I10 and look how many people relocated when they have changed other roadways. When we grow in the next decade, we need our transportation to improve	Webform		1685
Ibarra	Hector		The land does not deserve this neither does our water supply.	webform		2113
Ibarra	Monika Paulina		NO. Absolutely not. Stop cutting up what is left of our natural world for the sake of convenience. The Sonoran desert is one of the only places like it in the world. Shame on all of you.	Webform		1448
Ibarra-Martinez	Annah	University of Arizona	The construction and overall existence of this interstate would have an incredibly detrimental impact on many of our local ecosystems and environments. Climate change is quite literally ringing at the World's door. We are already beginning to experience the extreme consequences of our actions against Mother Earth. This interstate would contribute immensely to further destroying our planet. It is an unnecessary plan. We need to stop destroying our only home.	webform		2159
Ingram	Helen		I am a retired college professor specializing in environmental policy. It has come to my attention that very little time is being allowed to study the EIS for the proposed project. I am asking that the comment period be extended. Helen Ingram, Professor Emerita, University of Arizona	email		520
ingram	jeffre		Abandon this anti-healthy climate boondoggle. There should be NO highways built until the runaway carbon attack on our climate is brought under control. Do NOT continue planning for any I-11 project.	Webform		679
Ingram	Maia		Do not build this road. it is a travesty. This road is unneeded, will destroy the desert, will destroy a recreation area and is only designed to create short term jobs for construction workers.	webform		2234
Ingram	Michael		Having perused the EIS, the NO BUILD option is the only one that makes any sense. You frankly admit that there are impacts on endangered species, on cultural sites, on watersheds and on and on. Don't build this. In my opinion funding should be withheld from ADOT to force you to stop this project entirely. We need the current highways maintained and you are wasting ADOT resources in even considering this project.	Webform		171
Ingram	Mike		The fact that ADOT only gave 30 days for comments on the EIS is completely unacceptable and casts doubt on ADOT's commitment to having a fair and equitable treatment of this project and it's environment concerns ... and there are many. The west option for I-11 through Avra Valley is a total disaster with dramatic affects on wildlife corridors transiting between Ironwood National Monument and Saguaro National Park west. On these grounds alone the project should be reduced to a NO BUILD. You are affecting several endangered species will destroy an important tourist destination in its affect on Arizona Sonora Desert Museum, Old Tucson, SNP West, Ironwood National.	Webform		577
Ingram	Mike		The 30 day comment for this EIS is totally unacceptable for a 5000 something page document. Which brings to mind why you decided to have such a short comment in the first place. Is ADOT hiding something? Someone trying to make a fast buck on this process? I am quite serious, this short of a comment period is totally unacceptable.	webform		1026

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Ingram	Mrill		I am writing to say that I strongly support extending the public comment on this large project. I also strongly support the East Option that co-locates I-11 with I-19 and I-10 through the Tucson region. ADOT/FHWA should ABANDON the West Preferred Alternative Option in Avra Valley because of the as yet unknown effects, including what we do know of the myriad impacts on the environment, traditional lands and vulnerable communities.	webform		2090
Ingram & Agnew	Maia & Andrew		First and foremost I am shocked that this project is still being considered when there is no traffic projections supporting this effort and all of the Southern Arizona communities and municipalities are opposed. I can only think that this is an effort of road constructing companies and corrupt officials to move an unneeded and unwanted project forward to the detriment of our climate and our quality of life. Second, evidence of this is clear in the 30 day comment period. Extend this comment period to 120 days and be transparent about the feedback you get and the source of that feedback. I am a Southern Arizonan moved here in 1972 who spends time on those roads where you are threatening to put an unneeded highway. Greater than my personal loss however is the disregard of the Tohono O'odham Nation that is being shoved aside for this project. Shameful I would like a response to my email Maia Ingram 5232 E. 3rd St. Tucson, AZ 85711	email		518
Inskeep	Ashton		The community has not been given ample time to respond to this proposition, especially given that the area impacted is the home of many minority and low-income folks that have many barriers of access to this information. Personally, I don't think we need to be disturbing any more precious desert ecosystem, especially not on Tohono O'odham land. The natural "breathing" of the desert soil is the only thing preventing us from reaching the heat island temperature that are experienced in Phoenix.	webform		2168
Isner	Wendy		-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007 RE: Request for comment deadline extension by 90 days for the I-11 Final Tier 1 Environmental Impact Statement To Whom It May Concern: I request that a 90-day extension is allowed for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Wendy Isner 520-	Webform		745
Iuliano	Joey	ABRA	I'm resubmitting our request for an extension to the comment period. The e-mail address provided bounced back. [July 16, 2021 I-11 Corridor Study Team Dear I-11 Study Team: We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you for considering this request. As always, we appreciate the time you have put into this effort. Sincerely, Joey Iuliano President, Arizona Bicycle Racing Association]	Webform	Luliano_ABRA_0015	15
Ivanyi	Craig	Arizona-Sonora Desert Museum	Please see the attached information containing a statement and comments from the Arizona-Sonora Desert Museum Board of Trustees. RE: I -11 Final Tier 1 Environmental Impact Statement (FEIS) The Board of Trustees of the Arizona-Sonora Desert Museum (ASDM) thanks the EIS Study Team for responding to public comment on the Tier 1 Draft Environmental Impact Statement for I-11 by reinstating the eastern alignment along I-19 and I-10 as a Preferred Alternative option in the Sahuarita to Marana sector. We remain concerned, however, that the western alignment through Avra Valley has been retained in the FEIS. With this letter the Board of Trustees of the Arizona-Sonora Desert Museum (ASDM) wishes to: § request an extension of the public comment period for the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation from 30 days (16 August 2021) to 90 days (16 October 2021); and § reiterate our reasons for opposing the Avra Valley route in the Sahuarita to Marana section. We believe an extension of the public comment period is warranted for the following reasons. 1) The FEIS is an enormous document that contains a lot of detailed technical information and over 1,000 pages of public input and responses. Thirty days, especially during the summer season when many people take vacation, is simply not enough time to digest and respond to a project of the magnitude and potential impact of I-11. Please extend the public comment period beyond the 30-day minimum. 2) Reinstating the East route as an option in the Sahuarita to Marana section, while most welcome, adds complexity to the task of reviewing the proposed mitigation commitments and Tier 2 analyses. Both the public and cooperating agencies need more than 30 days to assess what is proposed in the FEIS and to recommend additional mitigation measures and analyses for the Tier 2 analysis. To reiterate our reasons for opposing the Avra Valley route, we append our May 30, 2017 Scoping and June 17, 2019 Tier 1 DEIS letters. As far as we can ascertain, the FEIS does not address our concerns in sufficient detail to give us confidence that they will be adequately addressed during Tier 2 analysis. We are particularly disturbed by the lack of detailed responses to the true cost accounting in a number of areas that we requested in our June 2019 letter. These include: § costs of truly mitigating impacts to threatened and endangered species covered under the Sonoran Desert Multispecies Conservation Plan § impacts of the western route on such aspects of the Tucson area economy as lost ecotourism revenue from degradation of Sonoran Desert habitat in the Avra Valley, increased costs of fire management from spread of invasive plants	webform	Ivanyi_ASDMuseum_1157	1157

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			§ "lost opportunity" costs of failing to plan for multi-modal transportation links between Nogales, Tucson, and Phoenix that take advantage of existing rail corridors § "lost opportunity" costs of not improving the existing I-10 corridor through Tucson's city center to move toward the goals articulated in the "Imagine Greater Tucson" planning effort and "Tucson General Plan" document. Respectfully submitted, Craig Ivanyi Executive Director Stephen K. Brigham Chair, Board of Trustees [Attachment contains two additional letters.]			
Ivanyi	Rachel		I am opposed to interstate I-11 and it's proposed route through Avra valley. We need to protect the fragile Sonoran Desert landscape.	webform		1872
Jackson	Veronica	University of Arizona	Please do not undergo a new interstate project. There are too many issues with already existing roads in Tucson. Potholes, gravel, and no bike lanes are just a few of the problems, not to mention half of the roads currently are under construction. Please finish one project before picking up another one or this city is ONLY going to be known for its orange cones, single lanes, and potholes.	webform		1298
Jacobs	Donna		So many native plants are stressed by the severe drought and warmer temperatures, I feel for the health of our desert and the animals & birds it is vital that we avoid destroying mature cacti and trees. They absolutely do not transplant well. I know efforts have been made, and I am grateful for that, but it just isn't as successful as we all would like. Therefore please route I-11 along roads where we've already leveled the plants. Donna Jacobs Anthem, AZ	email		433
Jacobs	Sky		An embarrassing plan that will waste vast sums of money, destroy invaluable natural resources and neighborhoods, and do little to fix any real problems. A sad waste of resources to even propose such a project. The sooner this goes in the trash bin, the better.	Webform		328
Jaffrey	David	Oracle for Arizona	Absolutely NO to Interstate 11! Keep expanding I 19 & 10.	Webform		72
Jaffrey	David		Locate this at the (existing) East Side location. Much better to keep dense platforms of traffic centralized instead of invading other neighborhoods.	webform		2108
Jasso	Jeissa		The Sandra desert is one of the most unique forests in the world and you want to build a highway through it! That is ridiculous! You KNOW what humans do and destroy in nature, our wild life is suffering enough.	Webform		1458
Javalera	Aidyn	UDEM	I'm worried about the negative impact this highway will have, not only on wildlife, but also on different aspects like noise, air, and light pollution, also it'll affect our water sources. It's inhumane.	webform		2123
jeffords	Alison		Please consider extending the comment period to 120 days. 30 is insufficient to properly survey the community. Additionally, the West Option has an adverse impact on our beautiful desert, the tohono O'odham tribe and their land, the the animals that call it home. I humbly ask ADOT eliminate the West Option from consideration. Thank you.	Webform		831
jehle	paul		Dear ADOT & FHWA: Please don't build I-11 through beautiful Avra Valley. It will cause lasting damage to animal habitats by cutting through many migration routes. The numbers of underpasses proposed are not enough to prevent this. Also the freeway will cause much noise and light pollution close to Saguaro National Park, Arizona Desert Museum and Tucson Mountain Park. I-11 would also divert much business from the city of Tucson. Please extend the review time to the full 120 days and then build up I-10 if necessary instead. Make semi-trucks drive at night when other traffic is light. This is the cheapest alternative! Thanks for your consideration, Paul Jehle	webform		871
Jennings	Alan	Self	I am a resident of Sahuarita and would favor the bypass to the west of I19 to provide less impact to town hospital and groceries. I19 has had a lot of accidents, and it would be great if commercial travel had an alternative. But I think the most important section is that there be an alternative to going through downtown Tucson. It has many lanes with frequent entrances and exits.	Webform		1660
Jennings	Amy		Please choose the east highway option, so that we disrupt the land and wildlife as little as possible.	webform		2020
Jennings	Amy		Please choose the east highway option, so that we disrupt the land and wildlife as little as possible.	webform		2039
Jennings	Dr. Steven F.		Please extend the comment period to 120 days. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means.	Webform		669
Jennings	Steven F.		The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges.	webform		1266
jensen	cornelia j	Real Visions LLC	I oppose the construction of Interstate -11 through Avra Valley. The environmental impact will be devastating to the ecosystem, the watershed as well as the quality of life for humans in the entire area. The pride of Tucson is the transformative beauty of the Sonoran Desert, as preserved in Saguaro Park West and Tucson Mountain Park. These places will suffer and be forever compromised. The Reservation will be compromised. The community will be compromised. Tucson will be compromised. [I am opposing the proposed construction project of I-11 not just because I own a land parcel in the vicinity, but because everyone deserves the legacy of protected lands. I once took a hike in a beautiful state park in Vermont. The trail wound its way up a mountain along a stream surrounded by lush forest. It was lovely...and yet it was anything but serene. Adjacent to the park was a pebble mine. It was extremely noisy and dusty. You could see through the trees to where the forest ended and the bald mountainside began. It was a reminder that property lines enclosing and separating land parcels are merely symbolic and arbitrary, leaving public or private property vulnerable to its adjacent entity, the filthy neighbor. If they attract rats, chances are you'll have rats too. An organic farm that has been in the family for several generations is ruined because of fracking on the neighboring parcel. A wooded campground or private getaway hears the buzz of chainsaws and helicopters logging nearby. One neighbor spraying chemical weed killers destroys the pollinators the next door neighbor has been cultivating from years of planting. Proximity is powerful and no life is protected by a property line. As city dwellers and visitors from other parts of the world head west through the Tucson Mountains, they emerge through Gates Pass to witness the breathtaking panorama of Avra Valley. At sunset, people flock there to get out of their cars and hike the mountain, searching for a front-row seat. They all quietly share the experience of the air, the smell and the waning light of the sun as the sky turns deep red. The expanse of land stretching out before them is home to the spectacular Sonoran Desert with its unique ecosystem that is home to the iconic Saguaro cacti. It is something to behold. I chose to buy a land parcel in the vicinity of Saguaro National Park and Tucson Mountain Park with the intention of preserving its unique ecosystem. As an artist I do paintings of the landscape. I will not dig a well or create a septic field. I understand that most people will want to use their property differently. But I bet that the people who have chosen to build houses and own property in that area chose to because of its beauty and its separation from the City of Tucson. There are hiking trails there and the Desert Museum. Saguaro Park West is a world renown gem that makes Tucson a special place to be and to visit. Like most beautiful places and things, it is fragile as well. When I found out that a highway is being planned that will run right through this valley, it felt like hearing the sound of a needle shrieking across the scratch on a record, making me rip off my headphones in alarm. The appalling illogic, the sickening disregard for all that is important about humanity, made my stomach turn. The serenity will be forever lost to the constant roar of traffic. The air will be polluted by exhaust, the land will accumulate garbage. The process of construction will be so noisy and destructive that the ecosystem will suffer and the human experience will be compromised	Webform	Jensen_0792	792

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			throughout the entire area. The delicate watershed that feeds Tucson will be forever vulnerable. Not to mention that people and wildlife will be displaced. To RUIN all this...for what? Of all the places to put a highway!!! I don't know how to say it loudly enough...SAVE THE FLORA AND FAUNA!!! SAVE THE QUIET!!! SAVE THE PRIDE AND SOUL OF TUCSON!!! DON'T DO THIS!!!]			
Jensen	Mari		Please extend the comment period for an additional 60 days. A 30-day comment period is way too short – and suggests that you are not really interested in learning what the public has to say. The length of the Final Tier EIS is far too long for such a short comment period. You should extend the comment period so people can carefully review the plan and comment in an informed manner. The recommended alternative would have profound effects on the many communities that comprise the Tucson metropolitan area, its neighboring communities, and its surrounding environment.	Webform		1715
Jensen	Mari		I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. Routing of I-11 to the west of Tucson – through the Altar and Avra valleys. An interstate through this area would damage natural and protected areas, harm wildlife and lower the quality of life for the area's residents. Moreover, I'm not alone: The region's elected officials, including the Tucson City Council, the Pima County Board of Supervisors and the Sahuarita Town Council have voted to oppose the western route for I-11 that goes through Avra Valley for many of the same reasons. Many people in our region, including members of the Pima County Board of Supervisors and County Administrator Chuck Huckelberry, worked long and hard to enact the Sonoran Desert Conservation Plan that helps preserve our regional landscape and plants and animals. The proposed western alignment of I-11 will grievously harm these important conservation efforts. The proposed western route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building the proposed western alignment of the interstate here is in direct conflict with the purpose of these mitigation projects. And building such an interstate would mean even more wild animals killed on the roads. The proposed western alignment will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. In addition, our tourism industry will be harmed by the proposed western alignment – the region's beautiful and rugged desert and mountain landscapes, wildlife, dark skies and our national and county parks and other natural areas are a big draw for tourists from near and far. That's one of the economic engines for Pima County – and one that a western alignment of I-11 would irrevocably harm. For just one example -- people come to our world-class Arizona-Sonora Desert Museum for its astounding feeling of being embedded in a natural landscape – not to hear the constant rumbling of trucks along an interstate. And finally – ADOT should not be focused on building new highways to solve traffic problems and transportation problems. That's a 20th century approach that has been shown not to work. Moreover, catering to automobile and truck traffic has contributed to the alarming climate changes that are injuring people in the State of Arizona and beyond. ADOT should start working on alternative modes of transportation for freight and people. The Arizona Department of Transportation should work on improving the rail corridors to move freight and people in ways that do not damage the city or its surroundings and that do not add as much carbon dioxide to the atmosphere as cars and trucks on another highway.	webform		2089
Jenson	Mari		I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. Routing of I-11 to the west of Tucson – through the Altar and Avra valleys. An interstate through this area would damage natural and protected areas, harm wildlife and lower the quality of life for the area's residents. Moreover, I'm not alone: The region's elected officials, including the Tucson City Council, the Pima County Board of Supervisors and the Sahuarita Town Council have voted to oppose the western route for I-11 that goes through Avra Valley for many of the same reasons. Many people in our region, including members of the Board of Supervisors and County Administrator Chuck Huckelberry, worked long and hard to enact the Sonoran Desert Conservation Plan that helps preserve our regional landscape and plants and animals. The proposed western alignment of I-11 will grievously harm these important conservation efforts. The proposed western route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building the proposed western alignment of the interstate here is in direct conflict with the purpose of these mitigation projects. And building such an interstate would mean even more wild animals killed on the roads. The proposed western alignment will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. In addition, our tourism industry will be harmed by the proposed western alignment – the region's beautiful and rugged desert and mountain landscapes, wildlife, dark skies and our national and county parks and other natural areas are a big draw for tourists from near and far. That's one of the economic engines for Pima County – and one that a western alignment of I-11 would irrevocably harm. For just one example -- people come to our world-class Arizona-Sonora Desert Museum for its astounding feeling of being embedded in a natural landscape – not to hear the constant rumbling of trucks along an interstate. And finally – ADOT should not be focused on building new highways to solve traffic problems and transportation problems. That's a 20th century approach that has been shown not to work. Moreover, catering to automobile and truck traffic has contributed to the alarming climate changes that are injuring people in the State of Arizona and beyond. ADOT should start working on alternative modes of transportation for freight and people. The Arizona Department of Transportation should work on improving the rail corridors to move freight and people in ways that do not damage the city or its surroundings and that do not add as much carbon dioxide to the atmosphere as cars and trucks on another highway. Sincerely yours, Mari Jensen Tucson resident, taxpayer and voter	Email		2569
johnson	brittany		I am Against the development of this highway through this region due to its environmental impacts on plants, dumping water supply, animal life, and the ecosystem at large	webform		2353
Johnson	Holly		Building the west highway option through Avra valley is extremely harmful. Not only to wildlife, but to us. So much of Gates Pass and Saguaro National Monument would be desecrated by inserting road noise here. Today it is peaceful with sounds of wildlife and fresh smells. There is no reason good enough to destroy that alone. It's also a corridor for many native species in Tucson. Please consider choosing the east option through Oro Valley instead. It's less invasive and harmful to humans, animals, and plants alike.	Webform		1398
Johnson	Ian		I'm writing you today to ask you to: 1. Extend the public comment period from 30 days. It's absurd to think that members of the public can digest a 6,000 page document in only 30 days. 2. Please choose the I-10 co-location route. This is for many reasons, including: a. Tucson's downtown will suffer economically by the diversion of so much traffic away from our business district; b. One of the Tucson region's primary attractions and economic drivers is the unspoiled desert and rural character of Avra Valley, which would be immediately endangered and permanently damaged by the construction of a major freeway through it; c. I live in Tucson just a thousand feet from the I-10 freeway, and I would happily endure years of construction and the additional traffic to save Avra Valley from a new roadway; d. It is a waste of money to put the freeway through virgin land at a higher cost when it could be run through Tucson proper on the I-10 footprint for much less money; e. The last thing we need to be doing in the face of climate change and an increasing hostile climate is building new roadway projects that encourage MORE driving and MORE sprawling development on virgin lands that burden our local community with generations of debt to build out the infrastructure to support the development that will inevitably result from building I-11 through undeveloped land. thank you for your consideration. Ian Johnson	webform		1889
Johnson	Jude		We live in a fragile and UNIQUE ecosystem. IF I-11 must exist, put it on land already developed, along the existing freeways I-10, I-19, and I-8. Do not destroy our desert just to accommodate more air pollution and trash.	Webform		186
Johnson	Julie		I am writing to strongly oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11. First, however, I am also urging that you extend the comment period from 30 to 180 days. The FEIS contains over 5,800 pages of documents, far more than is reasonable for anyone to review in such a short comment period.	webform		1097

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			Importantly, many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations, and they will need adequate time to be notified via ground mail or other means. Please extend the comment period to 180 days to appropriately reflect the wide-ranging impacts of this project and the complexity of the impacts that must be considered. Again, I write to strongly oppose the West Option for I-11. The West Option would irreversibly damage Avra and Altar Valleys, areas of irreplaceable ecological and cultural value to Tucson and southern Arizona. The negative impacts of the West Option are immense, whether approached from the angle of the environment, tourism, water safety, protected public lands, astronomy, private property, and many others. I find it difficult to understand why this option remains under consideration given the long list of negative impacts it would have and the opposition of the City of Tucson to this proposal. One of the most unmitigable aspects of the West Option is its impact on Tucson's water supply. Avra Valley is home to key recharge sites for CAP water, a critical resource for Tucson and the surrounding area. Placing a freeway next to these recharge sites is a dangerous and irresponsible move. There would be no way to guard against a toxic spill that would threaten Tucson's most vital resource. On this fact alone, the West Option should be dropped as completely unsuitable. Secondly, the West Option would encourage urban sprawl to the west of Tucson while also diverting commerce and tourism away from Tucson's urban districts. Over the past two decades, Tucson has worked hard to make its downtown an attractive urban center, and increasing population density rather than encouraging sprawl is a major focus for the City Council and Mayor. Urban sprawl, and the increased pollution and heat island effect that goes with it, does not benefit the health or long-term prosperity of our region. Pre-existing infrastructure in Tucson, particularly roads, do not extend west of the Tucson Mountains in any significant way; the West Option for I-11 would therefore put greater stress on our roadway needs, something this region simply cannot support financially. Furthermore, the West Option would lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others, while also encroaching on the rights of private property owners in Avra Valley and Picture Rocks. This constellation of issues is yet again reason enough to drop the West Option entirely. Further impacts to the region caused by the West Option include increased air, noise, and light pollution, all occurring in a critical wildlife corridor for desert bighorn sheep—a sensitive species that state and federal agencies have worked hard to bring back from the verge of extinction—within the vicinity of the world-renowned telescopes at Kitt Peak. The visitor experience at Saguaro Park West would be vastly changed through increased noise pollution. And most importantly, these are ancestral Tohono O'odham lands—the impacts of the West Option would have multi-generational negative impacts on the tribal community. Again, each of these issues alone should be enough to lead to the West Option being dropped. Taken together, they provide undeniable evidence that the West Option is untenable. I cannot say enough how much the West Option concerns and disturbs me. As a lifelong Arizonan and resident of Tucson for nearly 15 years, I am committed to improving the lives of Arizonans both now and in the future. The West Option puts our water, our public lands, our private rights, and our very wellbeing at risk. Please drop the West Option; the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson, costs considerably less money to implement, poses far fewer risks to our region, and would support the decades-long efforts to improve the urban core of Tucson. Ending consideration of the West Option is clearly the most responsible choice for all. Respectfully, Julie Johnson Tucson, AZ			
Johnson	K		There has not been enough review time to fully comprehend the environmental impact this proposed construction will have. I am a Tucson citizen Not in favor of this construction.	Webform		1469
Johnson	Margaret		I am opposed to the West Option of I-11 being built through Avra Valley. I-11 would have a negative impact on Tucson's economy and would destroy a pristine stretch of desert that is a true natural treasure.	webform		1123
Johnson	Mark	Tortolita Alliance	The Tortolita Alliance has two comments; (1) we request the FEIS comment period be extended to 120 days (see attached letter) and (2) we oppose the West Alignment Option and need more time to submit detailed comments. Subject: I-11 Final Tier 1 Environmental Impact Statement-Request For Comment Period Extension to 120-Days Dear Study Team: The Tortolita Alliance (TA) is a local non-profit organization that advocates for the continued conservancy of the Tortolita Preserve and associated lands, ensuring protection of open space, wildlife habitat, watershed, and compatible recreational use. We are requesting the comment period for the I-11 Final Tier 1 Environmental Impact Statement (EIS) be extended to 120 days (an additional 90 days). The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We only became aware of the comment period from the Coalition for Sonoran Desert Protection of which we are a member group. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5,000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you for considering this request. Regards, Mark L. Johnson President	Webform	Johnson_Tortolita Alliance_0318	318
Johnson	Mark	Tortolita Alliance	The Tortolita Alliance opposes the I-11 FEIS West Option. See our comment letter attached. Dear Study Team: The Tortolita Alliance (TA) is a local non-profit organization that advocates for the continued conservancy of the Tortolita Preserve and associated lands, ensuring protection of open space, wildlife habitat, watershed, and compatible recreational use. Summary Statement TA opposes the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. We have previously requested (7/28/21 letter) an extension of the comment period from 30 days to 120 days and once again make that same request. Detailed Comments Impacts To Public Lands The West Option is located perilously close to a wide array of public lands, including:	Webform	Johnson_Tortolita Alliance_1725	1725

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			<ul style="list-style-type: none"> • Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). • County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. • Tribal lands: owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. <p>Impacts To Wildlife Corridors The West Option:</p> <ul style="list-style-type: none"> • Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. • Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. • In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway. <p>Impacts To Noise, Air and Light Pollution The West Option would:</p> <ul style="list-style-type: none"> • Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. • Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area. • Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research. <p>Impacts To The Economy The West Option, along with the entire proposed route from the border to Casa Grande would:</p> <ul style="list-style-type: none"> • Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. • Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others. • Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services. <p>Impacts To Private Property The West Option would:</p> <ul style="list-style-type: none"> • Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north. <p>Thank you for the opportunity to comment. Regards, Mark L. Johnson President</p>			
Johnson	Matthew		As a resident of the State of Arizona, I want to see a freeway (if there needs to be one) put on land that is already developed, such as along the existing freeways like I8, I9, and I10.	Webform		294
Johnson	Meg		<p>I am appalled at the West Option plan to put I-11 through Avra Valley. The impact to such pristine desert will be immense. It will not benefit the economy of Tucson in that it will divert traffic away from our city.</p> <p>I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage.</p> <p>Meg Johnson 4102 E. Lester St. Tucson, AZ 85712</p>	email		2584
Johnson	Nick		<p>To Whom It May Concern,</p> <p>My name is Nicholas Johnson and I am a long-time resident of Arizona. I have spent a significant amount of time in the Southernmost half of our state and because of this, I understand well both the beauty and fragility of our deserts. The proposed I-11 will cause significant disruptions to our ecology and, if planned poorly, would negatively impact communities near it.</p> <p>I am writing in support of the request for a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. I have seen an enormous amount of public interest in and concern about this project. The 30-day comment period is woefully insufficient for a review of the documents by the public. Because the impacts of this project will span multiple decades, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process.</p> <p>Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area run through minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access and thus need a wider timeframe to submit comments. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project.</p> <p>The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues, and concerns, and provide a substantive response. Thank you for considering this request.</p> <p>As always, I appreciate your consideration of these requests and I hope that you will make a decision that is in the best interest of Arizona residents and the Sonoran Desert.</p> <p>Best regards, Nicholas Johnson</p>	Email		895
Johnson	Samantha		I'm opposed to the Western corridor. This is too close to my home.	Webform		1605
Johnson	Shenell		<p>To Whom It May Concern: We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to</p>	webform		2063

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you for considering this request. As always, we appreciate the time you have put into this effort.			
Johnston	Allen / Laura		We have read the concerns of numerous public, private, and personal entities and agree that ADOT/FHWA should ABANDON the West Preferred Alternative Option in Avra Valley for I-11 and especially when there is an alternative.	Webform		1571
Johnston	Caitlyn		Absolutely DO NOT create a whole new highway through pristine desert!! We MUST STOP destroying things with impunity and start leveraging the assets and infrastructure we already have.	Webform		49
Johnston	Nicole		I'm a former resident of Arizona, and I ask that you do not destroy the unique landscape that makes Arizona a beautiful destination. The impact of this project will devastate the land. There are other ways proven to infuse economic vitality to the state that benefits small business owners in a larger way, such as boosting tax incentives for film productions that generate millions of dollars per year for the state (Look at millions added to New Mexico's economy from film revenue per year). There are many more sustainable ways for the state to generate millions per year. The ADOT/FHWA should ABANDON the West Preferred Alternative Option in Avra Valley. The I-11 is not needed, the I-10 is enough. Perhaps you should consider investing the funds into improving the existing freeway and programs that boost small businesses within the state for long term economic growth.	Webform		173
Johnstone	Shawn		Neither Option should be pursued. Keep Tucson Scenic	webform		2264
Jones	Barbara		I oppose the West Alternative, through Avra Valley. The impact on this beautiful area would be immense and irresponsible.	Webform		841
Jones	Brian		Creating a new interstate corridor west of Tucson is unnecessary and destructive. It would destroy the scenic nature of this area, create a significant barrier to wildlife movement, and create a whole new development corridor. Utilizing and improving the existing I-19/I-10 corridor is far superior as it would be located in already developed areas with the resources to support interstate traffic, and would support existing businesses.	webform		1067
Jones	Debra		Friends, I'm writing to express deep concern about the West highway Option through Avra Valley next to Saguaro National Park, the Arizona-Sonora Desert Museum, Tohono O'odham tribal lands, and other important protected open spaces. This freeway would be damaging for Sonoran Desert wildlife, wildlife habitat, wildlife linkages, and rural communities in Avra Valley. Also, it seems only right there be an extension of the public comment deadline for the Final Environmental Impact Statement from 30 days to 120 days given the FEIS is 5,800 pages long (including appendices) and 30 days is simply not enough time for public review. Thank you for your consideration.	Webform		357
Jones	Nadja		Hello, I hope this comment finds you concerned with the environmental impacts of the I-11 project. I grew up on the west side of Tucson and the nature there has a special place in my heart. To see it destroyed to make an interstate would be incredibly disappointing and disheartening. The projects proximity to CAP is also very concerning as safe water dwindles and social media grumbles about future water wars. This project is a absolutely not in the best interest of the city of Tucson and your constituents. I urge you to vote NO on this project.	webform		2278
Jones	Tiana		I urge you to abandon the west alternative option to Avra Valley. The damage will do irreparable harm to the surrounding communities. Please extend the public comment deadline to 120 days.	Webform		926
Jonson	Ingrid		The West Option will cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. This will cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. Tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others, will be forever damaged.	Webform		980
jordan	Mark		Public comment should be extended to 120 days for further review and I'm opposed to the west route thru sensitive Saguaro NP and Thonoodham res	webform		1016
Joyce	Brian		My name is Brian Joyce, a Tucson resident. I called to express my opposition to the I-11 corridor. The I-10 expansion is the least objectionable. Going through Avra Valley would be a travesty. Thank you very much; take care.	Voicemail		1246
Joyce	Brian		My name is Brian Joyce, a Tucson resident. I called to express my opposition to the I-11 corridor. The I-10 expansion is the least objectionable. Going through Avra Valley would be a travesty. Thank you very much; take care.	Voicemail		1810
Judd	Mike		The Sonoran Desert is vulnerable & under too much our human pressure. Please drop this bad idea & repurpose the \$\$\$\$ to useful & benign projects. Mike Judd Tucson AZ	email		86
Juell	Harrison		The I-11 is detrimental to the well-being of the Sonoran region of Pima County and the people who live there. The plan is unsafe for both the environment and would weaken the Sonoran ecosystem. The I-11 Project should not move forward as it would disrupt too much at a time when actions such as the I-11 work opposite towards the betterment of this region.	Webform		1489
K.	Rich		My family and I strongly agree with the proposed I-11. It is badly needed to reduce congestion on I-10, and will reduce heavy truck traffic on I-10. It will also provide well paying construction jobs and allow economic expansion along the route.	webform		489
Kabisch	Star		The saguaro national park is an ecological system unique in all of the world. We are the only place in the whole world with such a lush desert. The desert museum has a special place in the hearts of all Tucsonians who grow up going on field trips and family visits. This freeway would be extremely detrimental to this entire area and must be stopped. I am also requesting that the comment deadline be extended from 30 days to 120 days so that you may hear the TRUE opinion of the public! We love our Sonoran desert and we want it protected, not turned in to a freeway!	Webform		909
Kalter	Sam		Hello again! After all the letters, emails, attending forums, testifying, etc. I can't believe this so called "west alternative" route through Avra valley and Picture Rocks is still even being considered. "Preferred"? Certainly not by the 20,00 plus residents, and countless visitors to the area. Saguaro NP West, the Desert Museum, our water reservoirs, wildlife, native lands, all drastically and permanently marred if not destroyed with this route. This cannot be for real. NO to this preposterous, unnecessary highway that will run right through an area that has some of worst local roads in Arizona-irony, anyone? Please stop already with this threat to destroy this rare and beautiful area. If you must widen I-10 and I-19 to meet your goals. Thanks, Sam Kalter, Picture Rocks	Email		240
Kanberg	Leslie		To Whom It May Concern: Thank you for eliciting public comment on the proposed I-11 plan. My feedback is simply this: Please don't! Proximity of the proposed interstate jeopardizes the health of our fragile west side desert. Moreover, it irreparably harms two of our city's most beloved destinations, Saguaro National Monument-West & the AZ Desert Museum. Much effort is now directed into the expansion of Sweetwater Preserve, connecting the county-run park to federal lands. What a tragedy it would be to derail that project in favor of a hugely unpopular interstate. It is time for decision-makers to protect what makes Tucson special, & not to destroy it. Please don't do this! Sincerely, Leslie Kanberg 25 W Simpson St	Email		265

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			Tucson, AZ 85701			
Kangas	Kathy		You can not go through a national monument.Please do not tear up the land.	webform		1127
Kartchner	Zane		I am very opposed to the I-11 freeway. Not to mention the environmental impact and cost, the route, as proposed will pass though my private property, right next to our home (and others near us) in Marana, Arizona, despite significant non developed land just to the North. Really?! Whoever came up with this proposal is obviously is not personally affected and/or doesn't care if others are!	Webform		1429
Karwoski	Geneva		I am against this plan! Please protect our beautiful desert home.	webform		2376
Kaszniak	Alfred W.		I urge extension of the review period to allow affected citizens to understand and respond to the proposed plans. I also oppose the West alternative plan.	webform		2337
Kaszniak	Elizabeth		The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.	webform		2347
Katcher	Jennifer B		Please extend the comment period. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means.	webform		1205
kautto	gary r		I find both preferred routes for the Tucson sector of the proposed interstate 11 unacceptable. I think the sustainable future for our state should include reducing highways and traffic. Humanity needs a smaller footprint to survive.	Webform		1703
kazda	peg		the desert that supports us all... the lizards, coyotes, ground squirrels, tarantulas, javalenas, bobcats, mountain lions, desert big horns, desert tortoise, the cactus, creosote-are being bladed and scraped away . this a travesty. how in good (meaning with integrity) conscious can you all allow and support this to happen? i think it's positively shameful to allow this.	webform		1935
Keating	Kevin		In reviewing the preferred alternative shown in section 4, I see a couple of locations where I-11 is proposed to be co-located with I-10 (East option) and also with I-8. I understand that co-locating may be a lower cost, it is my opinion that co-locating will cause greater traffic congestion as slower trucks are trying to merge on and off I-11. This does not appear to be the wisest choice, in my opinion. Utilizing a previously identified route (Hassayampa Freeway) for the I-11 route deos appear to make sense from what I could read in the report. I agree with this suggestion.	Webform		18
Keehmer	Ashton		Don't build a road there the are is a needed landmark for the area and destroying it would damage the community so please don't dk it	Webform		918
Keelen	Kate		The proposed western i11 route should be abandoned. I live near i19 off of Valencia and you should just collocate i11 through there. We don't need to encourage more sprawl, traffic around here is already bad enough. Keep the wild lands wild, improve what we've already developed.	webform		2244
keeler	Donna marie		Please, do not cut through our beautiful desert, there are more feasible routes. We love being here and do not want it ruined by an interstate.	Webform		1519
Keene	Anna R	Arizona Center for Empowerment	Hello, my name is Anna Rojo Keene and I am a native tucsonan, and I value what is left today of our natural ecosystems in Arizona. As a nature enthusiast and frequent hiker and supporter of the park systems and hiking trails, this proposed project through the west side of Tucson would devastate citizens like myself and so many forms of wildlife in the area due to the environmental disruption it would cause and forever change our landscapes for future generations. It is critical now that we as a community, and your organization as a power holder, to not cause further harm to the environment we will continue to share indefinitely. Please do not create this new road. It will only benefit a small few, and harm so many more. I urge you to listen to the community opposed and halt the proposed project for the west side.	webform		2196
Keler	Kathy		Please extend the public comment deadline for the Final Environmental Impact Statement from 30 days to 120 days. The FEIS is very long and 30 days is simply not enough time for public review.	webform		448
Keller	Thayer		I strongly object to an I-11 corridor through Avra Valley! The Tucson route should be augmented if there is a real need for more capacity. Destroying the character of Avra Valley would be a tragedy.	Webform		1704
Kelley	David		I oppose this highway Given what's happening with climate change, the last thing we need is a new highway that will destroy the AZ ecosystem	Webform		139
Kelley	David		[blank submission: See Kelly0139]	Webform		140
Kellogg	Elizabeth		We cannot continue destroying irreplaceable archaeological sites. They are a vital part of our state heritage and they must be preserved. We cannot continue desecrating sacred Native places and treating them as if they are of no worth simply because they're Native and not anglo-Judeo-Christian places of worship. These places have meaning and value that must be respected and preserved.	Webform		117
Kelly	Barbara		I am very interested in the Final Environmental Impact Statement on the I-11 options and don't believe that 30 days is long enough to actually read and understand and evaluate more than 5000 pages. I believe that 30 days is much shorter than the usual time for public comment and urge you to extend the public comment deadline to 120 days so that all interested parties can give this important decision the time and study it deserves. Thank you. Barbara Kelly 8201 E. Placita Del Oso Tucson, AZ 85750	email		529
Kelly	Kerry		We already have I-10...make that work for whatever needs there are. Don't do bulldozing through more desert to lay asphalt!!! Do not destroy what we have left, upsetting homes/neighborhoods already established.	Webform		1639
Kempner	Adelina		Tier 1 Interstate 11 FEIS. No to 1-11 through Altar and Avra Valleys. We are opposed to the West Option for I-11 through Altar and Avra Valleys. The Sonoran Desert is uniquely beautiful. The west option would do irreversible ecological harm to public lands and wildlife corridors. Noise, air, and light pollution would hurt not only wildlife but also tourism. Thank you for taking this family's views into consideration in your deliberations.	Webform		1684
Kendall	Klaudia		The negative impacts from the proposed I-11 project far outweigh any potential benefits- it is time to act with the climate and ecosystem in mind and not in spite of them. Do not let this come to pass.	webform		2147

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Kennedy	John F		First, the comment period should be extended to at least 120 days. 30 days is far too short a time frame to get comments from most interested parties. Second, the west option should be abandoned. It would cause too much environmental damage for too little benefit. Miles of natural habitats would be torn up for a highway that probably won't see much use, and that's simply not worth it.	webform		1024
Kennedy	Kathleen	Coalition for Sonoran Desert Protection	To whom it may concern: Please find attached a comment letter from the Coalition for Sonoran Desert Protection requesting an extension of the comment letter deadline for the I-11 Tier 1 FEIS to 90 days. If you have any questions, please let me know. Thank you very much, Kathleen Kennedy Kathleen Kennedy (she/her) Associate Director Coalition for Sonoran Desert Protection [July 20, 2021 I-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007 RE: Request for comment deadline extension by 90 days for the I-11 Final Tier 1 Environmental Impact Statement To Whom It May Concern: We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you for considering this request. As always, we appreciate the time you have put into this effort. Sincerely, Carolyn Campbell Executive Director]	email	KennedyCambell_CSDP_0087	87
Kennedy	Sarah		Please extend the commenting period for the proposed 1-11 route from 30 day to 120 days to allow citizens to review the proposal in detail.	Webform		643
Kerley	Marilyn	Dorothys Acres LLC	It is not true that there is no residential impact. Check Google maps. Also our residence at 1702 W. Twin Buttes is NOT vacant land!	Webform		219
Kerley	Marilyn		You have our residence at 1702 listed as "vacant". Any google map will show us and our neighbors and our residences in that area.	Email		245
Kerley	Marilyn		Why waste money on a new road that bypasses Tucson businesses?	Email		247
kershner	camille	southern az transit advocates	1- this process requires an EXTENSION OF THE PUBLIC COMMENT DEADLINE FROM 30 DAYS TO 120 DAYS The FEIS is 5,800 pages long (main document plus appendices). This is simply too long for the public to adequately review in only 30 days, especially given the ongoing stressors of the Covid-19 pandemic. 2- this is the NO-BUILD ALTERNATIVE: In the ROD, FRA approved the Yellow Corridor Alternative for further review in Tier 2 studies. The Yellow Corridor alternative follows existing ADOT or Union Pacific Railroad (UP) right-of-way (ROW), including the UP Phoenix Subdivision's Southeast Branch. A passenger rail facility within the selected corridor alternative will meet the identified transportation need of providing an alternative mode to help meet existing and future travel demand in the Pima, Pinal, and Maricopa tri-county area. Within the preferred alternative, optional routings will be considered in Tier 2 studies as potential solutions to address stakeholder input based on a high-level viability assessment. A routing option through Tempe using a portion of the Orange Corridor Alternative could be used to avoid or minimize the potential use of Section 4(f) resources and/or potential adverse effects to historic properties. An optional routing in Pinal County will utilize a portion of what was the Orange Corridor Alternative should an alignment along existing UP ROW or elsewhere within the 1-mile-wide corridor alternative not be feasible. Notice of issuance of the Final EIS and execution of the ROD was published in the Federal Register on January 6, 2017 by the Environmental Protection Agency. The notice can be found at: https://www.federalregister.gov/documents/2017/01/06/2017-00055/environmental-impact-statements-notice-of-availability . https://railroads.dot.gov/environment/environmental-reviews/passenger-rail-study-and-tier-1-environmental-impact-statement	webform		1038
Keschinger	Michael		This is a terrible Idea. You will destroy thousands of acres or natural habitat for hundreds of thousands of animals to provide a route that already exists in other ways, for very small amount of re-directed traffic...	Webform		563
Keyes	Dale		Please extend the comment period for the I-11 EIS review period to 120 days. This proposal is too important and the material to review too extensive to limit review to 30 days. Thank you. Dale Keyes 466 E Codd St. Tucson, AZ 85701	email		704
Keyser	MaryAnn		I oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. I also request an extension of the comment period from 30 days to 120 days.	Webform		916
Khambholja	Chantelle		I am vehemently opposed to the I-11 as it is being planned right now. The destruction of fragile ecosystems alone is enough to veto this project. The option of building the I-11 through Avra Valley is unacceptable. Additionally, there is hardly any legitimate time for citizens to voice their concerns and I wholeheartedly believe that the comment period should be extended to allow all of us affected by this development to properly discuss the ramifications. What is the rationale for such a truncated comment period unless ADOT is afraid of the negative feedback? The "EIS" is wholly inadequate in addressing probable impacts on the environment and possible alternatives. This EIS is mired in a 20th century perspective and priorities. We are in the 21st century and alternative perspectives on how	webform		1027

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			we satisfy future transportation needs and other regional goals are largely absent from the draft. Lastly, as a whole Arizona's infrastructure is shockingly inadequate. Instead of investing in such a disastrous project, how about we consider using those funds to invest in and upgrade current infrastructure including the I-10?			
Kihlstrom	John and Lucy		We are unalterably opposed to the "west" plan for I-11. It will ruin Avra Valley, and the western portion of Saguaro National Park, and severely compromise the Arizona Sonora Desert Museum. We've lost enough Desert as it is. A superhighway will ruin it.	webform		439
Kilpatrick	Paul		I would like to voice my strong opposition to the Avra route option for I-11. I live west of Tucson and have been deeply concerned with the negative impact of several ill-advised expansions projects which contributed to the worsening water crisis and severely disrupt the delicate desert ecosystems. When we have to refer to the situation as a "mega-drought" and witness the effects of climate change in record temperatures, wildfires and drought, it seems a very poor time to plow through relatively undeveloped terrain. Thank you for your consideration of the desert in these decisions. Paul W. Kilpatrick, PhD Visiting Scholar Department of Linguistics University of Arizona Tucson, AZ 85719	Email		1240
King	Cyrina	Tucson LGBTQ commissary collective	I am very opposed to this project! A highway should NOT be built cutting thru the sonoran desert. In light of the new IPCC report, there really should be no new road construction at all — we need to transition ourselves off of fossil fuels immediately, and this project will only further impact climate change in southern Arizona. Cutting through a delicate ecosystem, impacting already endangered animals, and putting the CAP water supply in dangerously close proximity to a freeway is reckless and idiotic. Do not build this new highway. It is antithetical to our survival here in the desert and motivated by greed and delusion.	Webform		1408
King	Darren		[Attachment Tortolita Alliance Comments]	webform	King_2477	2477
King	Diane		I'm calling from Tucson, my name is Diane King. I'm very much against the proposed freeway going through Avra Valley. It is something that would really impact not only the the wildlife and the different animals and corridors, but it would impact different things such as the Desert Museum and tourist dollars that would come through with Saguaro National Park. I-10 can go ahead and be either expanded or add rail so trucks don't have to go through and if rail could go through, we could also ship people along the rail which goes along I-10 anyway.	Voicemail		689
King	Sarah	Altar Valley Conservation Alliance	To Whom It May Concern- Please see the attached comments from the Altar Valley Conservation Alliance. Please let me know if you have any questions. Thank you, Sarah Sarah King Executive Director Altar Valley Conservation Alliance 520-820-5337 www.altarvalleyconservation.org To Whom It May Concern: We appreciate the opportunity to provide comments on the Interstate 11 Final Tier 1 Environmental Impact Statement (FEIS), Nogales to Wickenburg. The Altar Valley Conservation Alliance opposes the West Preferred Alternative Option (West Option) described in the FEIS that proposes cutting through the rural Altar and Avra Valleys. We support colocation of I-11 in the Tucson area with the already existing infrastructure of I-10. The Altar Valley Conservation Alliance is a 501(c)3 collaborative conservation organization of ranchers and other agriculturalists living and working in the Altar Valley. The Alliance began in 1995, when Altar Valley neighbors rallied together with the same vision: conserving the Altar Valley for future generations. The desire to leave the next generation with an open, healthy working landscape provided the rich soil from which the Alliance sprouted. The Altar Valley is a 600,000-acre watershed, comprised of working ranches and the Buenos Aires National Wildlife Refuge. It is a key piece of the voter-approved Pima County Sonoran Desert Protection Plan, with over 20,000 acres of land included in the Conservation Lands System. The valley is also home to Kitt Peak National Observatory, which relies on the dark skies produced by the undeveloped landscape of the Altar Valley. Countless wildlife and biological species also call the valley's unfragmented landscape home. A key tenet of the Alliance's mission statement is to "conserve healthy and productive working landscapes, including soil and water conservation, wildfire management, habitat conservation and protection of native species, and other environmental initiatives." The proposed location of the West Option in the Tier 1 FEIS for Interstate 11 through the undeveloped landscape of the Altar and Avra Valleys encourages the destruction of all of these things. The proposed Recommended Alternative would encourage urban sprawl and harm the rural character of the valleys. It would cause noise, air, and light pollution that would have negative regional impacts on a wide variety of lands, including, but not limited to: private land, Kitt Peak National Observatory, Arizona State Trust lands, land in Pima County's Conservation Lands System, tribal lands, Saguaro National Park, and other public lands. The Altar and Avra Valleys are no place for an interstate when the I-10 corridor already exists and development can be wisely planned to colocate within an already established transportation corridor. Thank you for the opportunity to provide comments on the Interstate 11 Final Tier 1 Environmental Impact Statement (FEIS), Nogales to Wickenburg. Sincerely, Sarah H. King Executive Director Altar Valley Conservation Alliance	email	King_AltarValleyConsAlliance_1806	1806
Kingsley	Kenneth J		I think I-11 is a bad idea from the start. The West proposed route is definitely the worst because of the damage it will do to an otherwise fairly undisturbed part of the region. The east proposed route is bad because it will increase disturbance, pollution, and accidents. We need to stop building new highways through undisturbed areas and find ways to reduce traffic through our urban areas.	webform		1320
Kirkilas	Gary		1. Please do not place a highway near a National Park. Placing a highway near Saguaro National Park would ruin the essence and purpose of a National Park. People go to National Parks to relax not to be within earshot of a major highway. 2. Please extend the public commentary to 120 days to allow more citizens to voice their opinions on such a long lasting decision.	webform		1151
Kirsch	Lloyd		Please allow further time for the review of materials. 30 days is too short to review and provide comments. I oppose the West proposal as it is too close to tribal lands and Saguaro Park land.	Webform		403

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Kirylo	May-Lin		I am a Tortolita Alliance member and oppose the FEIS West Option.	Webform	Kirylo_1510	1510
Kismet	Jill Elizabeth		Thank you for listening to the public although providing 30 short days is inadequate. best, Dr. Kismet: We oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. We also request an extension of the comment period from 30 days to 120 days. KEY TALKING POINTS • The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. • Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. • The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. • Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. • The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. • The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. • Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. • The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. • Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. • In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. EXPANDED TALKING POINTS EXTENSION OF PUBLIC COMMENT DEADLINE The deadline for public comments should be extended from 30 days to 120 days to allow a fair and thorough review by the public. • The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. • Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. • Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. • The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. • The FEIS is 5,800 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. • A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. IMPACTS TO PUBLIC LANDS The West Option is located perilously close to a wide array of public lands, including: • Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). • County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. • Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. IMPACTS TO WILDLIFE CORRIDORS The West Option: • Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. • Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. • In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway. IMPACTS TO NOISE, AIR, AND LIGHT POLLUTION The West Option would: • Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. • Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area. • Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research. IMPACTS TO THE ECONOMY The West Option, along with the entire proposed route from the border to Casa Grande would: • Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. • Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others. • Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services. IMPACTS TO PRIVATE PROPERTY The West Option would: • Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.	Webform		1505
Kismet	Kevin	Tortolita Alliance	I am a Tortolita Alliance member and i oppose the FEIS West Option. PLEASE don't do this to our beautiful desert and its abundant wildlife! Dear Study Team: The Tortolita Alliance (TA) is a local non-profit organization that advocates for the continued conservancy of the Tortolita Preserve and associated lands, ensuring protection of open space, wildlife habitat, watershed, and compatible recreational use. Summary Statement TA opposes the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. We have previously requested (7/28/21 letter) an extension of the comment period from 30 days to 120 days and once again make that same request. Detailed Comments Impacts To Public Lands The West Option is located perilously close to a wide array of public lands, including: • Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). • County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. • Tribal lands: owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. Impacts To Wildlife Corridors The West Option: • Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. • Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. • In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway.	Webform	Kismet_1506	1506

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			<p>Impacts To Noise, Air and Light Pollution The West Option would:</p> <ul style="list-style-type: none"> • Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. • Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area. • Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research. <p>Impacts To The Economy The West Option, along with the entire proposed route from the border to Casa Grande would:</p> <ul style="list-style-type: none"> • Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. • Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others. • Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services. <p>Impacts To Private Property The West Option would:</p> <ul style="list-style-type: none"> • Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north. <p>Thank you for the opportunity to comment. Regards, Mark L. Johnson President</p>			
Kitchens	Jill		This would be a huge mistake that would forever change and negatively impact this beautiful desert green space. We can find other options. Please reconsider building this highway elsewhere or not at all. As a native Tucsonan I do not support this.	Webform		197
KLEBER	KEITH		<p>See attached file</p> <p>As a Pima County resident residing in the northern end of the Tucson Mountains for the last 30+ years I am voicing my strong opposition to the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11.</p> <p>This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies.</p> <p>Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects.</p> <p>Sincerely, Keith Kleber</p>	Webform	KLEBER_1761	1761
Klecza	Gary		<p>Dear sirs, madame:</p> <p>After reading an article in the AZ Daily Star it comes to realize there are still idiots, not even in the area, who want to jeopardize the delicate fabric and destroy our ecosystem in the West part of town. It's a ridiculous notion for all the reasons stated before: Environment, Economics, Tourism etc.</p> <p>Certainly, it would be more economical and profitable to the city to tie additional proposals of interstate nearer the city where it already exists.</p> <p>Furthermore, I would like to propose a permanent closing of the short sighted idea in the legislature and to provide additional protections for the entire Tucson Sanctuary and Sonoran desert.</p> <p>As a Very concerned homeowner, it is a really/dumb idea and the affects would ruin many aspects of personal and wildlife.</p> <p>Most sincerely, Gary Klecza 8110 W. Silver Flower PL. Tucson, AZ. 85735 262.325.1060 gkhmimpv@gmail.com</p>	Email		252
Klewin	Kristine		<p>We oppose the west option. Kristine Klewin And Ronald Radius</p> <p>This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. We also request an extension of the comment period from 30 days to 120 days.</p> <ul style="list-style-type: none"> • The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. • Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. • The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. • Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. • The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. • The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. • Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. • The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. • Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat 	email		706

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			<p>Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. • In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.</p> <p>The deadline for public comments should be extended from 30 days to 120 days to allow a fair and thorough review by the public. • The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. • Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. • Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. • The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. • The FEIS is 5,800 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. • A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.</p> <p>IMPACTS TO PUBLIC LANDS The West Option is located perilously close to a wide array of public lands, including: • Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). • County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. • Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation</p> <p>IMPACTS TO WILDLIFE CORRIDORS The West Option: • Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. • Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. • In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway.</p> <p>IMPACTS TO NOISE, AIR, AND LIGHT POLLUTION The West Option would: • Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. • Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area. • Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research. IMPACTS TO THE ECONOMY The West Option, along with the entire proposed route from the border to Casa Grande would: • Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. • Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others. • Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services. IMPACTS TO PRIVATE PROPERTY The West Option would: • Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.</p>			
Klittich	Carla		The Western option of I-11 will be detrimental to the important tourist economy of Tucson, destroy fragile Sonoran desert habitat, and encourage additional development of a rural area with limited water resources. A fresh study should be done to consider how to move more freight sustainably within existing corridors, particularly rail lines. Please extend the comment period to 120 days and eliminate the environmentally damaging Western Option.	webform		1975
Knapp	Peggy		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. P. Knapp Oro Valley	Email		2560
Knezek	Patricia		I request that the comment period be extended from 30 days to 120 days to allow a fair and thorough review by the public, given there are 5800+ pages of documentation. I also oppose the West Option through Pima County as it would go through traditional Tohono O'odham lands and negatively impact Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor, and other areas that I treasure. It would sever the important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. I support the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson.	webform		1064
Knight	Anthony		As a home owner in the Gates Pass area I strongly oppose the plan to build the i11 interstate through Avra valley. The destruction of the native desert environment, wildlife etc by build this highway is unacceptable. Develop the i10 interstate plan. Thank you Tony Knight 1876 N Camino De Oeste, Tucson, AZ 85745	email		1377
Knight	Melissa		As a person who has lived in Sahuarita from nearly 40 years, I find it absolutely appalling that this plan would be considered at all. It would cut through homes and neighborhoods that have long been established. If this goes through east El Toro it will tear right through my parents back yard, the home in which I grew up in. The people who live out there do not deserve this kind of slap in the face. They've raised families there and now their families are raising families there. It's quiet and peaceful. It's a place to take your kids out late at night to watch a meteor shower. There's no busy city lights or heavy traffic plowing through there to interrupt all of that beauty. Please, do not follow through with this plan of putting the I11 Corridor through east Sahuarita on El Toro Rd. It would be such a heartbreaking thing to see our homes and neighborhood destroyed to save a few miles for truckers. I appreciate your consideration.	Webform		1668
knochel	jennifer	cooks with fire catering and mobile kitchen	<p>• The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. • Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. • The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. • Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. • The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. • The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. • Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. • The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. • Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. • In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.</p>	webform		2115

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Knowles	Travis		I strongly recommend the I-19 / I-10 co-location alternative. It's a win in terms of both cost and the environment.	Webform		16
knox	Amber		You are proposing bulldozing through half million dollar homes and wildlife refuge not to mention a national park! This is a horrible idea on so many levels for an even worse reason. We already have a highway system that work fine. Also, rerouting business away from Tucson will hurt its economy as well. I see no good impact here.	Webform		904
Koch	Frank J		Expand I-10 through Tucson... Do not build new highway through AVRA VALLEY / the Sonoran Desert. Do not place a highway next to the Saguaro National Park, Do not place a highway next to Tucson Mountain Park. Sandario Road south of Mile Wide is a Flood Zone do not build a new highway in another Flood Zone. Do not spend \$2.3 Billion "EXTRA" Tax Payer money to by pass Tucson use the less expensive existing I-10 corridor. Do not impact the wild life by adding another highway through the Sonoran Desert / AVRA valley. Do not add another highway for drug / people smuggling. Do not add another separate highway by passing Tucson to require Boarder Patrol & Highway Patrol monitoring for the next 50 years use the existing I-10 corridor, an addition highway is a Homeland Security risk. Do not place a new highway next to the CAP water charge pods along Sandario Road risking contamination of the water supply for 100's of thousands of Tucson citizens forever... a new I-11 by pass doubles the hazard path for spills. Do not impact the Tucson Area major tourist destination "quite" & scenic desert area with a brand new highway next to the Saguaro National Park.... this is an international tourist attraction that would be "negatively" impacted forever.... Do not add another highway west of Tucson that will kill wild life that migrates between the Tucson Mountains and the mountains to the west. Do not add a new highway next to the Ironwood National Monument. Do not add a new highway west of Picacho Peak destroying the views west of Picacho State Park forever. Any I-11 expansion must be done using the existing I-10 corridor between Nogales & I-8. Do not destroy the existing desert when the I-10 corridor is a viable existing less expensive choice.... The people proposing a new I-11 highway by passing Tucson instead of expanding the existing I-10 are using the kind of analysis that would blast & build a road through the Grand Canyon to cut the travel time from the south rim to the north rim.... short sited and permanently scaring our State ignoring the short & long term cost impacts of their proposals.	Webform		1547
kohn	jeffrey		To hum it may concern, As a home & land owner I would like to voice my opposition to I11. It is overly expensive, and there are other much less expensive alternatives. I11 bypasses major population areas and this has a direct impact on these areas economically. I live in a neighborhood on the North East corner of Manville and Anway I11 curves through the neighborhood even though there is vacant land Owned by the City of Tucson that it could be built on. I moved Here for the QUIET. another reason bought the property is for the 4car garage I11 would be300 to 400 yards from my house. My property values will be lowered so I cannot afford sell it a buy a similar property.	webform		505
Koleski	Elizabeth		Please do not run I 11 through Avra Valley. It will effectively cut off wildlife that live in the Tucson mountains and ruin what is beautiful desert next to our national parks.	webform		1082
Kolota	Paul	resident of the center of Avra Valley	I strongly oppose the location of the I-11 alternative in Avra Valley. I live on the southwest edge of Picture Rocks, within a mile of the proposed route, for the last 25 years. It is quiet here, and full of wildlife. The freeway would destroy both, and change the character of this rural community, for the worse. The freeway will have a significant negative impact on the quality of the environment in the surroundig National Parks, Monuments, State Trust Land, and BLM lands. It is madness to propose this alternative. People live in the path of the proposed alternative, and do not want this freeway in this valley!	Webform		588
Kolota	Paul		I hereby request an extension of the current public comment period for the Tier 1 FEIS for the proposed I-11 corridor, specifically regarding the western alternative in the Tucson area, in Avra Valley. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. As a resident within 1 mile of the proposed route, I know how difficult this time of year is for the locals to access documents on the internet and find time to read them: we are all digging out from recent floods. Internet access to the nearby O'odham reservation is poor. Please give residents more time to learn about these important issues that will permanently affect their future lives. Thankyou, Paul Kolota Residence: 13775 W.Yankee Ranch Rd., Lot B Tucson AZ 85743 USPS: PO Box 1331 Cortaro AZ 85652 pablocolada@msn.com 520-403-2893	email		707
Kontras	Melina		Protect the wildlife and cherished bike/hike trails that make Tucson so beautiful	webform		2103
Koopman	Kathleen		This is a bad idea. Both options are damaging and detrimental to the land, the animals, the plants, the neighborhoods and the citizens of Tucson. Noise versus a wildlife preservation corridor and buffers during a time of extreme drought and horrific species impacts all across the Southwest because of the wall at the border already stressing populations. This [new highway west of Gates Pass] option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. The West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects." We do not need more roads, wider roads, loss of desert habitat is too big a cost. No question that the new interstate west of gates pass should not be an option... hopefully preservation of our beautiful desert will prevail. Please reconsider and stop this planning now.	Webform		1607
Koopman	Mary		I think it would be wrong to damage so many rural neighborhoods, destroying homes or placing the interstate in their back yards and destroy so much desert habitat. I say NO to the plan for I-11	Webform		1562
Kordosky	Gary		The Avra Valley route on the west side of the Tucson Mountains should be thrown out for the following reasons: A. It is far more expensive than expanding I-10 through Tucson. B. It will isolated the Tucson Mountains from mountains West and South of Avra Valley which will over time decrease the biodiversity of the Tucson Mountains and this in turn will significantly diminish the recreational value of Saguaro National Park West, Tucson Mountain Park and the Arizona Sonoran Desert Museum. C. A good bit of the future water supply for Tucson lies under the ground in Avra Valley. That water is transported to Avra Valley via the CAP and then allowed to seep into the ground to be recovered by Tucson Water. I-11 raises the risk of endangering the water supply simply because a truck carrying nasty chemicals could have an accident and the nasty chemicals could easily seep into the ground water. Tucson has fought this problem, and continues to fight, this problem in some of the water wells in the Tucson Valley. D. A freeway through Avra Valley will spark development in Avra Valley which will result in a significant change in the lifestyle of people now living in Avra Valley. E. The numbers of trucks coming into the US from Nogales Mexico is not all that great and if the border were open at night many trucks would cross at night and the route through Tucson could easily handle these trucks, especially if I-10 is widened by one lane in each direction.	Webform		785

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kortright	isaiah	Tucson Audubon	The implementation of i-11 would seriously disrupt the fragile and bustling ecosystem of the sonoran desert. Already vulnerable populations of non-human stake holders would be put in greater danger with an interstate present. The entire project also runs the high risk of drinking water contamination and invasive species spread, like that of globe chamomile (stinknet), yellow bluestem, and buffleggrass. All of these species, which spread quite easily via construction equipment tires, are extreme wildfire hazards and burn at temperatures our native species cannot recover from. i would like to point out the malice and greed at the center of projects like these. It's a money grab for a few brought to them by the sweat and labor of many. This route would increase the speed at which goods and migrant workers are transported, perfect for fueling the illusion of endless growth and economic efficiency of capitalism. All done here on stolen O'Odham and Yaqui lands is illegitimate and furthers the agenda of a genocidal settler colonial state that views the land and people only in terms of how it can be exploited.	webform		2468
Kostroski	Nita		I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. My concerns are many. The damage to the very important migration corridors - affecting the desert animals such as the desert bighorn sheep, the bobcats, mountain lions, the desert tortoise, deer etc. These migratory animals need these corridors for their water, food and even mating - this interstate will not provide a route for these very important animals, instead it will create a killing zone via the huge auto activity. Our gorgeous Saguaro National Park and Ironwood Forest National Monument will be bombarded with light pollution and noise that will certainly affect the beauty, sustainability for wildlife, and the human enjoyment of these precious areas. I am concerned about the damage to the protected lands we hold dear (Saguaro NP West and the Tucson Mtn. Park). Not to mention the lands of the Tohono O'odham peoples land. There are low-income communities that live in this West route area and would disrupt their community. Building a new interstate here is wrong in so many ways. It will negatively transform an area of beauty that serves human and our wildlife habitats.	webform		1300
Kouvel	Alexander J.	Ishkashita	I spoke at the opportunity afforded us a couple years back when ADOT hosted the community forum at TCC. I'm actually appalled that this hair-brained proposal still lives; something like Frankenstein. PLEASE let this plan hatched by a bunch engineers in Maricopa County drawing lines on remote maps of our precious local desert, DIE!!! If our scenery, native culture, flora & fauna aren't the major contributor to economic well being, then prove how this benefits our state economy.	Webform		373
Kovatch	Ron		This is my comment strongly opposing the proposal for an Interstate-11 in the Avra Valley area west of the Tucson Mountains, and through Ironwood Forest National Monument. These green spaces are an important balance from Tucson's sprawl, for wildlife, low tech recreation such as hiking, nature, endangered species, clean air and water. An interstate inspires service stations, fast food franchises, dollar stores and other development that is detrimental to natural habitat, the beauty of the landscape, and gives license to air, water, light, and noise pollution. Thousands of international visitors that flock to the Arizona Sonora Desert Museum to get a taste of the Sonoran Desert will be treated to a view of a concrete ribbon and the parasitical profit oriented franchises that accompany such development. This idea is an assault on the beauty of the region, and an assault on Mother Earth and it's inhabitants. As caretakers of this biome we must be more responsible to preserving this valuable resource. The loss of ancient vegetation and wildlife is not reversible. Thank you for taking the time to consider my thoughts.	Webform		1425
Kowalsky	Katie		Expanding through desert is harmful and will destroy a sensitive landscape near Saguaro.	Webform		355
Kozlak	Daniel		Please extend the deadline so we can get a better understanding of the environmental implications! I just moved here to Tucson because of the wonderful nature and choose to live right next to Tucson mountain park. Building the highway through the park would be irreversibly sad	Webform		650
Krackow	Fran		We don't need another interstate. We need more mass transportation. A commuter train would be better for us!	Webform		200
Krcmaric	Donald		To Whom It May Concern, I am requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (FEIS) and Preliminary Section 4(f) Evaluation for the following reasons: -The 30-day comment period is incredibly insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. -Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. I am also voicing my opposition to the West Preferred Alternative Option (West Option) described in the FEIS for the following reasons: -Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. -The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. -The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. -The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. -Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. -The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. -Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. -In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. Sincerely, Donald Krcmaric	webform		2138
Krcmaric	Jordan		To Whom It May Concern, I am requesting a 90-day extension for the comment period on the Final Tier 1 Environmental Impact Statement (FEIS) and Preliminary Section 4(f) Evaluation for the following reasons: -The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. - Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. I am also voicing my opposition to the West Preferred Alternative Option (West Option) described in the FEIS for the following reasons: -The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. - Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. -The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. -The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. -Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. -The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. -Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. -In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. Sincerely, Jordan Krcmaric	webform		2300
Krcmaric	Lynn Pers		To Whom It May Concern, I am requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (FEIS) and Preliminary Section 4(f) Evaluation for the following reasons: -The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. - Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. I am also voicing my opposition to the West Preferred Alternative Option (West Option) described in the FEIS for the following reasons: -The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. - Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal	webform		2158

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. -The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. -The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. -Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. -The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. -Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. -In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. Sincerely, Lynn Pers Krcmaric			
Krevat	Devyn		Not enough time has been allotted for residents of Tucson to review the Final Tier 1 EIS. The public needs to be aware of the implications of the plan, especially considering the impacts it will have on the environment, economy, and character of Tucson. This plan places a freeway adjacent to the City's major water supply, disrupts critical wildlife corridors, and causes noise, air, and light pollution, as well as violates the purpose of Bureau of Reclamation mitigation lands, and severely impacts the Sonoran Desert Conservation Plan.	webform		1879
Kreyling	Michael	GPANA	Like many major road projects, the I-11 west option through Pima county is flawed. It presupposes that providing increased capacity will in fact, and in perpetuity, accommodate volume. Past experience shows that capacity fills almost as fast as it takes to construct volume. This plan is stuck in one mode of transportation: trucks. Can you be sure that the cost and supply of fossil fuels will be economically viable in the future when (if) this road is built? If I read your report correctly, the West option saves a total of 14 minutes travels time and costs more. And of course if it is built there will be irresistible urges to connect I-10 with 1-11, further eating up desert and residential. I am firmly against the West option for I-11. It creates in essence a loop roadway around Pima county west of the I-10 corridor--which will lead inevitably to the development of a city called West Tucson. Does the aquifer have enough water for that?	Webform		1740
Krieg	Christy		Good evening, I am writing to request that you extend the comment period to 120 days on this project. The Sonoran desert and environments surrounding the Tucson area are Valuable in so many ways. For humans, the landscape is a joy to behold and makes visits to Tucson so wonderful. For the native Americans, the land is historic beyond understanding for those of us with different origins. Finally, for the wildlife because this area is literally home, any disruption will undoubtedly disrupt shelters and food sources. Environmental organizations and government agencies need more time to study this area and make recommendations for protecting sensitive environs. Please extend the comment period to allow more careful decision making and better outcomes.	Webform		640
Kritikson	Kathleen		Please DO NOT build this highway through Avra Valley/Picture Rocks! This is a beautiful stretch of land that we need to protect! Alternative route through the I-10 I-19 corridors would be more desirable.	Webform		1543
Kroll	Mary & Jeff		We are members of the Tortolita Alliance and we're in in agreement with what is stated in their correspondence attached below. Bottom line: STOP THE MADNESS...we don't need to destroy the very precious landscape that seems to be eroding everywhere!	Webform	Kroll_1603	1603
Kropp	Robin		Opposition to I-11 West Option in Avra Valley, and request for extension of the review period. Dear I-11 Study Team, I originally wrote you when the first I-11 proposal was issued in the summer of 2019 to voice my opposition to the west I-11 bypass route. My reasons remain the same, as outlined below. In addition, I would ask that you please extend the public comment period beyond today to allow more time for affected parties to read the lengthy impact statement and address their concerns. As a Tucson resident, I feel that the proposed Interstate 11 bypass is damaging and inappropriate for many reasons. First, the City of Tucson and Pima County rely on the intact landscape of the proposed I-11 corridor to protect the unique cultural, natural, and scientific resources upon which our region's economy depends. A freeway would adversely affect Kitt Peak National Observatory with increased light pollution. It would seriously impact the serenity and integrity of three important regional attractions: Saguaro National Park, The Arizona-Sonora Desert Museum, and Ironwood Tree National Monument that collectively host nearly a million visitors annually. And along with the disturbance by sound, light, and air pollution, wildlife habitat will be affected. Four of Pima County's identified "Priority Vulnerable Species" live in the proposed corridor, and many other species would be impacted by the habitat fragmentation, disruption of wildlife corridors between natural areas, and increased traffic that would result from the construction of a large freeway. In addition to the many environmental impacts, people's quality of life will be altered by a new freeway. Businesses such as restaurants, gas stations, and hotels along the existing I-10 corridor would lose customers as competitors would expand further west. Many residents who live in the proposed corridor site west of Tucson in Avra Valley will lose their property for the construction project, and those who remain will lose the reasons they chose to live there in the first place – rural living, frequent wildlife sightings, and quiet neighborhoods will be replaced by the sprawl and noise that inevitably grow up around interstates. Not to mention that Avra Valley is a hot spot for Valley Fever incidences, and construction would result in the release of large quantities of the spores that produce this respiratory disease. Finally, it is an expensive proposition, one that could be done more cheaply by using existing infrastructure and expanding the existing I-10 footprint. Please consider all of these arguments in your assessment and drop the proposed I-11 corridor in favor of one that uses the existing footprint of I-10. Thank you, Robin Kropp	webform	Kropp_1880	1880
Krucker	Kathy		NO on West Option for I-11: 1) It will destroy pristine critical habitat and animals in the wildlife corridor. 2) It would be too close to Saguaro National Park West and Ironwood Forest National Monument. 3) It will negatively impact visitor/tourist experiences in the Tucson Mountains. 4) It will negatively impact populations that live in this proposed corridor: especially Altar and Avra Valley. 5) It will cost more. 6) It violates the purpose that Bureau of Reclamation mitigation lands were originally set aside. 7) It will negatively impact the Pascua Yaqui and Tohono O'odham tribes.	webform		1044
Kruszka	Natalie		As a new member of the city of Tucson, I am absolutely devastated to hear that there is even a consideration to construct this interstate affecting our eco system and wildlife. My husband and I were full time travelers before we stumbled across Tucson where we fell absolutely in love with saguaro National park and Tucson mountain park. We decided that this was the place we wanted to live. This dream of ours seems at risk now with the proposal of the interstate that would be run through the middle of our Sonoran desert. This would negatively impact our city, and the ecosystem surrounding it, in a number of ways. This would further disrupt our environment because of additional light, air, and noise pollution. Another thing that worried me is the close proximity to the central Arizona project (Tucson's main source of drinking water) which would be at risk due to contaminants from vehicle pollutants. I'm also concerned about the countless visitors that visit saguaro National park every year and how this may impact their experience in this beautiful part of the state. I'm concerned that this could decrease the number of visitors, and with this, we may see a dramatic change in our economy regarding tourists. I am begging for a reconsideration, along with an extension so that tucsonans have the time to express their concerns before the decision is made.	webform		2388
KUCERA	AILEEN		REALLY BAD IDEA.....	Webform		628
Kurath	Joan		July 27, 2021 1-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 West Jackson Street Mail Drop 126F Phoenix, AZ 85007 Re: Proposed 1-11	mail	Kurath_2597	2597

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			Please take note of my strong opposition to construction of a Highway 11 to the west of I-19 -- because it would cause the destruction of a natural desert area with the roadway itself and will encourage opening of many private retail and service stores along the roadway which would destroy even more of the desert. It would also increase nighttime light pollution hampering Kit Peaks telescopes. Also, the prevailing westerly winds would move increased noise and polluted air into the current western edges of the Tucson Mountain and Saguaro National Parks and residential areas which are already troubled by air pollution and drought. Please take my opposition into consideration when approving or disapproving creation of a new highway- Highway 11. Also, please include notification to me of any public meeting or hearing regarding I-11. Thank you, Joan M. Kurath 3101 South Carol Avenue Tucson, Arizona 85735 520/883-2498 (joanmkaz@gmail.com)			
Kuyper	Tony		I oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. There are better alternatives to building more interstate highways. Upgrade and improve what we already have. Don't add more concrete and steel to areas already struggling to maintain their natural character.	webform		1309
Lackey	Bryce		I am urging you to stop the planning and construction of the interstate on the west side of Tucson mountains. The Tucson mountain park and Saguaro NP West are some of the best and least impacted places in the greater Tucson area, and it would be such a shame to further impact the area with more noise and light pollution. The Tucson valley is already highly developed—if a new highway must be built, it should be constructed within the Tucson valley to preserve the character of avra valley and protect vital wildlife habitat and corridors between the reservation, Ironwood Forest NM, and the Tucson mountains.	webform		2225
LaCourse	Charlotte A		Please use the land along the I-10, I-19 and I-8	Webform		320
Laily	David	US Taxpayer	As a resident of Sahuarita, I oppose the Interstate 11 West Option for Pima County as too costly, too noisy and for numerous environment (human) impacts to my neighborhood.	Webform		213
Lambert	Shea		The build proposals are short sighted and greed motivated. We already have a highway that serves this purpose. The habitats destroyed by building are our greatest resource, and they are not replaceable. I urge you to reconsider this destructive and unpopular plan, which has been voted against time after time since the 1980s. We do not need a redundant highway. We need to protect what matters most for future generations, and what makes southern Arizona special. It is indecent and immoral to let our greatest treasure be destroyed for short term capital gain. And we already have a highway!	Webform		1601
Lambrechtse	Rudi		Extend the comment period to 120 days. No way i can analyze 5,800 pages in the 30 day period.	Webform		413
Lambrechtse	Rudolf		Abandon the west corridor route for I-11 as an alternative. The preferred route should use the existing I-10 corridor. There are many reasons for not building a new highway 1. Environmental damage. 2. People losing their homes and property. 3. cost 4. negative impacts to a National Park and Monument. 5. habitat loss for native species. 6. noise The only sensible route choice is using the existing I-10 corridor.	webform		2197
Landau	Pierre		I find it shocking that after a multi-year public comment process that resoundingly rejected the proposed routing of I-11 through Avra Valley, you have chosen to resurrect this monstrosity of a project, and ask for public comment as if the earlier rejection had never happened.	Webform		547
Landgrave	Monica		Do not build I-11! We need better regional public transit, not another highway.	webform		1167
Landowski	Claire		The environmental impacts of this project would be lessened by following the east corridor alternative through Tucson as opposed to the Avra Valley route. However, I feel that overall the environmental impacts of this project would be much greater than the potential benefit.	webform		1960
Landrum	Michael		The West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 should be eliminated from consideration. It would cut off wildlife corridors, harm the enjoyment of public lands such as Tucson Mountain Park and Saguaro National Park with noise, air, and light pollution, and it would encourage urban sprawl thereby further reducing habitat available to wildlife. Thank you.	Webform		1391
Landrum	Michael		The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. Thank you.	Webform		1400
Lang	Aloe		ADOT/FHWA should ABANDON the West Preferred Alternative Option in Avra Valley.	webform		1121
Langan-Peck	Jessica		My concerns include: Proximity to The central Arizona project (possible contamination of a major Tucson water source) Impact on endangered species, causing harm to a unique and diverse (and delicate) ecosystem Noise and light pollution Impact on outdoor recreation/visual character of this unique region	webform		2203
Lansberry	Lydia		The proposal for I-11 would have a huge impact on residences, natural preserves, and businesses. This route would destroy hundreds of acres and displace homes which have been in the area for years. It is an awful proposal and should not even be considered based on its impacts. Either move this route location or discontinue it. If another massive freeway must be considered then put it closer to developed areas and commercialism. Do not ruin the peace, quiet, and habitat of thousands of people's and animals homes. Drive in the rural areas and consider what this awful project would do. Please, please reconsider this!	Webform		570
LaPrell	Jodie		There are so many lives that are going to be destroyed if this happens. I realize nobody really cares unless it's happening to them but it's such a horrible thing to do to people. There are people that built their homes with their own hands, elderly people that have spent their lives creating a place to call home. Disabled children and adults that will be torn from what they know. All to save a few minutes for truckers that WON'T use the new road because they won't make as much money. All of the businesses in town will suffer if anyone uses the new route. They stay open because of the traffic that goes through town. How many millions of dollars is it going to cost to pay for all the homes that will be torn down? It sounds like one of the most ridiculous ideas I've ever heard. There is already a road, just try fixing it, saving billions and not destroying the lives of the people that gave you a job. Our farm (and two businesses will be destroyed), the life of my autistic daughter will be turned upside down, the animals that call our land home will die off. Millions of animals throughout the zone will lose their homes and lives as well. Why in the world would anyone want to do something like this? I have yet to see a valid reason for any of this. It's really not going to save time, and our roads aren't exactly congested (if you've ever driven in NY, CA, MA you'd see how empty our roads really are). Truckers aren't going to use it since they'll get paid less. Basically it's a way to spend billions, ruin lives and have an empty road to show for it. Disgusting. And, I realize nobody is actually going to read this or care because again, it is happening to you so of course you don't care.	Webform		1579

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Larkin	Kevin		To whom it may concern, As a Pima County resident, I am opposed to the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. As more and more people move to Southern Arizona, we need to take into consideration the negative impacts of construction on our natural resources and delicate ecosystems. The West Preferred Alternative Option is in direct conflict with Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. The noise and air pollution from constructing a highway through the Avra Valley would severely impact migration corridors for some of our most at risk species. It is irresponsible and short sighted to build on the borders of Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. Please be careful with our treasured lands. Sincerely, Kevin Larkin	webform		1933
Larkum	Daniel G		I am against building the section of I-11 through Avra Valley. (At least) this segment of I-11 is simply not needed. If there actually is any need to reduce traffic congestion on I-10, I would favor adding a lane in either direction as has already been done for I-10 through Phoenix and pretty much the whole segment between Phoenix and Tucson. There is no benefit (other than to real estate investors) to building an entire new freeway through Avra Valley. Not only would it be ridiculously expensive, it would have serious negative effects on this rural area which includes Saguaro National Park, the Kitt Peak Observatory, the Ironwood National Monument, and the Arizona Sonora Desert Museum. These important places (not to mention the rest of Avra Valley and its wildlife) would be permanently very negatively impacted by the air, light, and noise pollution from I-11. What a shame, especially for something that's not wanted or needed. Some time ago there was an effort by a New Mexico company to run huge power lines through Avra Valley to Mexico. That was not approved for pretty much the same reasons. Please don't go forward with this section of I-11. There just seems to be no justifiable reason for its negative environmental and financial impacts which would be unrecoverable. Thank you.	webform		2286
Larkum	Gray B		Regarding the section where the preferred alternative runs through Avra Valley, I am strongly opposed to the Avra Valley alternative for the following reasons: 1) It is totally unnecessary. Traffic on the existing I-10 corridor is simply not that bad (I travel it often and it's usually not heavily trafficked, slow, or difficult). If it were really necessary, the existing I-10 corridor could be improved to accommodate more traffic for much less money and in far less time than it would to construct the Avra Valley alternative. Further, have you been out to the Avra Valley alternative this July? Much of it was under water in the Brawley Wash area. The alternative would need to be built on a bridge or shut down (like Manville Rd) for days during heavy monsoons. 2) The negative impact on the environment is frightening. I know you've studied all this, but did you go on any of the Saguaro National Park mountain trails and imagine how negatively the hike or ride would be affected by the noise, lights and pollution - leave alone how it would destroy the relaxing gorgeous views?! I hike there a lot and out-of-state visitors always comment on how great the desert view is looking across Avra Valley. 3) Related to the above, the negative economic and environmental impact on Saguaro Park, the Desert Museum, and Tucson Mountain Park would be huge. Visitors who come to Tucson often spend days in this area enjoying these destinations and most that I encounter do so every year. With I-11 there, I suspect those visits will diminish hugely. 4) I have lived in Avra Valley for more than 30 years. I love it as do my son, daughter, and grandchildren (who live in other Tucson areas but have plans/hopes of moving in with us later in our lives). My back yard is like a planetarium at night with no traffic noise, ambient light, or haze caused by trucks. Obviously I-11 would ruin my living area for me and my family. Anyway, I could go on, but I know you've studied the wildlife corridor and other Avra Valley issues. So, the bottom line is why would you destroy Avra Valley and the greater Tucson area west of I-10 by building an expensive and unnecessary portion of I-11 through it? It would cause far more harm than good and there are better and more reasonable alternatives (No Build and I-10 upgrades). I (and my family, especially my 10-year old granddaughter) strongly appreciate any reconsideration you can give. Thank you.	Webform		775
Larson	Curt		RE: I-11 Final Tier 1 Final Environmental Impact Statement and Preliminary Section 4(f) Evaluation (Final Tier 1 EIS) Nogales to Wickenburg, dated July 2021 I. REQUEST TO EXTEND THE COMMENT/DOCUMENT REVIEW DOCUMENT PERIOD TO 120 DAYS OR MORE II. OPPOSITION TO WEST/AVRA VALLEY PIMA COUNTY ALTERNATIVE. III. REMOVE THE WEST/AVRA VALLEY ALTERNATIVE. To Whom It May Concern: I stand with Tucson Mountains Association (TMA) and am very concerned about the detrimental short to permanent impacts of I-11 through Avra Valley. As with TMA, I have three urgent requests: I. REQUEST TO EXTEND THE COMMENT/DOCUMENT REVIEW PERIOD TO 120 DAYS OR MORE. NEPA procedures allow organizations and individuals to request extensions for many reasons which apply to the Pima County Alternatives including aspects including notice, scope and involvement. I respectfully request a 120-day or more comment period for the above referenced urgent matter. Among many things, I am concerned about: - Notice and Review. A 30-day comment period is insufficient for proper review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. - Scope of Project. I believe an infrastructure project that costs so much, has significant impact on our future citizens and severely fragments our desert landscape deserves an extension to provide the public with a full and fair opportunity to participate in this process. - Impact on Minority and Lower-Income Populations. Many communities impacted by the Preferred Alternative Options within the Corridor Study are minority and lower-income populations who may not have access to the Draft EIS. The I-19/I-10 co-location and Western, Avra Valley alternatives will have these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. Infrastructure Requires Consideration. A 120 days or more comment period is required to review, research and respond to a possible addition to infrastructure within metro Tucson. The permanency of these project decisions, no plans or funding available to initiate the project and an estimated cost in today's dollars at as much as \$7 billion, transparency and public involvement is essential Please extend the comment period to 120 days or more. - Convoluted Alternative Names for Pima County Alternatives. The numerous names for the Pima County alternatives have been confusing to follow, making reading the documents difficult to follow. There are at least four pairs of names: Recommended/Preferred, East/West, Orange/Green, I-10 and I-19 co-location/Avra Valley. - Need to Review, Research and Respond to Voluminous Material. An extension is requested to adequately review, research and respond to over 5,000-5,800 pages of text, maps and other figures of the Final Tier 1 EIS and the unprecedented scope of this project. The sizeable text and the minimal comment period to read and review is inadequate for my response. Such a significant project warrants more time to review the record, research issues and concerns, and provide my response. II. OPPOSITION TO WEST/AVRA VALLEY PIMA COUNTY ALTERNATIVE. I am concerned with the Pima County Avra Valley, West Alternative, and clear unmitigable environmental impacts due to fragmentation. Not only is the purpose of this plan about future modes of transportation within the proposed alternative, ES.4 states the purpose of this plan is to serve population and employment growth in the transportation corridor. This type of growth will increase the negative impacts on the ecosystems of the Tucson Mountains, Ironwood Forest National Monument, Saguaro National Park and Tucson Mountain Park and it will forever remove the lifestyle that we have enjoyed in our unique desert. While I am encouraged that the East Alternative has been submitted, it is impossible to read or understand the voluminous documentation within the 30 day comment period and comment sufficiently. III. REMOVE THE WEST/AVRA VALLEY ALTERNATIVE. The West Pima County Alternative option should be removed. The West Alternative is filled with permanent, unmitigable lifestyle, economic, environmental damage to the ecosystems of Saguaro National Park, Ironwood National Monument, Tucson Mountain Park and all of the Tucson Mountains. This will obstruct, destroy and is a bad investment. Pursue the right choice: drop the West Alternative. I respectfully I. request 120 day or more comment period, II. oppose the Pima County West Alternative and III. request the removal of the West Alternative as an option for the foregoing reasons. Respectfully Submitted, Curt Larson, 2141 S Flying Q Ln, Tucson AZ 85713, 520 820-8718 Member, Tucson Mountains Association	email		1133
Larson	Jamie		Freeways have proven to be a perhaps well-intended but are a decidedly bad idea. They do a terrible job of conveying traffic. The environmental impacts are severe. This is a short sighted, high impact idea that doesn't solve any problems.	Webform		137
Larson	Jamie		Freeways have proven to be a perhaps well-intended but are a decidedly bad idea. They do a terrible job of conveying traffic. The environmental impacts are severe. This is a short sighted, high impact idea that doesn't solve any problems.	Webform		1580
Larson	Scott		I vehemently oppose spending billions of dollars and destroying tens of thousands of acres of Arizona wilderness for a needless highway that will lead to further development and sprawl. Please listen to people/communities, not greedy pro-development interests.	Webform		170
LaRue	Ed	Desert Tortoise Council	Dear Study Team, Please find our comments attached. Ed LaRue	email	LaRue_DesertTortoise_1799	1799

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			<p>Ecosystems Advisory Committee Chair Desert Tortoise Council</p> <p>Dear I-11 Tier 1 EIS Study Team:</p> <p>The Desert Tortoise Council (Council) is a non-profit organization comprised of hundreds of professionals and laypersons who share a common concern for wild desert tortoises and a commitment to advancing the public's understanding of desert tortoise species. Established in 1975 to promote conservation of tortoises in the deserts of the southwestern United States and Mexico, the Council routinely provides information and other forms of assistance to individuals, organizations, and regulatory agencies on matters potentially affecting desert tortoises within their geographic ranges. We appreciate this opportunity to provide comments on the location of the proposed I-11 freeway. Given the location of the preferred alternative for a route through the Avra Valley, in habitats likely occupied by Sonoran Desert Tortoise (<i>Gopherus morafkai</i>) (synonymous with Morafka's desert tortoise), our comments focus on maintaining and enhancing protection of this species. We also consider the protection of other species (see list attached) and the overall habitat protection and protection of habitat linkages as vital to conservation in the Avra Valley. In the EIS the Recommended Alternative is a route through the Avra Valley (Executive Summary figure ES-2). The other alternative described (in addition to a no action alternative) is to upgrade the existing transportation corridor along the I-19 and I-10 through Tucson. Clearly the Avra Valley option has the greater potential to negatively impact both native habitats and species, including the Sonoran Desert Tortoise as well as the quality of life of residents living in the area, which is currently rural to semi-rural in nature. We consider the impact to native habitat and native species including the Sonora Desert Tortoise as unacceptable. Not only would the new freeway itself take away important habitat, but also the options to add more transportation elements, such as rail and utilities in the future. Locating a new interstate highway in the Avra Valley would also likely lead to residential and commercial development along this new transportation corridor, as has occurred at many other locations where a new interstate highway skirts an urban area. We are most concerned that a freeway, through currently intact habitat, natural open space, publicly owned natural open space, and privately owned natural open space, will not only eliminate a measurable amount of existing habitat but will also fragment populations and their habitats for most of the extant species, not only of amphibians and reptiles, but also mammals and invertebrates. Such effects are likely to result in multiple species population losses over large areas, and the overall degradation of species richness and biodiversity. This preferred alternative route through the Avra Valley is following existing natural open spaces. This route, in the Avra Valley region, will result in taking existing native habitat lands while avoiding parcels that have already been partially urbanized. This configuration will diminish the value of the remaining highest quality lands as native species habitat. It will also inhibit successful restoration and ongoing natural ecosystem recovery and regeneration of the numerous and extensive retired agricultural parcels that already are providing habitat for numerous native species. A special concern is the elimination of a previously agreed upon habitat connection passing through a parcel of Bureau of Reclamation land that was established as a mitigation corridor for the Central Arizona Project (CAP). This corridor includes potential habitat and annual migration behaviors of the Sonoran Desert Tortoise. We oppose the increased degradation of this parcel as it now exists as a corridor connecting the Tucson Mountain Park with other habitat lands in the Avra Valley and Ironwood Forest National Monument to the west. We realize that some disruption of it already exists. We also recognize that some mitigation can be provided by constructing overpasses and underpasses along a freeway. However even the best designed and deployed set of crossings cannot mitigate against the loss of connection for many species, especially those too small or local in their movements to travel or disperse over great distances. Only by allowing reasonably large and undisturbed, intact natural habitat to connect larger parcels can we say we have protected the sustainability of our native species and prevented many local extinctions that would result from increased fragmentation. We believe these needs may vastly exceed the scope of mitigation currently under consideration. We ask that the current decision makers consider the use of alternative transportation systems, such as railroad transport, to move people and goods north and south through this area before deciding on a preferred alternative. We support the alternative that provides the habitat protection and species sustainability offered by co-locating the I-11 along the Tucson corridor of the I-10. We appreciate this opportunity to provide input and trust that our comments will help protect the Sonoran Desert Tortoise and other special status species during any authorized project activities. Herein, we ask that the Desert Tortoise Council continue to be identified as an Affected Interest for this and all other FHWA or ADOT projects that may affect the desert tortoises, and that any subsequent environmental documentation for this particular project is provided to us at the contact information listed above. We also ask that you acknowledge receipt of this letter as soon as possible so we can be sure the appropriate party has received our concerns.</p> <p>Regards, Edward L. LaRue, Jr., M.S. Desert Tortoise Council, Ecosystems Advisory Committee, Chairperson Attachment: Table 1. Amphibians and reptiles (herpetofauna, total of 52 species known) of Avra Valley (Robles Junction to Redrock Road), Pima and Pinal counties, Arizona.</p>			
Lasley	Megan		Please extend the deadline of public comment and review of this project. Many of us had no idea of this project happening, and the land, people and larger ecosystem that this affects is significant. I would greatly appreciate more time and more community engagement in this review process at the least, and hope for more engagement in the planning for future projects like this as well. This project disproportionately affects minority, low-income, and/or Indigenous populations that have not been adequately alerted/informed of this proposal. This project is a big deal and it is essential that the greater Tucson community in the process.	webform		2211
Latt, MD PhD	Daniel	University of Arizona	Please DO NOT ruin the beautiful Avra Valley with a major interstate. I moved to Tucson from Los Angeles to get away from the mega freeways and urban sprawl. The lack of freeways and the proximity of downtown to unspoiled nature in the Avra Valley just over the Tucson mountains is one of the main things that draws professional people like me to Tucson. This proposed freeway will forever RUIN the beautiful place that I ride my bicycle everyday. Please don't do this to Tucson.	Webform		176
Lauger	Kayla		I oppose the West Preferred Alternative Option, and minimally request that the comment period be extended to 120 days for the following reasons. 1. A 30-day comment period is not enough to allow the public to view and comment on the project. 2. Habitat fragmentation and the disruption of wildlife corridors in an area adjacent to critical habitat (Saguaro National Park, Tucson Mountain Park, Ironwood National Monument) is unacceptable. 3. An interstate adjacent to public lands that are meant for the enjoyment of the outdoors would negatively impact the quality of those lands. 4. The project is more costly than co-locating I-11 with I-10 and I-10 through Tucson. Given that infrastructure in Tucson already exists, an additional highway is unnecessary additional expense. 5. Impacted lands include mitigation lands for Pima County's Section 10 habitat Conservation Plan, part of the nationally-recognized Sonoran Desert Conservation Plan. In all, the West Option for I-11 is an unnecessary expense that would damage wildlife habitat and reduce the quality of public lands that are an economic attractant to the Tucson area. At a minimum, the comment period should be extended to allow the public to become aware of the project and comment.	webform		1122
Laurenzi	Julia		As a wildlife biologist, I am concerned with the degradation of wildlife corridors and habitat in the Sonoran desert. I oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. We also request an extension of the comment period from 30 days to 120 days. Extend the comment period. The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Despite years of public concern, the project barrels forward. At the least, ADOT should acknowledge and respect public opinion and move forward with the East	webform		2283

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			option. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway.			
Lauve	Tia		Please do not build an interstate through the wild lands west of Tucson. There is no reason to harm natural habitat when the 10 already exists!	webform		2269
Law	Andrew		I am absolutely opposed to the construction of this project based on environmental and human issues. It is a waste of money and good land. Drop it	webform		1331
lawrence	Judith		please extend the deadline for public comment to allow working folks like myself time to address this important issue	Webform		658
Lawrence-Glaze	Rebecka		We should not bulldoze through virgin desert and rural lands out in Avra Valley. There is wildlife there and they should keep their space. Please consider all the pain you will cause my destroying this land. You will hurt the lives of all these animals and plant life. We should retrofit I-10 to accommodate space and not destroy it. Please, let us grow within our established footprint rather than exponentially outwards, like a cancer.	webform		1276
Lawson	Rebecca		The desert is precious and unique. We do not need another freeway. We have already done enough damage to our beautiful desert. Please consider these points: The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.	webform		1317
Leaf	Arlene		Dear Sirs, I am writing to protest the construction of I-11 thru Avra Valley. It would destroy this pristine area that took millions of years to create and hurt a major economic benefit to Tucson. Millions of tourists come to this area yearly to experience this unique Sahuaro forest and the world renowned Arizona Sonoran Desert Museum which showcases the unique animal, flora, and fauna of this unique in all the world desert. The proposed route cuts thru to western part of the Sahuaro National Monument as it follows the CAP route. I understand that Las Vegas is becoming a major hub for distribution of goods. That in the future you are expecting increased trade with Mexico. There are other possibilities such as increasing the capacity of I-10 as it passes thru Tucson...widen it, make it a double decker. That would be far cheaper and far less impactful to our cherished environment than I-11. When the project was open to Public discussion before I spoke to a representative from Washington...who wants it. He said Pima Association of Governments. So it seems Pima County is asking for it....there is always a conflict between developers and all others. Once this area is chopped up it is over for the future generations to learn from. Because congested Phoenix needs it, Pima County doesn't want to be left out. Now with the Infrastructue Bill I am sure everyone is grabbing. Please be judicious in your decisions. I am sure there are many other necessary projects for Southern Arizona to request money for that will also have an economic impact without destroying our beloved desert. Tucson's economy needs the on going tourist dollars which will greatly extend beyond the construction time and impact many more businesses in the area than a few construction companies. The tourists support the hotels, restaurants, transportation, local businesses ect. Thank you for reading my plea. Respectfully submitted, Arlene Leaf	Email		2527
Leaf	Arlene		Dear Sirs, I am writing to protest the onstruction of Mt thru Avra Vatlley. It would destroy this pristine area that took millions of years to create and hurt a major economic benefit to Tucson. Millions of tourists come to this area yeady to experience this unique Sahuaro forest and the world renowned Arizona Sonoran Desert Museum which showcases the unique animal, flora, and fauna of this unique in all the world desert. The proposed route cuts thru to western part of the Sahuaro National Monument as it follows the CAP route. I understand that Las Vegas is becoming a major hub for distribution of goods. That in the future you are expecting increased trade with Mexico. There are other possibilities such as increasing the capacity of I-10 as it passes thru Tucsonwiden it. make it a double decker. That would be far cheaper and far less impactlul to our cherished environment than I-11. When the project was open to Public discussion before I spoke to a representative from Washington...who wants it. He said Pima Association of Governments. So it seems Pima County is asking for it....there is always a conflict between developers and all others. Once this area is chopped up it is over for the future generations to learn from. Because congested Phoenix needs it, Pima County doesn't want to be left out.	mail	Leaf_2587	2587

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			Now with the Infrastructue Bill I am sure everyone is grabbing. Please be judicious in your decisions. I am sure there are many other necessary projects for Southern Arizona to request money for that will also have an economic impact without destroying our beloved desert. Tucson's economy needs the on going tourist doliaris which will greatly extend beyond the construction time and impact many more businesses in the area than a few construction companies. The tourists support the hotels, restaurants. transportation. local businesses ect. Thank you for reading my plea. Respectfully submitted Arlene Leaf			
Leal	Ashley		My hope is that you will suspend this project in favor of preserving our limited and vanishing natural environment. As this is the first I have heard of the proposed freeway I also want to star that I am dismayed that this would not be voted on by the community it directly effects.	Webform		1444
Leal	Rita		To whom it may concern, I believe a 30-day comment period for the I-11 Final Tier 1 Environmental Impact Statement 5,800 pages of very specific and technical language, is not sufficient time to ensure the public has a full capacity to review this document and comment on the project. I want to ask you to strongly reconsider this and extend this comment period. Nonetheless, I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. There are multiple impacts pointing out to the West Option being a terrible choice: - Damage of federal, county, tribal and private lands including Saguaro National Park West; Ironwood Forest National Monument; Tucson Mitigation Corridor; Tucson Mountain Park; Pascua Yaqui Tribe and the Tohono O'odham Nation; Avra Valley and Picture Rocks. - Wildlife corridors would be fractured and fragmented forever by a new freeway. Routes between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains are known to be used by bighorn sheep, desert tortoises, bobcats, mountain lions, javelina, deer and so many other species. - The levels of noise, air, and light pollution would significantly increase and disrupt nearby human and wildlife communities. - Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. Apart from the several impacts, there are more reasons to oppose the West Option: - In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. - The Nogales to Wickenburg stretch would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects. - It would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. I hope you can see how the West Option is a terrible choice, and you decide to be on the good side of history and protect the Sonaran desert, its land, wildlife and people. Thank you for your time and consideration, Rita Leal	Webform		1536
Leal	Rita		To whom it may concern, I believe a 30-day comment period for the I-11 Final Tier 1 Environmental Impact Statement 5,800 pages of very specific and technical language, is not sufficient time to ensure the public has a full capacity to review this document and comment on the project. I want to ask you to strongly reconsider this and extend this comment period. Nonetheless, I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. There are multiple impacts pointing out to the West Option being a terrible choice: • Damage of federal, county, tribal and private lands including Saguaro National Park West; Ironwood Forest National Monument; Tucson Mitigation Corridor; Tucson Mountain Park; Pascua Yaqui Tribe and the Tohono O'odham Nation; Avra Valley and Picture Rocks. • Wildlife corridors would be fractured and fragmented forever by a new freeway. Routes between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains are known to be used by bighorn sheep, desert tortoises, bobcats, mountain lions, javelina, deer and so many other species. • The levels of noise, air, and light pollution would significantly increase and disrupt nearby human and wildlife communities. • Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. Apart from the several impacts, there are more reasons to oppose the West Option: • In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. • The Nogales to Wickenburg stretch would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects. • It would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. I hope you can see how the West Option is a terrible choice, and you decide to be on the good side of history and protect the Sonaran desert, its land, wildlife and people. Thank you for your time and consideration, Rita Leal	email		1794
Leal	Soli		[Blank Submission]	webform		1996
Leanna	Nola	La Canada Norte II HOA	We homeowners oppose the West Alternative and ask that it be eliminated from further consideration and not carried forward to a Tier 2 study. We objected to that West Alternative when it was first presented a few years ago and believed it to be removed from consideration, yet here it is presented once again! By running west from El Toro Road in Sahuarita it would destroy long established neighborhoods that currently offer the desired low density, beautiful desert, and larger size lots which support Sonoran flora and fauna, while allowing for wildlife corridors. Locating a high speed interstate freeway through this area would not only displace homes and residents, but would also increase noise, air, and light pollution for all remaining residents. Residents in this area have chosen to locate here precisely because of less traffic, and the quiet, dark nights, the starlit skies, and the peacefulness. Were it not so, they would have located in areas to the north nearer interstate freeways. We love living here, raising our children here, welcoming our grown children back to this area to settle and raise their children here as well. To spend the time and money to do further analysis of this West Alternative route during a Tier 2 study is certainly a waste of resources. That route will not bring customers into the local business district, either in Sahuarita or Tucson, and will only devastate a large portion of our beloved desert. We believe the most beneficial and cost effective route for this section is the East Alternative that utilized I-19 and I-10. This route is already in place and ultimately could be prepared while doing the least damage. Sincerely, La Canada Norte II HOA	Webform	Leanna_LaCanadaNorteIIHOA_1770	1770
LeDin	Amber		After reading both sides the west option just seems so incredibly reckless! Creating a highway directly through an area of land that is so valued to not only tucson citizens but the wildlife does not make any sense. Please consider what makes Tucson, Tucson. It's natural beauty that is NOT destroyed by over development. On top of that, after living in tucson for the better half of my adult lile that area is	webform		1866

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			no where I travel regularly or people I know for that matter. People are trying to get to mid-town or the east side. This is where traffic flows and needs to be easier + less congested. The east option actually makes sense in terms of where the majority of tucson travels.			
Lee	Amanda		I oppose the West Preferred Alternative Option described in the Tier 1 Final Environmental Impact Statement for Interstate 11 (I-11). This route bypasses Tucson through rural Altar and Avra Valleys, lands that will be irreparably harmed by a nearby freeway. These lands deeply impact low income minority communities and the West Option would damage local natural resources as we are experiencing a climate crisis. It would cause significant pollution and endanger wildlife. I also request an extension of the comment period from 30 days to 120 days so that the public, especially those most impacted by this, has time to review and advocate for our needs.	webform		2118
Lee	Angela		No to any any expansion of freeway construction in the Sonoran desert. The Sonoran desert, including Saguaro National Park, Arizona-Sonora Desert Museum, Tucson Mountain Park, and Gates Pass, is an incredible natural resource deserving of preservation. We owe it to our future selves, future Arizonans, and future visitors to keep the desert pristine, accessible and free of unnecessary construction. This construction would have lasting impact on a vast variety of plant and animals species, and would impact migrations and life cycles on a fragile system that already faces growing pressure to its delicate balance. If we have the chance to build elsewhere - the proposed eastern route - let's take it and preserve the desert.	webform		2229
Lee	Darlene		Hello. My name is Darlene Lee and I live out in Avra Valley near the proposed route of I-11. I don't know if any of you have been out here to see this stand of saguaro and how we have Saguaro National Monument and the Sonoran Desert Museum. Economically it would be a disaster for Tucson. Millions of people come every year to enjoy the desert and to enjoy the museum and National Park. The proposed route of I-11 goes right by both of those entities. It would be a disaster to destroy this pristine natural environment. There are other ways - you could double up on I-10, which would be a lot cheaper and a lot less destructive. Nobody wants this. Please it is so tempting now that there is money for infrastructure. Do not use it on this. Use it on other things that are more important. This is a pie in the sky for Phoenix and Las Vegas. Tucson can handle the traffic. Let it go through I-10. Please do not do I-11. You will be destroying something that has taken Nature billions of years to create and it is something that is an economic boon to Tucson that would be utterly destroyed and the enjoyment would be gone. How do you weigh these things? This is for the common good of the people who live here and love the desert. Thank you.	Voicemail		1818
Lee	George		No to any any expansion of freeway construction in the Sonoran desert. The Sonoran desert, including Saguaro National Park, Arizona-Sonora Desert Museum, Tucson Mountain Park, and Gates Pass, is an incredible natural resource deserving of preservation. We owe it to our future selves, future Arizonans, and future visitors to keep the desert pristine, accessible and free of unnecessary construction. This construction would have lasting impact on a vast variety of plant and animals species, and would impact migrations and life cycles on a fragile system that already faces growing pressure to its delicate balance. If we have the chance to build elsewhere - the proposed eastern route - let's take it and preserve the desert.	webform		2232
Lee	Mary		If the I-11 project must take place then the West Option MUST BE ABANDONED. It is outrageous to even consider building interstate infrastructure in one of the few remaining protected regions of Southern Arizona. Saguaro National Park, The Arizona Sonora Desert Museum, Tucson Mountain Park, Kitt Peak Observatory, Ironwood National Forest, The Tucson Mitigation Corridor, and not to mention sacred land of the Pasqua Yaqui and Tohono O'odham Nations are all treasures that would be painfully and unnecessarily negatively impacted by such construction. Why on earth would that even be an option when so much interstate infrastructure already exists in the East Option? Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could possibly offset these negative impacts. Do not consider the West Option and please consider abandoning the project completely in favor of a sustainable and environmentally friendly alternative.	webform		2057
Lee	Ryan		I understand that the mandate for I-11 is both federal and state, and therefore likely to happen. However, I am completely against your 'recommended alternative' to construct it by blading desert through Avra Valley. The I-11 should be built along existing freeways. Respect local decision-making and efforts to protect the desert ecosystems in relation to urban development. While not without its own difficulties we are infilling the already built urban area. Don't bulldoze our environment and autonomy; just as we work to balance development within environmental sustainability, we want you to work within our desires and parameters to achieve both goals. Add I-11 as an exclusive lane to I-10, and while you're at it, add a line for light rail; or preferably just make I-11 part of the existing infrastructure in Tucson, because that's really the cheapest alternative and doesn't destroy ecosystems or the urban economy located along I-10. Don't just draw lines over people and their environment.	Webform		291
LeGendre	Bruce		I believe that an extension is essential for the public to fully investigate the impacts and determine the best solution moving forward.	webform		1033
Leigh & Perry	Carolyn & Ron	members of Gates Pass Area Neighborhood Assoc.	We request an extension of the public comment deadline of the Final Environmental Impact Statement to 120 days. We are strongly/totally opposed to the West Option through Avra Valley. Tucson and Pima County residents have spent years/millions of dollars preserving the desert on the west side of the Tucson Mountains via parks/Desert Museum, etc plus the CAP aqueduct runs parallel to what would be the path of I-11, exposing our water to truck exhaust/spills/etc. Ideally, I-11 would be canceled. Political/economic pressure from the relatively new container port in Sonora seems to be driving it. I-10 upgrade is an option, but the best option is no I-11 at all.	webform		484
Leimroh	Stephen		Hello my name is Stephen Leimroh. I live at 1216 E ?? in Tucson AZ. I am leaving a message about the comment period for the I-11 study. I just found about this comment period ending in a short amount of time and it seems reasonable to have a longer comment period considering the nature of this project and how extensive it is. I also am opposed to the western route around Tucson in the Avra Valley. It bisects tribal lands and visitation to Tucson Mountain Park and Saguaro Park West and this spectacular desert landscape that does not need a freeway running through it. Thank you.	Voicemail		2576
Leimroth	Stephan		To whom it may concern, I'm requesting that the comment period be extended from its current 30 days to something more in line with the size and scope of this freeway project; it deserves more time for review by all stakeholders. I am "not" in favor of the western corridor around Tucson in the Avra Valley. Not only is this beautiful desert, adjacent to a national park and county park, but it would take business away from the Tucson and adjoining cities. Regards, Stephan leimroth 1216 E Manlove St Tucson AZ 85719	Email		2539
LeMay	JOHN	Tortolita Alliance	i support the Tortolita Alliance opposition to this project completely	Webform		1638
Lentner	brenna		DON'T PUSH PEOPLE OUT OF THEIR HOMES! THAT IS A HEINOUS CRIME!	Webform		1637
Leon	Marjorie		I am concerned about the proposed western route for I-11 It will impact too many wild lands including migration routes for animals. Find another way to keep traffic moving! Marjorie Leon P.O. Box 127 Arivaca AZ. 85601	email		1368

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Leong	Patricia		We have no business making a large highway through pristine desert to bring more cars and noise through it. We should be planning for ways to make people less reliant on cars in our city, not making alternate routes that don't even go anywhere new. Our planet is heating up and we should be protecting whatever nature we have left.	Webform		1456
Lepley	Benjamin S		the citizens of Tucson and the Tohono O'odham nation have made themselves crystal clear! No I-11 through Avra Valley! Extend the comment period!	Webform		673
Lepley	Benjamin S		NO I-11 in Avra Valley! How many times do the people of Tucson have to tell you NO!???	Webform		1622
Lepley	Benjamin S		NO I-11 in Avra Valley! How many times do the people of Tucson have to tell you NO!???	Webform		1676
Lepley	Michael		Underground. Put I-11 underground	Webform		636
Lepley	Michael		Greetings, The only viable freeway bypass alternatives are listed as follows. 1- A "big dig" beneath I-10 providing non-stop access from SE Tucson to NW Tucson with a few exits in between. 2- Freeway route starting at Houghton and I-10 up to Snyder, across Sabino Creek to Sunrise, along Ina to I-10. If the rich pricks don't like it they can f@*k off. Sincerely, Michael Lepley	Webform	Lepley_1646	1646
Lepley	Sheila		Forget about this I-11 which will tear up more of our precious desert. Utilize I-10 by laying down RR tracks for passengers to get from Nogales, Tucson to PHX, and Flag. At the rate we're going the entire country will be criss-crossed with ugly highways. Trains are where it's at. Drop the idea of I-11	Webform		1674
Lesoine	Greg		First, please be reasonable and extend the comment period from 30 days to 120 days. Second, my wife and I are strongly OPPOSED to the West Option through Avra Valley! This would be an absolute disaster for wildlife that depend on this area! We do NOT need any new highways! Look how well that strategy has worked out for places like Los Angeles.	webform		512
Lester	Cynthia		I request you extend the feedback period regarding the proposed I11 bypass. As a 20 year former resident of the Avra Valley area I continue to express strong opposition to the West route. The damage to the environment and wildlife utterly unnecessary . The esthetic damage to the area and the overlooks from Gates Pass , the Desert Museum the hundreds of Mike's of hiking trails huge the affect the tourism which supports Tucson because of an abundance of natural desert. In a time of such need and environmental stress in the world I am appalled and astounded this is even still being considered . Piggy back on I10 if you must . Leave nature alone .	Webform		365
letdon	Clay	Emergency Circus	This highway would be a travesty to our desert. It would adversely impact the wildlife and serenity of our desert.	webform		1903
Letourneau	Peter		The choice of a west side alignment for I-11 through Avra Valley would be destructive on the Saguaro National Park West environment. Please consider using the eastside alignment which would use the existing I-10/I-19 corridor instead. It would be cheaper and better for the environment.	Webform		968
Levesque	Zoe		Please do not implement west option!! Our desert is so beautiful and needs to remain untouched.	webform		2465
Levick	Lainie		I am opposed to the "West Preferred Alternative" option because this would negatively impact important desert areas, including Tohono O'odham lands. In addition, I am requesting an extension of the public comment period to at least 120 days to give me, and everyone else, more time to review this large document.	Webform		594
Levine	Liz		We should not be investing in this highway project at a time when there are so many more pressing community needs. We should be focusing on local products and fixing local infrastructure. The I-11 project is a mistake. People in our local communities are in need of affordable housing and we can work locally to fill the goods and services we need. Think locally! We are hurting and struggling and do not need more polluting roadways. We need to think ahead and pay attention to environmental concerns.	Webform		138
Lewis	Kristina L		Please note my opposition to the I-11 Corridor through Avra Valley. This route choice will negatively impact the Arizona-Sonora Desert Museum, Saguaro National Park West, the Tucson Mountains, and the Tucson Mitigation Corridor (which was set up to protect wildlife and animal migration after the building of the Central Arizona Project). No one seems to be in favor of this route -- not the National Park Service, Coronado State Forest, Dept of the Interior, Bureau of Land Reclamation, AZ Dept of Game and Fish, ... not even Arizona Truckers (who stand to gain the most from using I-11). Please explore other options and choose another route -- not the proposed route through Avra Valley. Thank you.	webform		1295
Lewis	Tommy		I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors -- including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects. When will we put a stop to destruction in order to make life "easier" for humans? Please DO NOT plow through the desert to make yet another road, it's not the right thing to do! We have enough interstates and roads already!	webform		1302
Lezan	Jason	L and A Audio/ Video	Stay away from ironwood forest and saguaro nat park. Picture rocks, too! Too much history to destroy around here!	Webform		51
Libby	Kaitlin		I do not want this interstate, and I DEFINITELY don't want it to cut through our pristine Sonoran Desert, this would completely change the landscape for the worse. Many tens of thousands of people use our hiking trails on the west side of town, this would ruin our trails!	webform		2190
Libby	Su	Great Old Broads for Wilderness Tucson Region	We oppose the I-11 option through the Avra Valley. Representing members of the Great Old Broads for Wilderness Tucson Region Broadband.	Webform		1766
Licht	Susan and Arnold		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. SUSAN & Arnold Licht PO Box 1442 ORACLE, AZ 85623	Email		2532
Lichtenhan	Phil		I say NO! To I-11. Expediency of commerce is not a good reason to destroy the Sonoran environment. Phil Lichtenhan	email		1369

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			1130 W. Middleton Tucson, Az.			
Lieber	Lori		I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects. We need to stop destroying our precious resources in the name of so-called "progress." Lori Lieber Lori Lieber Graphic Design 2302 E. 7th Street Tucson, Arizona 85719 520.884.4268 Tel 520.440.9705 Cell	email		1365
Lincoln	Vonnie		To the AZDOT Team: I am strongly opposed to the proposed Avra Valley route for I-11. It would be a disaster in so many ways! The area needs to be kept less developed for natural and human uses. Do not let cost be the primary deciding factor. I urge you to remove this option from consideration and also to extend the time for comments to allow more people to learn about this issue. Vonnie Lincoln Oro Valley	Email		898
Lind	Laurie	The Leadership in Diversity Group	I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects. Please consider alternate routes. The best of what Tucson has to offer is at stake. Don't imperil nature even more than it has already been.	webform		1273
Lindgren	Nikita		The no build option provides the most sustainable and economical option available. Construction of a new freeway would cause untold ecological damages while encouraging further development into the Sonoran Desert. Improvements to the existing freeways, in addition to rail and other transit options, would meet future transportation needs.	Webform		38
Lingham	Marie		Interstate 11 is a terrible idea. That part of the Sonoran Desert should be protected, not exploited in the name of diverting traffic around Tucson. If you build a freeway out there, buildings and businesses will follow. I understand that traffic through Tucson is a pain in the butt, but I see no need to spread it to the Desert on the other side of the Tucson Mountains too. The ecosystem over there is fragile. Keep the traffic and pollution away from there. Too bad for semi drivers who have to drive through Tucson. Too bad for Tucson drivers who have to share I10 with semi drivers and others who are passing through. It would be a great idea to upgrade the freeway in Tucson. It would be a terrible idea to spread the Tucson traffic to yet another Desert ecosystem. NO TO I11.	webform		1081
Lisi	Joan R	Joan R Lisi	Firstly I would like to request an extension to this review process, allowing for credible reviews for this lengthy document. Secondly I protest the location of this highway, so close to both Saguaro National Park and the Desert Museum, which would severely damage the values that these 2 institutions provide for the tourism and lifestyle of our great city of Tucson. The economic and cultural damage with the intrusion into the Tohono O'odam nation in the present plans for this highway are unconscionable.	Webform		343
Lissner	Sidney L.		I oppose the proposed Interstate-11.	Webform		417
Lissner	Sidney L.		To allow all citizens to submit comments, I urge ADOT and FHWA to extend the deadline to November 6, 2021.	Webform		578
Little	Kathleen		It seems that with all of the previous public commenting, overwhelmingly against the I-11 corridor through Avra Valley, ADOT and FHWA have chosen to ignore all of that and proceed ahead despite the totally hurtful effect upon the region and the environment - visual eyesore on one of the last remaining pristine areas in the city of Tucson; noise, light, air pollutions descending upon the area; negative environmental impact on wildlife, plants, inhabitants, national landmarks and parks, tourist overrun, etc., etc., etc. It seems so apparent that money, big business, disregard for what is truly meaningful in life, greed and power are the forces continuing to run this proposal. And, why discount using I-10, at a much lower cost, which makes so much more sense? I truly am so disheartened, saddened, frustrated and yes, even angry at the implicit disregard for your constituents wishes and thoughts on the matter.	Webform		1721
Lobo	Angela		Putting an interstate here is incredibly irresponsible to the people of Arizona. I am shocked that such a thing would even be proposed considering all of the negative impacts!	webform		2021
Lockey	Valerie		Leave Saguaro National Park and surrounding lands alone!	Webform		1587
Lockwood	Vicky and Peter		Please do not build this project through this beautiful Valley. It is not necessary and a waste of taxpayer money and concrete. It will destroy habitat and scenic plants and be a loose loose. Our family is adamantly against I -11.	webform		441
LoGalbo	Krisanne		No. No no no. We do not need another roadway, we do not need to destroy more land, dynamite more precious habitat. We do not need to displace more, damage more, deface more. Focus on repairing and upgrading the infrastructure we have. Concentrate on high-speed rail. Stop devastating Arizona.	webform		1261
Lomeli	Ben	Friends of Santa Cruz River	Please consider a route that doesn't cut through floodplains, Tribal lands, or other significant natural resources.	Webform		564
Lomeli	Ben	Friends of Santa Cruz River	Respect Tribal lands, floodplains and wildlife corridors.	Webform		1760

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Long	Timothy		Dears Folks at ADOT: I've lived in the Avra Valley for just 3 years. I moved here to benefit from the clean air and quiet. There are many places where I could have bought a house but my place is a quarter mile from Saguaro National Park West and the desert and its inhabitants are rare and exquisite. Surely there is another route that would be less disruptive to the very things that are endangered; pristine desert, a healthy living environment, and peace of mind. Also, I question the need for an expansion of the north south highway at this southern section. The existing highways can surely handle a future increase in traffic with small improvements and better management strategies. Let's save those tax dollars for better projects. And let's not get steamrolled by moneyed interests who stand to make a quick buck while causing permanent damage to western Tucson. Thank You, Timothy Long	Webform		1550
Looney	Jake		Don't build a freeway in the fucking Sonoran desert. Why do I even need to explain this. The emissions from the construction of another freeway will expedite greenhouse warming and further the biospheres collapse. The desert is beautiful and a freeway will taint the natural beauty. We need to stop tearing up this continent of stolen land and work to protect and uphold this lands natural beauty. Plus, freeways and driving suck and we need to turn our efforts to more communal and eco friendly modes of transportation. Don't build a god damn free way in the god damn desert.	Webform		954
Lopez	Amanda		I do not support this plan to expand and create this additional highway. It is not sustainable to the residents and wildlife. This wildlife area is sacred and also brings in tourism. Creating a high way will decrease and destroy this. Families reside here. Some are wealthy and others are low income. This will hurt both of them. Invest the money in public transportation not in dangerous and hazardous creating (waste producing) elements. In developing this highway, you hurt people, by displacing them and wildlife. We're already in a climate crisis. Let's not add to it.	webform		2365
Lopez	Angelica		The fact that this is even a possibility is appalling. This project puts water supply endangered species at risk amongst many other things. I am 100% against this project. It must be stopped.	webform		2213
Lopez	Oscar		Co-locating the interstate with existing roadways makes economic sense, as it will minimize the amount of infrastructure which we will need to maintain in the future. Please do not build a new highway through a unique ecosystem so that we can neglect it in the future. Let's use our tax revenue wisely and use what we already have.	webform		2028
Lorch-Miller	Reuben		Greetings, I am writing to express my strong opposition to the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. I also request an extension of the comment period from 30 days to 120 days. The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. Sincerely Reuben Lorch-Miller	email		1834
Lorenzini	Jill		Greetings, For over 25 years I have lived in the beautiful desert area that would be adversely impacted by a I-11 west alternative option; therefore, I adamantly oppose this option. It makes so much more sense to route I-11 along existing transportation routes I-19 and I-10, in fact, its a no-brainer. What makes no sense at all is locating a freeway next to valuable National Parks and Monuments—causing irreparable damage to these fragile and unique areas and degrading quality of life for flora, fauna, and people—especially when alternatives like the East Option exist. I oppose the West Alternative Option. It is NOT a preferred option. Please consider the natural resources it is our responsibility to preserve for the sake of Tucson's sustainable long-term future. Thanks for your consideration, Jill Lorenzini	email		127
Lourie	Peter		August 14, 2021 I can't even believe that the western option for the proposed interstate 11 is on the table, especially when the eastern option is so simple, so much less harmless. I am dead against running the highway through areas my family and friends and I hike almost every day. It would ruin the west side of the Tucsons, one of the greatest treasures this city has ever had. Put me down for no highway, but if there must be one, please be sure to run the East Option. Best, Peter Lourie 3440 West Goret Tucson 520-500-6750	Webform	Lourie_1661	1661
Loveland	Sonya		The orange route is the best, economically, using existing systems and you don't have to spend billions of dollars a route that takes away peoples homes and disrupts preserves and adds pollution noise to areas that are quite now.	Webform		96
Loveless	Marilyn	Arizona Native Plant Society	Dear sir or madam; Attached, please find a letter with comments regarding the I-11 Tier 1 EIS. Thank you for the opportunity to provide our assessment. Sincerely, Marilyn Loveless President, Tucson Chapter Arizona Native Plant Society	email	Loveless_AZNativ ePlant_1828	1828

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			<p>To the I-11 Tier 1 EIS study team:</p> <p>The Tucson Chapter of the Arizona Native Plant Society requests that the study team extend the period for mlc comments to 90 days, making comments possible until October 16, 2021. The Tucson Chapter of the Arizona Native Plant Society also strongly opposes the construction of an I-11 Corridor al_oqgthe West, or Avra Valley Route1 We urge the study team to reject the West option, and to instead pursue any anticipated I-11 development plans using the East option, which co-locates the proposed new highway with existing HQ and HG.</p> <p>Rationale for extending the comment period to 90 days:</p> <p>Construction of a new multi-lane highway will cost millions of taxpayer dollars and will affect the landscape and the communities of hundreds of thousands of people in southern Arizona. The Tier I EIS document and supporting materials is over 5,000 pages in length, and it is unreasonable to expect stakeholders in this endeavor to process and evaluate this document in only 30 days. In order to elicit the most helpful and representative comments from those many citizens affected by this project, we request that the comment period be extended from 30 to 90 days, to allow adequate public participation in this process.</p> <p>Rationale for abandoning the West/Avra Valley option as a location for the construction of this highway:</p> <ol style="list-style-type: none"> 1. The Avra Valley is an expansive landscape of largely undeveloped Sonoran desert habitat which is an important contributor to the biodiversity and the ecosystems of southern Arizona. It represents a major habitat for the iconic native plants and animals of the region, including species which are uncommon or under federal or state protection. 2. Highway construction through this landscape will reduce the sizes of native plant and animal populations, fragment species ranges, and compromise the connectivity of existing conservation units in the region, including the Tucson Mountain Park, the Arizona Sonora Desert Museum, the Saguaro National Park, the Ironwood Forest National Monument, the Bureau of Reclamation Wildlife Mitigation Corridor, the Tohono O'odham Nation, and the Santa Cruz River basin. Habitat fragmentation creates genetic isolation among subpopulations and has been shown to be a factor in local population extinction. The construction of a multi-lane highway bisecting this landscape will create a substantial challenge to the long-term survival of native species populations of both plants and animals in southern Arizona. 3. The West/Avra Valley location would negatively impact the effectiveness of the Sonoran Desert Conservation Plan, the award-winning Pima County initiative which attempts to thoughtfully balance development with the conservation and protection of our natural and cultural heritage. The EIS fails to adequately address the true costs of mitigating damage to species under the protection of this Conservation Plan. Furthermore, the West location would pass through known occupied habitat of the Tumamoc globeberry (<i>Tumamoca maddockii</i>), a species formerly listed as endangered under the federal Endangered Species Act. When it was de-listed, federal agencies agreed to protect the species as though it was endangered. We are concerned that the proposed Western option does not consider the impact on the species. 4. A highway in this open and highly visible habitat would degrade the landscapes of Pima County. It will generate air pollution from vehicle emissions, light pollution, and noise pollution and it will enhance the likelihood of the spread of invasive species into newly disturbed habitats. Roadways have been documented to be a major conduit for movement of seeds and propagules of invasive species. This pattern is true for most invasive plants threatening our natural desert ecosystems and the I-11 corridor will bring further degradation to the native habitat of this pristine desert landscape. 5. The West route would also create a corridor along which additional unsightly and expansive development is highly likely to occur. Such development will seriously negatively impact the natural desert experience of visitors to the Tucson area and the protected ecosystems the Avra Valley encompasses. The EIS fails to adequately account for the true cost of the West/Avra Valley route to the Tucson area economy from lost tourism revenue from this unnecessary and avoidable degradation of the Sonoran desert ecosystem. 6. Situating a major highway adjacent to the City of Tucson and the Tucson Active Management Areas basins for recharge and water recovery creates a potential problem for contamination of our critical water supply at a time when water management is becoming more and more essential to the economic future of our state. <p>The Arizona Native Plant Society is committed to the "appreciation, conservation, and restoration of Arizona native plants and their habitats." As a consequence of this mission, we strongly urge the Study Committee to Eject the West/Avra Valley route aipreferreg alternative. We urge the committee to focus their efforts on developing the East alternative in a way that will capture the benefits that this route would provide to the economy and the transportation system of the Tucson area.</p> <p>We thank you for the opportunity to offer our assessment to your committee.</p>			
Lowe	Carolyn		I don't believe we need any kind of freeway or highway from Wickenburg to Nogales, there isn't enough traffic anyway. We don't need to be California. There are already enough roads criss-crossing the state. How about improved bus or Amtrak routes and times? There is only one Sonora Desert in the US, let's protect it, instead of paving it. I can already see a difference in wildlife from the 202 freeway being built and it's depressing.	Webform		143
Lowe	Gregory		There is literally no need for this highway. Improve the I10 corridor if traffic flow is an issue. If you build this, it will impact a very sensitive portion of the Sonoran Desert. The other issue is water. A scarce resource among the desert in which we are already experiencing the greatest drought ever recorded. Why would water use be impacted? Mostly due to new housing developments and businesses that would pop up along the new corridor. We keep building on land that already cannot sustain the resources we are taking from it. Stop listening to big money, because if this place is inhabitable what good will this road do anyway. We can't keep going on like there is an endless supply of water, land and other natural resources.	Webform		184
Lowell	Tom		Please consider abandoning the west route option in favor of the east route. Much better for traffic patterns as well as the environment.	webform		1863
Lowery	Karen		<p>attached are comments for the West Preferred alternative Option.</p> <p>RE: Request for comment deadline extension by 90 days for the I-11 Final Tier1 Environmental Impact Statement.</p> <p>To Whom It May Concern:</p> <p>I would like to see a 90 day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project.</p> <p>Many of the communities impacted by the Preferred Alternate Options within the Corridor Study area are minority and low-income populations who may not have access to the traditional means by which federal EIS processes are advertised and published. This would also include the Tohono O'odham lands where tribal members may have limited internet access.</p> <p>A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unexpected nature of this project. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.</p> <p>Thank you for considering this request.</p> <p>Sincerely, Karen Lowery Concerned Citizen</p>	email	Lowery_0844	844
Lowery	Karen		<p>Attach is the request for the comment period to be extended..</p> <p>RE: Request for comment deadline extension by 90 days for the I-11 Final Tier1 Environmental Impact Statement.</p> <p>To Whom It May Concern:</p>	email	Lowery_0849	849

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			<p>I would like to see a 90 day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project.</p> <p>Many of the communities impacted by the Preferred Alternate Options within the Corridor Study area are minority and low-income populations who may not have access to the traditional means by which federal EIS processes are advertised and published. This would also include the Tohono O'odham lands where tribal members may have limited internet access.</p> <p>A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unexpected nature of this project. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.</p> <p>Thank you for considering this request.</p> <p>Sincerely, Karen Lowery Concerned Citizen</p>			
Lowery	Karen		<p>Comments to the opposition to the West Preferred Alternative Option are attached.</p> <p>RE: I Oppose the West Preferred Alternative Option (West Option) described in the Tier1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). To Whom It May Concern:</p> <p>The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, such as Saguaro National Park West, Ironwood Forest National Monument, the Tucson Mitigation Corridor, Tucson Mountain Park and open space properties purchased and protect under Pima County's Sonoran Desert Conservation Plan, as well as, Pascua Yaqui Tribe and Tohono O'odham Nation lands. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal.</p> <p>The West Option would cause significant noise, air, and light pollution negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. It would negatively impact scientific research at Kitt Peak by increasing night lighting and compromising the ability of scientists to conduct their research. And it would destroy the rural character of the area west of the Tucson Mountains by exponentially encouraging urban sprawl.</p> <p>The West Option would encroach on the private property rights of thousands of private property owners along the entire north-south length, lowering property values and destroying the rural character of the lands of Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.</p> <p>The West Option would sever important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway.</p> <p>The West Option would cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. It would also lead to negative impacts to tourism powerhouses such as the Arizona-Sonoran Desert Museum and Saguaro National parks West among others. In Avra Valley it would lead to far-flung sprawl development, creating a whole new need for east-west transportation options and other services.</p> <p>The West Option would cost more to build and maintain than the East Option, which would co-locate I-11 with I-10 and I-19 through Tucson. My question to those supporting the West Option: Why would anyone spend more money on a project, when it would cost less to build on another better option? Also, presently in Arizona many roads and freeways are in dire need of repair, but the state and local communities do not have the funding to improve these roads which have become hazards to the drivers. Any new highways and/or roads have to be maintained and would put more strain on the state and local budgets.</p> <p>The West Option is not an option for I-11; the East Option should be the route for I-11.</p> <p>Sincerely, Karen Lowery Concerned Citizen</p>	email	Lowery_0851	851
Lucey	Kali		<p>The Saguaro National Park is what makes Tucson unique. Millions of people visit each year specifically to explore the Saguaro National Park West. Many Tucsonians call Tucson home BECAUSE of Saguaro National Park. Cutting through the desert to create another highway is not an intelligent, forward-thinking way of dealing with overpopulation. Destroying the vital ecosystem that the Sonoran Desert creates will not solve the problem. It will however, destroy more migration routes, natural resources and lives of people and local flora and fauna. Do not claim this is in the best interest of current Tucson residents. We are fiercely in love with our desert and will fight to protect it.</p>	webform		1048
Luckie	Yvita		<p>Please do not destroy any more of the natural beauty of Arizona. It can never be replaced and no matter how (or if) you landscape it, it will never be as beautiful as what is already there. People just driving thru the state may not care but those of us who visit don't want this destroyed. I am sure the ones who live there will not appreciate the destruction either.</p>	webform		1042
Ludwick	Jason		<p>This proposed route would create more congestion and traffic in what is largely a residential area. Therefore, any possible benefits would be outweighed by the negative factors associated with increased road noise for residents in the affected area, increased traffic and congestion, decreased property values, and an overall public nuisance as it would disrupt the quiet enjoyment of the many residents who currently enjoy the peaceful desert landscape we call home. Decreased property values have a direct and negative impact on tax revenues which help maintain our roads.</p> <p>There are many studies which demonstrate the more roads that are built, the traffic and congestion increases as drivers are surely going to use these new roads. Unfortunately, in addition to the aforementioned reasons, the proposed western route would increase the burden on the public, all while residents have to endure all of the negative factors associated with having a freeway in our "backyard". In short, we - the residents in the impact area - do not want a freeway in our backyard.</p> <p>Thank you in advance for thoughtfully considering the public input and my comments.</p> <p>Jason A. Ludwick Sahuarita Resident</p>	Email		1012
Ludwick	Jason		<p>The proposed I-11 West Route has previously been opposed by Sahuarita residents, the Town of Sahuarita, Tucson Town Council, and the Pima County Board of Supervisors, during the Tier 1 EIS, as included in Appendix H., of the Final EIS. Given the amount of input already received at that phase, it is mind-boggling why the Proposed West route is still even being considered. The Proposed East route would not disrupt or destroy existing neighborhoods as the Proposed West route would do. The Proposed West route would negatively impact residents as they are subjected to increased road noise, decreased air quality as a result of the projected tremendous increase in traffic through their residential areas, and virtually eliminate their current quiet enjoyment of the peaceful desert landscape so many residents call home. The residents of Sahuarita did not purchase their properties or move here to live next to a freeway. Therefore, they don't want a new freeway constructed next to their homes either. This proposed West route would likely only decrease property values in addition to the other negative economic impacts of diverting traffic away from Sahuarita businesses on the I-19 corridor. Tucson businesses would also be on the receiving end of the negative economic impacts. Additionally, as many studies have demonstrated, the more road that are built the worse traffic and congestion get. Therefore, the taxpayers' resources and ADOT's time and resources would be far better spent improving our existing highways as opposed to building new highways/freeways, especially in areas in which the residents stand in firm opposition to the Proposed West route. There would be no benefits to the residents or the Town of Sahuarita from the Proposed West route. Last but not least, the environmental impacts to the peaceful desert landscape may not be fully realized by studies until the lasting damage were done. The Proposed West route would include some extremely</p>	webform		1201

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			sensitive and historically significant areas to include the vicinity of Saguaro National Park and the Ironwood Forest National Monument. Building a freeway through these areas do not promote the protection or preservation of these often fragile ecosystems and the wildlife inhabiting these areas. We have a duty to be responsible in our conservation efforts, not constantly developing the desert landscape until there is virtually nothing left. We should focus on minimizing or reducing our impact as opposed to increasing our impact on the environment and the surrounding desert landscapes. Thank you in advance for your thoughtful consideration!			
Lugo	Hailey		I would not like this to be built because of how detrimental it will be for the environment.	webform		1987
Lugo	Isabella		The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. EXPANDED TALKING POINTS EXTENSION OF PUBLIC COMMENT DEADLINE The deadline for public comments should be extended from 30 days to 120 days to allow a fair and thorough review by the public. The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The FEIS is 5,800 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. IMPACTS TO PUBLIC LANDS The West Option is located perilously close to a wide array of public lands, including: Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. IMPACTS TO WILDLIFE CORRIDORS The West Option: Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway. IMPACTS TO NOISE, AIR, AND LIGHT POLLUTION The West Option would: Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area. Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research. IMPACTS TO THE ECONOMY The West Option, along with the entire proposed route from the border to Casa Grande would: Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others. Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services. IMPACTS TO PRIVATE PROPERTY The West Option would: Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.	Webform		934
Lugo	Melissa	Velo Paso Bicycle Pedestrian Coalition	I oppose the West Preferred Alternative Option for Interstate 11. This route bypasses Tucson protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. Furthermore, I demand an extension of the comment period from 30 days to 120 days. The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project.	webform		864
Luiks	Peter		The 'East Option' for the proposed Interstate 11 construction is the only acceptable option. The 'West Option' will permanently damage irreplaceable habitat. Do not destroy that which you cannot create.	webform		2043
Lusk	JoAnne		Given ongoing drought and uncertain future, I-11 should be scrapped. Double decking I-10 through Tucson (as in Houston) would be using an existing corridor. It's a waste of land and resources.	Webform		953
Lutheran	Matthew		We oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson, the largest city in this region, rather slashing through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. We also request an extension of the comment period from 30 days to 120 days as 30 days is not appropriate to review the 5,800 pages of documents. The public deserves the opportunity to review and comment on the project and we demand more time to review as many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on low income and under-served populations and they will need adequate time to be notified via ground mail or other means. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran	webform		884

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			Desert Conservation Plan. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.			
Lyland	Michael		Please do NOT use the west option as those areas have valuable natural resources	webform		1897
Lyniva			I believe we have to make arrangements for better, more efficient means of traveling around Tucson. I am in favor of this project. Keep moving forward with the project and don't allow naysayers to hinder this project. I live out on the west side.	email		526
Lynne	martha		There is only one Sonoran Desert in the entire world. It is a unique desert, rich in wildlife and trees. (Yes, saguaro are trees. But even I am surprised at the Mesquite, Willow, Palo Verde, Ironwood...at the diversity and numbers of other trees thriving in our seasonally green desert.) As it sweeps by the city of Tucson, the city gains its identity from this Desert physically, culturally and economically. Though it is hardy and older than humanity by ages, it is a fragile Desert in the face of our mechanized society. So Tucson has, for the last century, enacted laws to protect it from rampant growth. Laws to allow communities to become part of the Desert instead of replacing it. Tucson's architectural landscape is crisscrossed with wildlife corridors to allow the desert's flora/fauna to prosper throughout the city; both to preserve it and to allow us to be close to it, especially in the bustle of city life. Our restaurants feature food from the Desert, which is one reason why Tucson is a designated City of Gastronomy by the UN. The city and Pima County have worked hard together to preserve the Desert and keep our identity inextricably bound to it. To cut through this Desert with your western Alternative violates our laws, our efforts to preserve the Desert, our very identity. It hurts our current and chosen economy, forcing a rampant sprawled growth. That growth displaces the Desert and all that live there with the monoculture of neverending city/suburbs: places one cannot escape in daily life. This is not who we are in Southern AZ; and your Preferred Alternatives force severe change, damaging our city/towns and damaging the Desert around us forever. You can't imagine the degree of opposition you will face. The people most affected in the path of this freeway are mostly rural, lower to lower middle class folk; and tribal peoples. It is difficult for governmental agencies to reach them for many reasons; you should pull out all efforts to inform them, not the usual 3 meetings held somewhere they must go; or zoom meetings they have no internet to see. Their loss with your western Preferred Alternative is great. They live on the desert because it is the Sonoran, for one reason. I also don't understand how it can be legal to mitigate the CAP (Central Arizona Project canal) with land preservation promises, then turn around and mitigate the same land again for this Interstate. Worst of all, this freeway in this local threatens Tucson's water supply! Your western Preferred Alternative runs dangerously close to our city's main water supply, putting us gambling on luck to not lose the entire city's water to a toxic spill! Water is more precious than gold in a desert. This all Tucsonans know well. Why are you so eager to destroy something so valuable to us and to the planet in this day of disappearing habitats which spur global (and localized) climate disasters? Especially when the cheapest option is to build I-11 in conjunction with I-10 and I-19? When will we stop ignoring we are on a freight train of destruction that is killing us as well as the 60% of animal population on Earth since the 1960's? This project could be another glaring example of the ongoing war on earth (war on ourselves, even). Or it could work with Southern Arizona to combine the freeways, save a bunch of money, and honor our way of life here. Martha Lynne	Email		2487
Lytle	Dennis		I likely will not be around when this built. However, will ever stop building roads? I seems like international commerce may be the biggest winner. I do not see a rail freight alternative. Why are we not considering adding to existing right of ways or building new rail lines? Why are not Canada, the U.S. and Mexico partnering on such a project?	webform		1289
M	Charles		I strongly oppose the construction of I-11 West through our Sonoran desert. The pristine nature provides excellent hiking and wildlife that would be spoiled by a noisy interstate, not to mention all the destruction the interstate itself will cause during construction.	webform		2013
M	Destiny		Please do not build a road through this area! Wildlife and ecosystem conservation is important and we need to keep these places preserved. We cannot keep building roads and cities in places that need to remain under preservation or the future generations will have nothing to be inspired by. I love nature, I love the animals, I would love to be able to see this area some day in my life, and I would personally be very upset if a major road was build through such a beautiful place. Please reconsider, or give the public more time to read and ponder upon such an absurdly long proposal letter. Nature cannot speak for itself, but I am here to say please do not build a road there, our earth and future will thank you for leaving it untouched.	Webform		937
M	Sophie		I do not support the construction of a highway through the desert as it would harm areas of wildlife and land that should be protected. Don't destroy land in the name of capitalism. Our planet is already dying.	webform		2263
Maass	Amanda		Given the recent UN report about climate change and how we need to dramatically change our behavior in order to curtail its impacts on humans (especially those in a desert), ADOT and the FWHA should NOT even be considering building another interstate that will just increase pollution and encourage sprawl. It's also very unclear why this additional interstate is needed since it appears to heavily overlap with the I-10 and I-19. Lay train tracks to support/expand the movement of commerce from the border. All that said -- IF this project proceeds, the East option should be pursued over the West option. The East option is help constrain sprawl and protect a largely undisturbed wildlife corridor.	Webform		1702
Maass	Katie		I'm in agreement with the City of Tucson Mayor and Council. We should not build the I-11 highway. We should focus on improving I-10 and rail service to accommodate commerce and transportation needs. I absolutely oppose the proposed west route that would damage federal, county and tribal lands, including Saguaro National Park West, Ironwood Forest, Tucson Mountain Park, and Pascua Yaqui and Tohono O'odham lands. This route will harm natural environments, a tragedy in light of the climate crisis we're in. If a road has to be constructed, the east route, while unwelcome, would be the lesser of two evils.	webform		1992
MacIntire	John		Hello, I'm writing to you today to ask that all parties involved in the I-11 project urgently reconsider the lasting social and environmental impact that such a project can have. All too often we consider what advantages more travel can bring, such as faster commutes. However, the damage that will be done to wildlife, including Tucson and Marana's (not to omit others) water table will never be correctable. Food security is most important for a healthy society. Developing an interstate corridor will undoubtedly pollute this precious resource. We don't need produce faster from California, we need to be able to grow it here, in the Southwest of Arizona. Thank you for your time and consideration. Regards, John MacIntire	email		1819
Maddern	Pamela		The I-11 plan for the West corridor should be abandoned. We must protect the National Park lands ,wildlife,pollution,native American lands. This would be an ugly recasting effect on the most beautiful untouched areas left in the Tucson area. Tourism is a commodity that keeps iT Tucson going. This project would also disrupt the peace and tranquillity of these lands. (No noise pollution) and the light pollution will disrupt our "Dark Skies" for astronomy. As you can see,the impact would be huge. Beg you to abandon this project.	Webform		1220
Maddox	Bob		Hello, I just want to add my objections to the proposed routing of I-11 along the west side of the Tucson Mountains, near Saguaro NP - West. Would I want to hike the trail to Wasson Peak looking down on a busy interstate - NO! Would I want to picnic at Picture Rocks looking out at a busy interstate - NO!	email		431

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			Would I want Tucson's gem, the Desert Museum, facing a busy Interstate - NO! Please listen to the public and CANCEL this badly flawed proposal and stick to improving the existing I-10 corridor. Bob Maddox Tucson resident			
maisel	rich		[To Whom it may concern: We moved to 651 N. Double TJ Ranch Road from Chicago three months ago to avoid the congestion, greed and politics of big city life only to discover that the proposed I-11 freeway represents the worst combination of all of these disturbing aspects. We are vehemently opposed to the destruction of one of the most important ecosystems in the world. There are no rationales for the displacement of residents, destruction of animal habitat, air, ground and aesthetic pollution, except for the greedy lust for money. Millions upon millions of dollars have been poured into I-10 and I-19. Complaints about these freeways being too crowded are ridiculous. Having driving daily on congested major expressways and tollways in Illinois, Illinois freeways makes Tucson freeways look like a country lane. Attached is a photo of a plaque on Gates Pass telling the story and mission of Tucson Mountain Park. The proposal for I-19 is a flagrant slap in the face of those who envisioned and fought to protect this fragile and vital area over eighty years ago. We are firmly commitment to do what it legally takes to prevent the construction of I-11. Those involved in promoting the construction of I-11, which would cut a repulsive swath of destruction and sheer ugliness, will never have an argument strong enough to convince us otherwise. In conclusion, the rest of the world will look on this multi-billion-dollar fiasco as the "sham and shame of Arizona."]	Webform	Maisel_0738	738
Maish	James H.		Improve the existing I-19 and I-10 through Tucson, if necessary. I oppose construction of a loop around the westside of Tucson and through the Avra Valley, and in front of Ironwood National Monument. An interstate would destroy this relatively open desert area, bringing noise, ugly intersections and urbanization. This whole I-11 project is a waste in general and driven by commercial interests.	Webform		1551
Maiuri	Fran		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. There are multiple public land that will be significantly impacted by this option for a new highway. The west option would significantly negatively impact the wild spaces that visitors come to Tucson for. Please remove the Preferred Alternative West Option from any further consideration. Thank you, Fran Maiuri 2861 N Magnolia Ave, Tucson, AZ 85712	Email		2504
Majchrzak	Jennifer	Transit Cycles	Please do not build a I-11 through the west side of Tucson	Webform		1430
Majewski	Teresita	Tucson-Pima County Historical Commission	Please see uploaded letter Dear I-11 Corridor Study Team: I am writing on behalf of the Tucson-Pima County Historical Commission to endorse the comments of the Coalition for Sonoran Desert Protection, which comprehensively address the environmental and ecological impacts of the proposed I-11 freeway. The commission's comments will focus on the impacts of the proposed freeway on the human habitat and the built environment. We previously requested an extension to the comment period to allow time for detailed comment. That request was not granted, therefore our comments are general in nature, but details are available on request. We cannot support the West alignment due to irreversible adverse effects within the Area of Perceived Effect to: · Traditional / ancestral Tribal lands · Potentially eligible National Register of Historic Places (NRHP) Traditional Cultural Properties · Potentially eligible NRHP Rural Historic Landscapes · Sites that have yielded or may be likely to yield information important in history or prehistory · Other local heritage and culture – the new freeway will attract suburban sprawl and nonlocal commercial development with associated lack of community investment, creating a sociocultural wasteland. We cannot support the East alignment due to irreversible adverse effects within the Area of Perceived Effect to: · Barrio Anita NRHP Historic District · Barrio El Hoyo NRHP Historic District · Barrio El Membrillo NRHP Historic District · El Presidio NRHP Historic District · El Paso & Southwestern NRHP-eligible Historic District · Menlo Park NRHP Historic District · Barrio Libre NRHP Historic District · Dunbar / Spring NRHP Historic District · Tucson Convention Center NRHP Historic Landscape · Los Barrios Viejos pending National Historic Landmark · City of South Tucson cultural heritage resources and potentially eligible NRHP historic properties and districts · Traditional / ancestral Tribal lands · Potentially eligible NRHP Traditional Cultural Properties · Sites that have yielded or may be likely to yield information important in history or prehistory. Both "preferred alternatives" create adverse effects that are impossible to mitigate, therefore we must recommend a "No Build" option. The other reasons we support a "No Build" option reflect the unique time we live in today. Predicted and unforeseeable changes caused by climate change, energy shortages, global pandemics, economic change, etc., demonstrate a need for radical change in transportation strategies and modalities. But I-11 supports and encourages the damaging transportation paradigms of the previous century. For example, the East alignment destroys (ethnic) communities, and the West alignment encourages unsustainable suburban sprawl.	webform	Majewski_Tucson PimaHistComm_1929	1929

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			If it is determined that I-11 must be built, we would recommend a Tunnel-Only East alignment, co-locating I-10 and I-11, undergrounding the freeway through the culturally / historically significant area from approximately Grant Road south to include the length of City of South Tucson. This project could be accomplished through creative use of existing technologies like those used to create the Papago Freeway Tunnel in Phoenix, or state-of-the-art technologies like those used in Boston's "Big Dig," or emerging new technologies like those being developed by Elon Musk. This elegant solution not only mitigates the adverse effects listed above, it removes the massive physical and psychological barrier of I-10, and reunites communities that have been divided since I-10 was built in the 1960s. The tunnel alternative would add Tucson to the growing list of exemplary cities using progressive, culturally sensitive approaches to solve their transportation challenges. Possible exciting opportunities for the new land over the tunnel include a plaza, park, or small-scale development. We thank you for your time and efforts in seriously considering our comments.			
Major	Nancy	Tortolita Alliance	I am a Tortolita Alliance Member. I oppose the unnecessary construction of a proposed Interstate 11. I am FOR Rail Options and using the resources we already have in place, such as widening of I-10 that would create zero to low impact on this beautiful Sonoran Desert environment, and avoid this unnecessary and greedy disruption of residents and destruction of properties to the West of the I-10.	Webform		1632
Makansi	Elena		We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you for considering this request.	webform		2410
Maley	Tim		I think the money could be better spent on investing in current infrastructure as well as public transport rather than more infrastructure for cars.	Webform		33
maloney	kristina		The I11 expansion thru the pristine Saguaro National Park will cause untold damage to the tourist revenue and would displace many, including myself and my husband, from our retirement home. It would be so much more economical to improve the I10 and I19, approx 25 BILLION dollars less! We need a 120 day extension regarding the beginning of this endeavor so that other suggestions can be considered.	webform		508
Maluszcak	Alana		I do not support this highway being built. Even the risk of hurting the environment is enough reason for it to not be made.	Webform		1407
Mance	Margo		I very much prefer the East Side option.	Email		2550
Mancillas	Rosemary		I object to this unnecessary, environmental disaster being built instead of expanding I-10. It is a waste of billions of dollars and it will ruin our local treasures like the Desert Museum and Saguaro National Park. You will cut off migration of animals and creatures who need that corridor to be open. This is a sell out to developers and has no benefit to us. Do NOT do this! NO to I-11! The other issue will be the abuse of scant and rapidly disappearing water resources that will take place as a result of new development and this road being built.	webform		874
Manley	T		I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. No road is, nor should be, more important than our natural resources and our existing communities. If we don't save these resources (plant and animal as well as human) we are degrading not only the planet, but ourselves as well. I understand that this option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects.	webform		1307
Manning	Ren	BorderLinks	Please do not construct the west option of this road construction proposal. It would negatively impact drinking water, critical habitat and migration areas for wildlife, and important hiking areas for the residents of Tucson.	webform		2149
MARGUERITE	Dominique		My husband and I are TA members. We oppose the FEIS West Option. We support the Tortolita Alliance position in this regard. We want the desert to be protected.	Webform		1690
Mariscal	Nicholas		I am adamantly against this project, because of the ways it will disrupt the Sonoran desert's ecosystem, as well as its natural beauty and significance to our local culture. Thank you.	Webform		1418
mark	erika		I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects.	webform		1251
Marking	Connie		Protect our beautiful and dwindling desert lands at Saguaro National Park West and the Desert Museum, as well as the Tohono O'odham lands. These are irreplaceable and easily destroyed. We already have freeways I19 and I10 that can be improved for added traffic. We need good freeways not more freeways. Think to the future of our desert environment that is what makes Tucson and Arizona so unique. Freeways don't make any places unique.	webform		1169
Markowitz	Laura		RE: I-11 Final Tier 1 Final Environmental Impact Statement and Preliminary Section 4(f) Evaluation (Final Tier 1 EIS) Nogales to Wickenburg, dated July 2021 I. REQUEST TO EXTEND THE COMMENT/DOCUMENT REVIEW DOCUMENT PERIOD TO 120 DAYS OR MORE II. OPPOSITION TO WEST/AVRA VALLEY PIMA COUNTY ALTERNATIVE. III. REMOVE THE WEST/AVRA VALLEY ALTERNATIVE. To Whom It May Concern: I stand with Tucson Mountains Association (TMA) and am very concerned about the detrimental short to permanent impacts of I-11 through Avra Valley. As with TMA, I have three urgent requests:	Email		894

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			<p>I. REQUEST TO EXTEND THE COMMENT/DOCUMENT REVIEW PERIOD TO 120 DAYS OR MORE. NEPA procedures allow organizations and individuals to request extensions for many reasons which apply to the Pima County Alternatives including aspects including notice, scope and involvement. I respectfully request a 120-day or more comment period for the above referenced urgent matter. Among many things, I am concerned about:</p> <ul style="list-style-type: none"> - Notice and Review. A 30-day comment period is insufficient for proper review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. - Scope of Project. I believe an infrastructure project that costs so much, has significant impact on our future citizens and severely fragments our desert landscape deserves an extension to provide the public with a full and fair opportunity to participate in this process. - Impact on Minority and Lower-Income Populations. Many communities impacted by the Preferred Alternative Options within the Corridor Study are minority and lower-income populations who may not have access to the Draft EIS. The I-19/I-10 co-location and Western, Avra Valley alternatives will have these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. <p>Infrastructure Requires Consideration. A 120 days or more comment period is required to review, research and respond to a possible addition to infrastructure within metro Tucson. The permanency of these project decisions, no plans or funding available to initiate the project and an estimated cost in today's dollars at as much as \$7 billion, transparency and public involvement is essential Please extend the comment period to 120 days or more.</p> <ul style="list-style-type: none"> - Convoluted Alternative Names for Pima County Alternatives. The numerous names for the Pima County alternatives have been confusing to follow, making reading the documents difficult to follow. There are at least four pairs of names: Recommended/Preferred, East/West, Orange/Green, I-10 and I-19 co-location/Avra Valley. - Need to Review, Research and Respond to Voluminous Material. An extension is requested to adequately review, research and respond to over 5,000-5,800 pages of text, maps and other figures of the Final Tier 1 EIS and the unprecedented scope of this project. The sizeable text and the minimal comment period to read and review is inadequate for my response. Such a significant project warrants more time to review the record, research issues and concerns, and provide my response. <p>II. OPPOSITION TO WEST/AVRA VALLEY PIMA COUNTY ALTERNATIVE. I am concerned with the Pima County Avra Valley, West Alternative, and clear unmitigable environmental impacts due to fragmentation. Not only is the purpose of this plan about future modes of transportation within the proposed alternative, ES.4 states the purpose of this plan is to serve population and employment growth in the transportation corridor. This type of growth will increase the negative impacts on the ecosystems of the Tucson Mountains, Ironwood Forest National Monument, Saguaro National Park and Tucson Mountain Park and it will forever remove the lifestyle that we have enjoyed in our unique desert. While I am encouraged that the East Alternative has been submitted, it is impossible to read or understand the voluminous documentation within the 30 day comment period and comment sufficiently.</p> <p>III. REMOVE THE WEST/AVRA VALLEY ALTERNATIVE. The West Pima County Alternative option should be removed. The West Alternative is filled with permanent, unmitigable lifestyle, economic, environmental damage to the ecosystems of Saguaro National Park, Ironwood National Monument, Tucson Mountain Park and all of the Tucson Mountains. This will obstruct, destroy and is a bad investment. Pursue the right choice: drop the West Alternative.</p> <p>I respectfully I. request 120 day or more comment period, II. oppose the Pima County West Alternative and III. request the removal of the West Alternative as an option for the foregoing reasons.</p> <p>Respectfully Submitted, Laura Markowitz 4481 N Cerritos Drive Tucson, AZ 85745 520-990-9582</p>			
Markowitz	Laura	Laura Markowitz Multimedia, LLC	Please extend the comment period to 120-Day, or more. The document is VERY long and hard to read. I need more time. Thanks very much. Also, please OPPOSE the West/Avra Valley Pima County Alternative. It will forever damage our precious ecosystems in the Tucson Mountains, Saguaro National Monument, and the Ironwood National Monument. It will create more smog, more noise pollution, cut off more wildlife corridors. None of these are replaceable! Please protect our fragile Sonoran environment. And please REMOVE the West/Avra Valley Alternative from consideration. We should make progress as a society, of course, but not by plowing up more desert and throwing down another highway. Let's find sustainable solutions so our grandchildren will thank us.	Webform		966
Marlatt	Peggy		NO corridor destroying pristine and valuable desert land.	Webform		182
Marley	Mark		There is not enough time to review such a complex document with intergenerational impacts in just 30 days. Please extend the comment period.	Webform		974
Marlowe	Jill		<p>RE: I-11 Final Tier 1 Final Environmental Impact Statement and Preliminary Section 4(f) Evaluation (Final Tier 1 EIS) Nogales to Wickenburg, dated July 2021</p> <p>I. REQUEST TO EXTEND THE COMMENT/DOCUMENT REVIEW PERIOD TO 120 DAYS OR MORE</p> <p>II. OPPOSITION TO WEST/AVRA VALLEY PIMA COUNTY ALTERNATIVE.</p> <p>III. REMOVE THE WEST/AVRA VALLEY ALTERNATIVE.</p> <p>To Whom It May Concern:</p> <p>I stand with Tucson Mountains Association (TMA) and am very concerned about the detrimental short to permanent impacts of I-11 through Avra Valley. As with TMA, I have three urgent requests:</p> <p>I. REQUEST TO EXTEND THE COMMENT/DOCUMENT REVIEW PERIOD TO 120 DAYS OR MORE. NEPA procedures allow organizations and individuals to request extensions for many reasons which apply to the Pima County Alternatives including aspects including notice, scope and involvement. I respectfully request a 120-day or more comment period for the above referenced urgent matter. Among many things, I am concerned about:</p> <ul style="list-style-type: none"> - Notice and Review. A 30-day comment period is insufficient for proper review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. - Scope of Project. I believe an infrastructure project that costs so much, has significant impact on our future citizens and severely fragments our desert landscape deserves an extension to provide the public with a full and fair opportunity to participate in this process. - Impact on Minority and Lower-Income Populations. Many communities impacted by the Preferred Alternative Options within the Corridor Study are minority and lower-income populations who may not have access to the Draft EIS. The I-19/I-10 co-location and Western, Avra Valley alternatives will have these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. <p>Infrastructure Requires Consideration. A 120 days or more comment period is required to review, research and respond to a possible addition to infrastructure within metro Tucson. The permanency of these project decisions, no plans or funding available to initiate the project and an estimated cost in today's dollars at as much as \$7 billion, transparency and public involvement is essential Please extend the comment period to 120 days or more.</p>	email		1379

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			<p>- Convoluted Alternative Names for Pima County Alternatives. The numerous names for the Pima County alternatives have been confusing to follow, making reading the documents difficult to follow. There are at least four pairs of names: Recommended/Preferred, East/West, Orange/Green, I-10 and I-19 co-location/Avra Valley.</p> <p>- Need to Review, Research and Respond to Voluminous Material. An extension is requested to adequately review, research and respond to over 5,000-5,800 pages of text, maps and other figures of the Final Tier 1 EIS and the unprecedented scope of this project. The sizeable text and the minimal comment period to read and review is inadequate for my response. Such a significant project warrants more time to review the record, research issues and concerns, and provide my response.</p> <p>II. OPPOSITION TO WEST/AVRA VALLEY PIMA COUNTY ALTERNATIVE. I am concerned with the Pima County Avra Valley, West Alternative, and clear unmitigable environmental impacts due to fragmentation. Not only is the purpose of this plan about future modes of transportation within the proposed alternative, ES.4 states the purpose of this plan is to serve population and employment growth in the transportation corridor.</p> <p>This type of growth will increase the negative impacts on the ecosystems of the Tucson Mountains, Ironwood Forest National Monument, Saguaro National Park and Tucson Mountain Park and it will forever remove the lifestyle that we have enjoyed in our unique desert. While I am encouraged that the East Alternative has been submitted, it is impossible to read or understand the voluminous documentation within the 30 day comment period and comment sufficiently.</p> <p>III. REMOVE THE WEST/AVRA VALLEY ALTERNATIVE. The West Pima County Alternative option should be removed. The West Alternative is filled with permanent, unmitigable lifestyle, economic, environmental damage to the ecosystems of Saguaro National Park, Ironwood National Monument, Tucson Mountain Park and all of the Tucson Mountains. This will obstruct, destroy and is a bad investment. Pursue the right choice: drop the West Alternative.</p> <p>I respectfully I. request 120 day or more comment period, II. oppose the Pima County West Alternative and III. request the removal of the West Alternative as an option for the foregoing reasons.</p> <p>Respectfully Submitted, Jill Marlowe 3325 W Sweetwater Dr Tucson AZ 85745 520-505-2615</p>			
Marques	Clarissa C.		<p>Please register my opposition to the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. I cannot state strongly enough my opposition to the proposed option under consideration. This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. And, this route runs right through a stretch of the Sonoran Desert that is home to the Arizona Sonora Desert Museum which is a major tourist attraction and educational opportunity for people from across the local, state, national and international regions. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. This region is the beating heart of the Sonoran Desert, a completely unique ecosystem that needs to be preserved for all, for the future. I serve as a Docent at the Arizona Sonora Desert Museum and I know firsthand the significance of this unique corridor. We had plants and animals yet to be discovered and studied. We have indigenous peoples who have lived in the area and may have left important archeological findings. There is so much yet to discover in this valuable stretch of desert. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects. Please, please reconsider this option. Delay and re-evaluate the damage that will be done and other options that could be considered</p>	Webform		1718
Marrietta	Napoleon		NO BUILD	webform		876
Marron	Kathleen		Please - I Request an extension of the public comment deadline for the Final Environmental Impact Statement from 30 days to 120 days.	Webform		675
Marsh	Lee		I humbly request that the review period for the EIS be extended to 120 days. The document is over 5K pages long and it is not realistic to expect people to fully read, digest, and debate the merits and flaws of this project.	webform		867
Martell	Lány Kay		Please extend the deadline for the environmental impact this interstate will have on Tucson and the surrounding area for 120 more days?	Webform		654
Marth	Ginger		<p>Hello - I am writing in order to register my strong opposition to the I-11 interstate. I live in a community which would be affected - the Picture Rocks/Avra Valley area. This freeway would irreversibly damage fragile ecosystems in the area, displace people, introduce unwanted air, noise and light pollution and create incentives (\$\$\$) for unregulated and damaging development in the area - putting dollars for developers over quality of life. I register a strong NO on I-11. I don't know anyone who is in favor of this proposal - this is not falling on political lines. Please put a halt to this plan asap.</p> <p>Virginia Marth 10040 W Rudasill Rd, Tucson, AZ 85743</p>	email		1789
Marth	Paul		I oppose the west Preferred Alternative Option in Avra Valley. It can only lead to more pollution, noise, and destruction. Please cancel it!	webform		2242
Marth	Rita		Please do not allow the destruction that I-11 would cause the Sonoran Desert. I am a homeowner on Rudasill Road and this area would be severely and negatively impacted.	webform		2219
Marth	Virginia		<p>Hello - I am writing in order to register my strong opposition to the I-11 interstate. I live in a community which would be affected - the Picture Rocks/Avra Valley area. This freeway would irreversibly damage fragile ecosystems in the area, displace people, introduce unwanted air, noise and light pollution and create incentives (\$\$\$) for unregulated and damaging development in the area - putting dollars for developers over quality of life. I register a strong NO on I-11. I don't know anyone who is in favor of this proposal - this is not falling on political lines. Please put a halt to this plan asap.</p> <p>Virginia Marth 10040 W Rudasill Rd, Tucson, AZ 85743</p>	Webform		1570
Martin	Catherine Jane		It is my opinion and the opinion of my husband that the public has not had time to fully understand and learn about the impact of this roadway on our entire region and fragile desert Eco System! This highway would impact our region into perpetuity!! Before this project goes one step further every citizen needs to know more about how it affects the heritage of Arizona - it's people, places and unique wildlife. Thank you!	Webform		623
Martin	Emerson	University of Arizona/USDA	I am a lifelong Tucsonan, ecologist, and student at the University of Arizona. I am asking ADOT and FHWA to abandon the West alternative route through Avra Valley.	Webform		1413
Martin	Lisa		The proposed Interstate 11 freeway plan through Avra Valley should not happen due to sensitive desert environment, archeological sites at risk, noise pollution to Saguaro Nat. Park, and flooding issues. A solution must be found that does not involve Avra Valley.	Webform		1513
Martin	Lori A		i do not want it out here where we live we bought out here 50 years ago to stay away from that kind of mess, keep our desert beautiful for our children's children	Webform		1652
Martin	Robert		You already have I-19 and I-10. I-11 is a complete waste of my tax money and everyone else's money. It will destroy Avra Valley.	Webform		1576

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Martin	Ruth		To the Arizona Department of Transportation I-11 Study Group: As residents of the Picture Rocks community in Pima County, we wish to register our objection to the west option proposed for the I-11 corridor. This option cuts through lands that have been protected for their natural beauty and environmental uniqueness. The land must be preserved. No mitigation attempts can successfully replace what the I-11 construction and use would destroy. An interstate through this area adds nothing to the economy or community, it only hurts the environment. As we increasingly recognize the devastation of climate change, it becomes ever more important to protect and preserve these natural lands. The eastern option is the better proposal. Please abandon the west option. Sincerely, James J Martin and Ruth A Martin	email		1776
Martinez	Amanda		As a Tucson Native, I strongly oppose an I-11 interstate destroying what's left of the Arizona desert.	Webform		141
Martinez	Maricella		I do NOT support the option that would cause any changes to the new hospital and Fry's Marketplace off of I-19 & Sahuarita Rd.	Webform		1669
Martinez	Porsha		Albeit, comments are due today, I implore city planners to choose the East Option in Pima County, not the West Option.	Webform		1441
Martinez-Chavez	Kathy		Hello. I am one of hundreds of properties you plan on destroying to make yet another interstate. Could you explain why I 19 can't be used through Green valley instead of making a second one along side! Makes no sense. Save homes and money. Use what is there! Kathy Martinez	email		801
Martiny	Caleb		We intentionally chose Tucson as our military retirement location. Beautiful views, conservation minded, access to the desert and wildlife. Only a year in, and already learning about threats to the locale. DO NOT DO THIS to our desert.	webform		1881
Mast	Susan		[Blank Submission]	webform		1283
Mast	Susan		[Blank Submission]	webform		1288
Masuda	Carol		Please abandon proposed Extension I-11 West as it will harm wildlife and the environment in the federal lands nearby as well as the Native American community.	Webform		1614
Matesich	Corinne		I oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys. Placing a highway next to protected public lands, such as Saguaro National Park West, Tucson Mountain Park, the Desert Museum and rural communities of Picture Rocks will needlessly harm the people, wildlife and ways of life for Pima County residents, including Tucsonans and tourists that enjoy these areas and support them economically. It is imperative to extend the comment period from 30 days to 120 days due to the length and complexity of materials, which members of the public have not been sufficiently made aware of. Measures to reach low-income residents have not been sufficient to date. The West Option for the proposed freeway will degrade the experience at our parks, which are one-in-the-world attractions helping to drive recreational industries. Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. No mitigation could offset the negative impacts to the people and wildlife that use these lands. The West Option would sever critical wildlife corridors, bring noise and light pollution, vehicular emissions and environmental degradation. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. The Sonoran Desert Conservation Plan is highly valued by local residents, and infringing on its effectiveness is an affront to local decision making and our local values. The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. Bypassing traffic away from the city harms the economic value of metro Tucson and the burgeoning return of downtown Tucson and lodging along I-10. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.	Webform		1634
Mathes	Patricia S.		I am opposed to the highway from Nogales to Wickenburg because of the closeness to tribal lands and disturbing the natural habitat. It would be so much simpler to widen I10.	Webform		769
Matsushino	Karen		I am a native Tucsonan; I do not want to see another freeway in our area, especially in Avra Valley. I have seen too much destruction of the desert and its unique flora and fauna. Not to mention the negative affect on people who have to live close to busy highways and streets. I support mass transit and would be in favor of a dedicated rail service between Tucson and Phoenix.	Webform		663
Matteucci	Sadie		The health and stability of the Sonoran Desert is far, far more important than any proposed highway. The protection of this ecosystem will have benefits for surrounding communities. This project needs to be terminated ASAP.	webform		2143
MATTHEWS	KAREN		I am against running the proposed interstate 11 through Avra Valley and Picture Rocks. This route would unnecessarily destroy important wildlife habitat, displace homeowners, and destroy the way of life of hundreds of families who moved to these rural area to be away from traffic and urban living. We don't have the water resources to support the urban sprawl this would generate. Stick to the existing I-19 and I-10 corridors where people who don't mind living next to freeways are already living next to freeways.	webform		1868
Mattos	Lahela		I am requesting a 90 day extension for my community to provide feedback on this matter. I recognize the significant impact this will have, and oppose further construction of this interstate	webform		2162
Mauck	Sandra Jo		I oppose this action. Please postpone vote date so others can know	email		516
Maugans	Moses		I believe the proposed Interstate-11 poses an environmental threat that far outweighs any benefits of building it. I believe it should not be built.	webform		2445
Mauger	Jacques		[Blank Submission]	webform		1275
Maury	Judith		Has anyone thought of using Hwy 83 from Nogales to I-10 instead of using I-19? There are sections of I-19 that cannot be widened. Hwy. 83 is open for expansion. Plus, HudBay could be asked to contribute to the cost because they would be using it for the Rosemont Mine. Judith Maury 1513 W. Prestwick Dr. Green Valley, AZ 85622 520-777-4993	email		695
Mavko	Jonathan		To Whom It May Concern: I am requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period.	email		524

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			Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you for considering this request. Best, Jon Mavko Executive Director & Founder Tucson Climbing Project, Inc. tucsonclimbingproject.org mobile: 520.331.9598			
Maxwell	Harold		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage.	Email		2564
May	Dr. Sarah	True North Psychological Services, LLC	As a proud Tucson resident, I am extremely troubled by the location of the "West Option" for Hwy 11 which has been proposed. That option would impact several desert species and wildlife habitat, at a time when climate scientists broadly agree our ecosystems are threatened. As a psychologist, though, my main concern is for the human residents of the areas which would be affected by this highway. The West Option of this interstate would make car noise inescapable in some of the most beautiful spots in the area, reducing access to tranquil escapes from stress. More importantly, the Western option would cut directly through Tohono O'odham lands and cut very close to Tucson's main source of drinking water. I am concerned that pollutants from car traffic would hurt community members' health. Also, there have been many peer-reviewed psychological research studies on the impact of reduced access to traditional lands on the mental health and well-being of native peoples. The East Option route seems to be a clearly better choice as it would mitigate all these dangers. I am sincerely concerned for the well-being of Arizona's natural habitats, non-human animals, and residents if the West Option goes forward. I urge the ADOT and FHWA to abandon the West Option and instead choose the East Option! Thank you for your time and consideration.	webform		1949
Maybury	Meredith	Tortolita Alliance	I oppose Feis west option.	Webform		1596
mayer	beth		I live near Picture Rocks Rd. & Sandario. The West Option will cause air, noise & light pollution & will destroy protected plants & animals. I moved out here for quiet, not to be near a highway. I oppose the negative impacts this highway would bring.	Webform		740
Mayer	Beth		I live near Picture Rocks Rd. & Sandario. The West Option will cause air, noise & light pollution & will destroy protected plants & animals. I moved out here for quiet, not to be near a highway. I oppose the negative impacts this highway would bring. Beth Mayer 9640 W. Rain Lily Lane Tucson, AZ 85743 (520)591-3129	email		808
Mayer	Jan		Regarding the continued comment period for the proposed I 11 corridor, I believe that such an involved and potentially destructive fate that awaits this area needs more time for people to voice their opinions. The fact that it is even possible to propose such an effort in a sensitive area such as Saguaro National Monument, the Tucson Mountains, and Ironwood National Monument and not have an extended period of 120+ days is an affront. You are talking about some of the last sensitive areas in our Tucson Basin. Tucson has always had a small town feel, cloaked in wonderful and pristine natural areas. A freeway cutting through this piece of desert is obscene and unnecessary. Not only do the people of Tucson lose, but so does our unique and protective environment, an environment that includes unique and special plant and animal life. Government needs to honor this protection rather than add to the damage and loss of habitat and serenity that would be created. Progress not only means putting in roads, but preserving the spaces that we have to allow the populace to access those areas nearby and utilize them for safe and quiet spaces away from the hectic city life that threatens to spread out and dissolve them. I hope you will consider adding more time for response. A project of this seriousness deserves to be studied and made aware of by the people who will sacrifice their beauty and serenity before having a opportunity to even know about it. Thank you Jan Mayer	email		1790
Mazzarella	Rose		ADOT/FHWA should ABANDON the West Preferred Alternative Option in Avra Valley! The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.	webform		2331
Mazzarella	Rosie		ADOT/FHWA should ABANDON the West Preferred Alternative Option in Avra Valley <ul style="list-style-type: none"> • The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. • Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. • Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. • The Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. • The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. 	email		1836

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			• A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.			
McAlister	Bev		Stop I- 11	Webform		234
McAlister	Beverly		Hello I live in Picture Rocks, please don't ruin our rural area and our wildlife out here with I-11. We the citizens need to be heard! We have been fighting this for years. Why don't citizens opinions matter? Bev McAlister	email		128
McCallum	Sally		Please abandon the West preferred Alternative Option in Avra Valley. I am a Tucson native and permanent resident and I oppose the construction of an interstate through this land because of the impacts on the environment and communities in the area.	webform		2181
McCallum	Sally		I would like to respectfully request an extension of the 30-day comment period to 120 days, as it is not enough time and was not sufficiently advertised to the communities that will be most impacted by this plan. The draft of the statement was more than 5000 pages long. It warrants a longer public comment period.	webform		2183
McCann	Karen	Tortolita Alliance	I am a Tortolita Alliance Member. I oppose FEIS West option. I support the TA stance on this issue. Thank you.	Webform		1719
McCarter	Mark		To Whom It May Concern: Tucson Mountain Park and Saguaro National Park are very important to the state of Arizona because they are some of the last healthy Sonoran desert eco-systems left in the state and the country. They fall in line with the other natural wonders in the state and we must mitigate any further development to ensure their survival by protecting their bio-diversity. Sandwiching these last amazing examples between two major transportation highways would be a travesty. The northeast flank of the Tucson Mountains have been protecting this habitat from light and noise pollution allowing it to thrive but adding a major highway on its south western flank would be devastating. It is important to try to preserve this area for future generations. It like the Grand Canyon and other parks in the state that showcase the natural wonders show the world what an incredible place Arizona is! Please come up with another plan. This plan is not what this area can tolerate. Sincerely Mark McCarter 9925 West Ina Road Tucson, AZ. 85743	Email		886
McCleave	Spencer		Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. When visitors come from back east or Canada or wherever, who don't know much about Tucson, we always take them over Gates Pass, and maybe go to the Desert Museum. I've hiked the trails out there many times. One of my favorites is the trail up Brown Mountain, named after the far-sighted fellow who helped preserve these lands for their natural beauty. From up there one can see for miles, from Baboquivari to Picacho Peak. One can occasionally hear a car, or a helicopter goes by, but it's pretty quiet most of the time. How tragic it would be for a major highway, an Interstate no less, to slash through all of this. No doubt it would be easier for truck traffic to get from Nogales to Phoenix or LA or wherever. But at a high cost. Future generations might hear about how pretty it used to be, how the Desert Museum used to be in a quiet desert location, how great the sunset used to be at Gates Pass. I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. thank you Spencer McCleave Tucson, Arizona.	Email		2551
McClellan	Jan		To Whom It May Concern: We strongly urge you to extend the Public Comment timeframe to 90 days. Releasing the study findings in the middle of summer with only a 30 day response time does not provide enough opportunity for all concerned parties to read, review, and comment on this report. With covid restrictions easing, people are taking summer vacations now in July & August - especially to escape the AZ heat. Then with schools beginning in session classes, parents will be focused on their children's needs into Sept. Here in Pima County, given the two alternatives included in the preferred route for the Sahuarita to Marana stretch, critical review & input by residents affected is essential. The length of time it took to put together this Final Tier 1 EIS deserves ample time for the public to review and comment on it. Thank you for your consideration. Jan & Al McClellan Sahuarita, AZ residents PS: We received an undeliverable message twice when we sent the message above - the email address you have listed on your website is NOT correct - I contacted Laura Douglas who provided the correct one. Another reason to extend the response time since an incorrect email address for public comments has been published already in newspapers and shared on line with numerous stakeholders!	email		78
McClellan	Jan	Gates Pass Area Neighborhood Association	To: ADOT I-11 Final Tier I EIS Study Team FHWA Date: August 3, 2021 Our HOA is strongly opposed to the west alternative for the Sahuarita to Marana section of I-11 that is listed in the "Preferred Route" in the Final Tier I EIS. Attached is our letter to you with our specific reasons & comments. Please let us know that you receive this and are able to access the attachment for you to include for consideration during this public comment period. We also ask that you extend the public comment timeframe, to allow enough time for individuals to read and review the Final EIS so that they can then weigh in with their comments. It took two years to compile this final EIS from the draft period, so it is reasonable and responsible to allow at least a 90 day review by the public and stakeholder agencies & organizations. Respectfully submitted, Rancho Buena Vista HOA DATE: August 3, 2021 TO: ADOT I-11 Tier I EIS Study Team FHWA RE: Final Tier I "Preferred Route" West & East Alternatives from Sahuarita to Marana	email	McClellan_RBVH OA_0821	821

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			<p>We are writing to vehemently oppose the West Alternative. We ask that it be eliminated from further consideration, and NOT carried forward to a Tier 2 study for the following reasons:</p> <ol style="list-style-type: none"> 1. By running west from El Toro Road in Sahuarita, it would disrupt & destroy several long established neighborhoods in Sahuarita that offer unique, desirable low density, lush desert, larger size lots which help to support a myriad of Sonoran desert flora & fauna, also providing space for wildlife corridors. Our subdivision is one of these. In addition to the likely displacement of homes & residents in the path, locating a high speed interstate freeway through this area would also increase noise, air, and light pollution for all remaining residents. While some people may choose to live next to a freeway, residents in our area have chosen to locate here away from traffic, because of the quiet, dark nights, & tranquility it offers. 2. The tremendous negative impacts on the delicate Sonoran desert - its plants & wildlife, of the route through the Avra Valley, would be devastating and irreparable. No amount of mitigation efforts would prevent this. 3. This west route would bypass the major growth areas of Sahuarita, which will be east of I-19 and north of El Toro Road, so it will not help with the possible increased traffic flow – most of which would travel towards Tucson. It would also divert some tourist traffic away from Sahuarita's main business area at Sahuarita Road, so would not address the goal of I-11 to connect major economic markets. 4. This west route would also bypass Tucson –which is a major market area that relies on goods, services, and tourist dollars from Mexico, as well as from the populations along I-19. The bypass through the delicate sonoran desert could negatively impact the Tucson economy, and not help address any projected traffic increases through the Tucson area. 5. To spend the time and money to do further analysis of this route during a Tier 2 study would be a complete waste of resources. It is like trying to fit a square peg into a round hole. No matter how much it is studied, the destruction that would be caused by this route would still be inevitable and totally unnecessary. 6. It would be a far better expenditure of time and money to continue to maintain and improve both I-19 and I-10, since these will still be the main route for most travel between Mexico and Tucson. 7. Given the known effects of climate change, it is critical that the focus for future transportation needs, be methods that reduce the carbon footprint – not add to it. <p>We believe that the most beneficial and cost effective route for the Sahuarita to Marana section is the East Alternative that utilizes I-19 and I-10. This should be the only "preferred route" for I-11 from Nogales to Tucson included in the Final Tier I Record of Decision, to go forward to a Tier 2 study.</p> <p>Thank you for your consideration. Extremely Concerned Sahuarita Residents Rancho Buena Vista Homeowners Assoc. Jan McClellan, HOA President rbvhoa@yahoo.com</p>			
McClellan	Jan	Rancho Buena Vista HOA	<p>RE: Final Tier I "Preferred Route" West & East Alternatives from Sahuarita to Marana</p> <p>We are writing to vehemently oppose the West Alternative. We ask that it be eliminated from further consideration, and NOT carried forward to a Tier 2 study for the following reasons:</p> <ol style="list-style-type: none"> 1. By running west from El Toro Road in Sahuarita, it would disrupt & destroy several long established neighborhoods in Sahuarita that offer unique, desirable low density, lush desert, larger size lots which help to support a myriad of Sonoran desert flora & fauna, also providing space for wildlife corridors. Our subdivision is one of these. In addition to the likely displacement of homes & residents in the path, locating a high speed interstate freeway through this area would also increase noise, air, and light pollution for all remaining residents. While some people may choose to live next to a freeway, residents in our area have chosen to locate here away from traffic, because of the quiet, dark nights, & tranquility it offers. 2. The tremendous negative impacts on the delicate Sonoran desert - its plants & wildlife, of the route through the Avra Valley, would be devastating and irreparable. No amount of mitigation efforts would prevent this. 3. This west route would bypass the major growth areas of Sahuarita, which will be east of I-19 and north of El Toro Road, so it will not help with the possible increased traffic flow – most of which would travel towards Tucson. It would also divert some tourist traffic away from Sahuarita's main business area at Sahuarita Road, so would not address the goal of I-11 to connect major economic markets. 4. This west route would also bypass Tucson –which is a major market area that relies on goods, services, and tourist dollars from Mexico, as well as from the populations along I-19. The bypass through the delicate sonoran desert could negatively impact the Tucson economy, and not help address any projected traffic increases through the Tucson area. 5. To spend the time and money to do further analysis of this route during a Tier 2 study would be a complete waste of resources. It is like trying to fit a square peg into a round hole. No matter how much it is studied, the destruction that would be caused by this route would still be inevitable and totally unnecessary. 6. It would be a far better expenditure of time and money to continue to maintain and improve both I-19 and I-10, since these will still be the main route for most travel between Mexico and Tucson. 7. Given the known effects of climate change, it is critical that the focus for future transportation needs, be methods that reduce the carbon footprint – not add to it. <p>We believe that the most beneficial and cost effective route for the Sahuarita to Marana section is the East Alternative that utilizes I-19 and I-10. This should be the only "preferred route" for I-11 from Nogales to Tucson included in the Final Tier I Record of Decision, to go forward to a Tier 2 study.</p> <p>Thank you for your consideration. Extremely Concerned Sahuarita Residents Rancho Buena Vista Homeowners Assoc. Jan McClellan Jan McClellan, HOA President Rancho Buena Vista HOA PO Box 145 Sahuarita, AZ 85629</p>	Email		2517
McClellan	Janice and Alan		<p>To: ADOT & the FHWA:</p> <p>We are vehemently opposed to the West Alternative for the proposed I-11 Corridor section from Sahuarita to Marana, which is listed in the Final Tier I EIS. As so many have already stated during the Draft comment phase, this route through the Avra Valley would be devastating to the fragile desert and wildlife that inhabit the area. This route should be eliminated from the Decision of Record, and NOT sent on for a Tier 2 study. Another EIS of this route would be a waste of resources - both time and money, as no amount of mitigation would prevent irreparable harm, and the route would not address the projected future traffic needs of the Sahuarita & Tucson areas. It is a route that is totally NOT needed, and it is opposed by the Town of Sahuarita, the City of Tucson, and the Pima County Board of Supervisors. It is time to listen to the stakeholders and residents of these areas!!!!</p> <p>The East Alternative, which would utilize the existing I-19 & I-10, is the only route that will truly serve the projected population increase in Sahuarita and Tucson.</p> <p>The ADOT I-19 Corridor Profile Study that was done in 2017:</p> <ol style="list-style-type: none"> a) Already projected the need to address both safety and bridges in the I-19 sections from Sahuarita to Tucson (section 19-5 from Continental Rd in Green Valley to San Xavier; and section 19-6 from San Xavier to Tucson I-10) 	email		1386

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			<p>b) It stated that I-19 serves as a commuter route from communities south of Tucson, including Sahuarita, to employment centers in the Tucson Metro area. Projected increased capacity on I-19 will be needed to accommodate Sahuarita growth, with most of the traffic commuting between Sahuarita and Tucson: Section 19-5: 2014 avg annual daily volume = 36,855 2035 projected avg annual daily volume to be: 51,970 Section 19-6: 2014 avg annual daily volume = 667,438 2035 projected avg annual daily volume to be: 101,375</p> <p>c) It identifies that Tucson - the city itself - is a major traffic generator & receiver of local & regional trips. Efficient travel for commuter traffic must be maintained in order to fulfill the corridor's role in support of the Tucson & state's economy. The proposed West Alternative from El Toro Rd in Sahuarita thru the Avra Valley to Marana, does nothing to relieve this increased traffic, so improvements & expansion to I-19 & I-10 will still be necessary. The expenditure of money should be directed for this! Tucson is a major economic center and a critical link in the CANAMEX Trade Corridor. Routing trucks around Tucson via the West Alternative does nothing to enhance / promote this critical connection in Tucson, as it would Not provide access to existing employment and business clusters at the airport, the Port of Tucson, downtown Tucson, and the Tangerine Road Commercial Corridor in Marana. Therefore, it only makes sense to Eliminate the West Route from any further consideration or study. Long time Sahuarita Residents, Janice & Alan McClellan 1655 W Placita Sin Parada, Sahuarita, AZ 85629</p>			
McClements	Martha		Both plans are really bad. Tearing up the desert or destroying historic barrios are not good choices. I'd like to see this plan scrapped.	Webform		1598
McCormick	C. Gene	None	Please extend the public comment deadline for the Final Environmental Impact Statement from 30 days to 120 days. The FEIS is 5,800 pages long (including appendices) and 30 days is simply not enough time for public review.	Webform		339
McCormick	Gene		<p>Attention: I-11 Teir 1 EIS Study Team Attached is a Word document containing my comments on the I-11 Tier 1 Environmental Impact Statement. Thank you for considering these comments. C. Gene McCormick 20222 N. 101st Avenue, Unit 1059 Peoria, AZ 85382 Phone: (520) 730 6759 Email: genemick31@gmail.com</p> <p>Comments on Final Tier 1 EIS – August 2021 Submitted to: I-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007</p> <p>Summary These comments pertain to the Interstate 11 Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation. The focus of these comments is on factors affecting the choice of an option as defined in the Final Tier 1 EIS for routing of I-11 between Sahuarita and Marana. I strongly recommend the east option in Pima County, which increases capacity along the existing route of Interstate Highway 10 near downtown Tucson, in preference to the west option in Pima County through Avra Valley and Altar Valley. The west option would severely impact nearby public lands, not only threatening the biological, geological, and archeological objects protected in those lands, but also degrading the experience of visitors to those lands. In addition, the west option would destroy the rural character of the Altar and Avra Valleys treasured by many residents. The west option would sever critical migration corridors between important wildlife habitat areas. The west option would cost more to build than the east option. The west option would place a freeway, with the threat of a toxic spill, next to the City of Tucson's major water supply. The following paragraphs provide more details on some of the factors affecting the choice of an option.</p> <p>Proximity to Public Lands The west option in Pima County would place the I-11 near a number of lands that are of special importance to the public. West of Avra Valley are Ironwood Forest National Monument and the Tohono O'odham Nation. East of Avra Valley are the Tucson Mountain District (West) of Saguaro National Park, and the Tucson Mountain County Park. The west option would pass between the east and west portions of these lands and would be constructed within the Tucson Mitigation Corridor. The following figure illustrates the highly restricted situation in the vicinity of Mile Wide Road: [map] Any alignment of I-11 in the vicinity of Mile Wide Road would come within about one mile of public lands. Impacts such as noise and disturbance of visual quality will certainly be significant over such distances. Impacts due to a new development, such as a highway, which might cause almost unnoticeable disturbance in an already developed area (such as the east option), would cause a very noticeable disturbance in an undeveloped natural area (such as the west option).</p> <p>4(f) Protection for Ironwood Forest National Monument I disagree with the decision described in the Final Tier 1 EIS Chapter 4, 4.5.1.1 "Properties Preliminarily Determined Not Protected by 4(f)", page 4-36, that denies Section 4(f) protection to the Ironwood Forest National Monument (IFNM). That decision is also stated in the Section 4(f) Evaluation Supporting Documents (part 1), White Paper Regarding Potential Section 4(f) Constructive Use Impacts, on page 2. The Final Tier 1 EIS indicates that the eligibility for 4(f) protection was assessed according to the FHWA Section 4(f) Policy Paper, (EIS Reference FHWA 2012b), (https://www.environment.fhwa.dot.gov/legislation/section4f/4fpolicy.pdf). The FHWA Policy Paper states that the considerations for identifying the primary purpose of the land should include the management plan for the land. The Final EIS does discuss the management plan but for some reason concentrates totally on recreational use.</p>	email	McCormick_1366	1366

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			<p>Although the IFNM Record of Decision and Approved Resource Management Plan (RMP): http://npshistory.com/publications/blm/ironwood-forest/rod-rmp-2013.pdf, (EIS Reference BLM 2013) does have a section on recreation, it emphasizes the protection of objects including wildlife. The IFNM RMP states in 2.1.1 Purpose and Need, pages 19-21: "The IFNM was designated to protect objects of scientific interest within the Monument, - - -", and "The Monument proclamation assigns responsibility to protect objects for which the Monument was established and requires that an RMP be prepared to ensure that the management actions needed to do so are identified and implemented. The Monument Proclamation is the principal direction for management of the IFNM; all other considerations are secondary to that edict". The "Monument Proclamation" referenced in the RMP is the June 2006 Presidential Proclamation 7320 establishing IFNM: (https://www.govinfo.gov/content/pkg/FR-2000-06-13/pdf/00-15112.pdf) The proclamation does not even mention recreation. The proclamation does state that the purpose of IFNM is to protect objects, which include wildlife. The proclamation states "NOW, THEREFORE, I, do proclaim that there are hereby set apart and reserved as the Ironwood Forest National Monument, for the purpose of protecting the objects identified above, all lands"</p> <p>The FHWA Policy Paper also says that the land does not have to be a part of the National Wildlife Refuge System for it to be considered a wildlife refuge. Question 1E on page 26 of the Policy Paper states " The term wildlife and waterfowl refuge is not defined in the Section 4(f) law In addition, any significant publicly owned public property (including waters) where the primary purpose of such land is the conservation, restoration, or management of wildlife and waterfowl resources including, but not limited to, endangered species and their habitat is considered by FHWA to be a wildlife and waterfowl refuge for purposes of Section 4(f)."</p> <p>In addition, the connectivity of wildlife to surrounding areas is an important aspect of a wildlife habitat. The I-11 west option in Pima County does impact the connectivity of wildlife in IFNM with nearby areas, such as the Tucson Mountains.</p> <p>Therefore, I recommend that the Ironwood Forest National Monument (IFNM) be given 4(f) protection as a wildlife refuge, based on constructive use, and that the Tier 2 study and EIS treat the impacts of the west option in Pima County as thoroughly for IFNM as for Saguaro National Park.</p> <p>Wildlife Connectivity</p> <p>Wildlife connectivity is a major factor to be considered in deciding between the east and west options. The ability of wildlife species to disperse, reproduce, avoid inbreeding, promote biodiversity, and expand their home ranges is essential to their long-term welfare. The west option would cut across important wildlife migration corridors between the Tucson Mountains and natural areas to the west, such as Ironwood Forest National Monument (IFNM). The I-11 Tier 2 process must thoroughly address those impacts and corresponding mitigations.</p> <p>In several places the Final Tier 1 EIS concentrates on impacts and mitigations of connectivity in the vicinity of the Tucson Mitigation Corridor (TMC). One example is Section 3.14, Biological Resources, 3.14.6.1 Tier 2 Analysis Commitments, MM-BiologicalResources-23, Page 3.14-24. These mitigations include I-11 wildlife crossings aligned with TMC siphons and prohibition of interchanges, and are limited to the area south of West Manville Road</p> <p>The TMC is certainly important in providing direct connectivity to the southern part of the Tucson Mountains, and of course wildlife having entered the Tucson Mountains via the TMC can move over the entire length of the Tucson Mountains.</p> <p>Nevertheless, providing more direct migration corridors to the northern part of the Tucson Mountains would improve the overall connectivity, and would be particularly beneficial to migration between Ironwood Forest National Monument (IFNM) and Saguaro National Park (SNP) West. North of the TMC, the Final Tier 1 EIS recognizes SNP West as a 4(f) protected area, and these comments earlier provide the rationale for giving 4(f) protection to Ironwood Forest National Monument (IFNM).</p> <p>North of W. Manville Road and South of W. Avra Valley Road there are several Central Arizona Project (CAP) canal crossings that are readily identifiable from satellite imagery such as Google Earth. These include three wildlife crossing bridges at the following latitudes: 32° 19' 44"N, 32° 20' 28"N, and 32° 21' 30"N. These have an extent of about 2.5 miles along the canal. Four roads that might also support wildlife movement cross the CAP canal in this area at W. Orange Grove Rd., W. Magee Rd., Sandario Rd., and W. Twin Peaks Rd.</p> <p>To determine whether there is significant current wildlife use of these crossings, the studies specified in the Final Tier 1 EIS, 3.14.6.1 Tier 2 Analysis Commitments, T2- Biological Resources-4, Page 3.14-21: "Conduct tracking studies " must apply to the crossings between W. Manville and W. Avra Valley Roads.</p> <p>If data from that study should indicate significant wildlife use of those crossings, and If the Preferred Alternative with west option is chosen during the Tier 2 process, then the mitigations committed to in MM-BiologicalResources-23, page 3.14-24: "If the Preferred Alternative with west option is chosen" must be applied to the area between Manville and Avra Valley Roads, either by revision of MM-BiologicalResources-23, or by adding another MM-BiologicalResources commitment. This would include construction and alignment of I-11 wildlife crossing structures to match the wildlife crossings north of W. Manville Road.</p> <p>Of course, more wildlife crossing structures will add to the construction cost of the west option, which will affect the choice of an option.</p> <p>If data from the Tier 2 analysis should show insignificant use of the crossings in the area between W. Manville and W. Avra Valley Roads, then the Tier 2 EIS should state that finding and supply references to that data.</p> <p>Noise</p> <p>These comments focus on noise factors affecting the choice of the east or west options in Pima County.</p> <p>Much of the discussion and presentation of data concerning noise in the Final Tier 1 EIS, Section 8, refers to the Orange, Purple, and Green corridor options that are shown in the Final Tier 1 EIS, Section 2, Figure 2-1, page 2-2. The west option in Pima County closely matches the Purple C corridor and is close to the Green D corridor, while the east option matches Orange B (along I-10) corridor. In evaluating the effects of noise during the selection of the east or west option the Tier 2 study needs to consider measured existing noise levels, and predicted noise levels, as well as required levels such as the Noise Abatement Criteria (NAC).</p> <p>Measurements of existing noise levels reported in the Draft Tier 1 EIS Appendix E8, Noise Report, March 2019, Table E8-2, Ambient Noise Monitoring Data, page E8-9, show that in a natural area such as West Saguaro National Park (SNP), near the west option, far from any major thoroughfares, the current ambient noise level is 39 to 46 dBA, while in more urban areas near the east option between Sahuarita and Marana the existing noise level range from 52 to 72 dBA.</p> <p>Regarding predicted 2040 noise levels, the Final Tier 1 EIS, Table 3.8-2, Summary of Predicted 2040 Traffic Noise Levels, page 3.8-3 & -4, shows the following data pertinent to the east and west options:</p> <p>Dist. from Road 50 feet 100 feet 250 feet 500 feet 1,000 feet Purple C 66 dBA 65 61 56 50 Green D 59 57 53 48 42 Orange B (I-10) 78 77 72 67 60 dBA</p> <p>In view of this data the Tier 2 study should reexamine the validity of the statement in the first paragraph of Final Tier 1 EIS, 3.8.1 Summary of Draft Tier 1 EIS, page 3.8-1, which states: "Noise levels decrease by about 3 to 4.5 decibels for each doubling of the distance from the source roadway". The decrease is closer to 6dB for a doubling from 500 to 1000 feet for these corridors.</p>			

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			<p>Final Tier 1 EIS, Table 3.8-3, Summary of Predicted 2040 Traffic Noise Levels at Major Parks and Recreation Areas, page 3.8-5, shows levels in the range of 39 to 45 dBA at the closest points to various public lands. For the Purple C corridor, the levels of 45 dBA at 2058 feet for SNP and 39 dBA at 5965 feet for IFNM are consistent with the 50 dBA at 1000 feet of Table 3.8-2 using a 4.5 dB reduction for each doubling of distance.</p> <p>In both Table 3.8-2 and Table 3.8-3 the Purple C corridor has a level 8 dB higher than the Green D corridor. This seems surprising since the two corridors are close together, especially since Table 3.8-3 shows exactly the same distance, 5965 feet, from IFNM to the corridor edge for both the Purple C and Green D corridors. The Tier 2 study should investigate and explain this.</p> <p>In public lands between Sahuarita and Marana the predicted traffic noise levels at distances greater than 1000 feet from I-11 for Purple C and Orange B are at least 10 dB lower than the Noise Abatement Criterion (NAC) of 57 dBA shown in Final Tier 1 EIS, Table 3.8-1, for serene and quiet lands. The NAC of Table 3.8-1 may be more realistic for a serene and quiet urban area represented by the east option than it is for more natural areas represented by the nearby public lands of the west option.</p> <p>Therefore, abatement might be required along some portions of the east option.</p> <p>In summary, the above data shows that the predicted noise level along both the east and west options are no more than a few dB above the existing levels, and that both the existing and predicted noise levels along the east option are significantly higher, by about 10 - 12 dB, than along the west option.</p> <p>In addition to level there are other characteristics of noise that determine how intrusive it is. These include spectral and temporal features that depend on the type of noise source and are more difficult to quantify. The added noise produced by a new project should be more noticeable or intrusive if it comes from a different type of source than the existing noise, while it will be less noticeable if it comes from the same type of source. It is reasonable to assume that most of the existing noise along the east option is due to road traffic, while along the more rural west option it may be due to other causes.</p> <p>The foregoing considerations of noise level indicate no advantages of the west option over the east option. Considering noise characteristics other than level favors selection of the east option of Pima County in preference to the west option. These factors should be thoroughly evaluated in the Tier 2 study.</p> <p>Thank you for the opportunity to comment on the EIS, and please let me know if you want more information.</p> <p>C. Gene McCormick 20222 N. 101st Avenue, Unit 1059 Peoria, AZ 85382 Phone: (520) 730 6759 Email: genemick31@gmail.com</p>			
McCracken	Abbie		This highway proposal is very unpopular with me and many others. It's beautiful desert area that's totally preserved. No one even drives out there. They don't need a highway on the west side. It would harm so much of our environment and have very little benefit. The eastside is where they need a highway. It seems like a big waste of money with little positive impact. Please do not even consider making this highway.	webform		2004
McCraw	Nicole		This route would destroy our beautiful desert and cause havoc for local wild life. It also puts our water at risk for contamination-something that is already such a precious and vital resource. Please do not move forward with this route.	webform		2387
McCrorey	Karen		<p>To whom it may concern:</p> <p>I am asking you to extend the comment period on the I-11 route through Avra Valley. We are located by the CAP and are dealing with flooding issues from the prolonged storms right now. But let it be known that I must prefer another route.</p> <p>Sincerely and hopefully, Karen McCrorey superstarrod@comcast.net</p> <p>PS Having dealt with the CAP construction woes and the canal impacts bordering my houses, I can meaningfully object to a route near our houses and also near the Saguaro National Park and the Ironwood Forest National Monument, as well.</p>	Email		2513
McCullough	Lauren G		The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures - the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 - over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.	Webform		683
McCune	Letitia		<p>I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage.</p> <p>The scenic routes impacted will be a significant detraction from Tucson. Those are key areas we take any visitors to Tucson.</p> <p>Sincerely, Letitia McCune, PhD</p>	Email		2543
McDonald	Liz		Please consider the following: the review period of 30 days is not enough time given that the document is so long. Please extend the review time to 120 days. 2. I am opposed to the Avra Valley proposal given that there is existing infrastructure along 19 and that an interstate through Avra Valley would jeopardize and diminish the Sonoran Desert environment, disrupt Tohono O'odham lands and other places occupied by the disenfranchised and poor.	webform		1088
McDonald	Meagan		Based on the intense impact interstate 11 would have on a Sonoran desert migration corridor, I would not be in favor of the building of this highway. As desert resources become more and more scarce we are losing precious land that belongs to both indigenous peoples and desert wildlife. A recently upgraded I-10 is surely enough.	webform		2257
MCDONOUGH-WARD	TESS	SEQUENCIA GARDENS	Please extend the public time for comment Please do NOT build a highway through such delicate habitat. We need to protect our animals, habitat and unique plants	webform		873
McElroy	Travis Brock		I believe it would be a grave mistake to pursue the I-11 West option in Pima County. The impact to Saguaro National Park and the surrounding natural areas would be a great loss for Tucson communities and visitors.	webform		2230
McFarland	Mary		RE: Request for comment deadline extension by 90 days for the I-11 Final Tier 1 Environmental Impact Statement To Whom It May Concern: I, Mary McFarland and my husband, Charles Phelan, are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware	Webform		198

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			of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. We would like to put on record our opposition to the "western route". The existing I-10 corridor is our preference, if forced to choose. Thank you for considering this request. As always, we appreciate the time you have put into this effort. Sincerely, Mary McFarland and Charles Phelan			
McGarey	Jessica	Tucson Audubon Society	We do not need to build another highway. There are MANY environmental impacts from this proposed project and as a Tucson home owner I am very opposed to building I-11. Saguaro National Park West along with the Tucson mountains and all their wild inhabitants should be protected. Do not build this highway. Please.	webform		2119
McGee	Earyn	University of Arizona	Hello, I do not think you should move forward with this endeavor at all however if you must I believe the East option would be better. Building an interstate in the West Option, a rural area, would disturb the local ecosystem causing us to lose important species. It would also impact places like Saguaro national park and the Desert Museum which are major tourist attractions to Tucson. Furthermore it would impact the people who live in that area. Who likely were not able to access or properly review a 5,000+ document in a very short 30days. Please consider this and other comments. Thank you.	webform		2476
McGougn	Margaret		I very much oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11. This proposed route would disturb a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. I join others in requesting an extension of the comment period from 30 days to 120 days - the time given is insufficient for public comment on such an extensive project affecting our desert landscape.	webform		2040
McKasson	Molly		First off, I want to urge you to extend the comment period. Such a massive project with so many serious long-term impacts deserves a much longer duration for public comment. As for the project itself, there are many reasons to strongly oppose this waste of public funds. I-10 is working just fine, and when there is restored passenger rail between Phoenix and Tucson, it will work even better. I-11 will have a numerous destructive impacts: it will seriously impact wildlife; it will create light pollution for Kitt Peak; it will damage the pristine nature of Saguaro Monument West and the Desert Museum, thus hurting tourism which is a main engine for Tucson's economy; it will divert business from Tucson's growing downtown area. The list goes on and on. But the most compelling reason Not to build I-11 is fiscal responsibility: it is simply not needed--like a Bridge to Nowhere. One has to wonder who is driving this boondoggle and why? It appears to be a giant waste of taxpayers' money. I urge you to improve the roads we have and abandon this ill-conceived project with so many negative impacts on Tucson's economy.	Webform		825
McKearney	Joanne		I live in Tierra Linda and we don't want the I11 built behind our house, one mile away. This will be over our water shed, in flood plain and it's too close to our neighborhood. I lived once before near I10 in Continental Ranch and was diagnosed with Lupus while living there. The freeway was a mile away. In the mornings the smog smell was really bad and the kids at the bus stop would complain of the smells too. We moved to where we are now in 2007 to get away from the freeway. Please do not put I11 a mile from our homes! I cannot afford for my lupus to get any worse. I am on SSDI and I wanted to raise my family out where we can breathe fresh air. Thank you and the whole neighborhood actually does not want the freeway one mile from us. I will add that Marana High school is very close and the kids are out exercising. I often see them running along Emigh and Sanders road, I believe they are the track team, please do not put their breathing at risk! I also will tell you it is quite here and we as a neighborhood want to keep it that way. Thank You	webform		1301
McKenna	Alex	University of Arizona	The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.	Webform		1492
McKenna Jr	Mark		To who it may concern: I have called the Sonoran Desert Home most of my life. Myself and countless other Tucsonans understand how lucky we are to call this incredibly biodiverse ecosystem our home. It's the only biome of its kind in the world, with many endangered endemic species of flora and fauna that rely on this land to exist. I understand that Tucson has no choice but to grow, but we cannot afford to grow in a way that desecrates what makes us so unique. Tucson is not Phoenix, Los Angeles or Portland, and frankly, it shouldn't be. We are one of the oldest continually inhabited Native American settlements in all of North America. These original settlers knew how to live with the land so as not to "kill the goose that laid the golden egg." It's our responsibility to do the same. Myself and many others do not believe that a brand new highway through virgin desert is an intelligent solution to our growing population. Saguaro West needs to be left alone. Our tax dollars would be much better spent going towards repairing the hundreds of potholes on our local roads. Or improving our small business economy. Why must we always look outside of our own resources to attract investment? We should invest in our local infrastructure, people, and priceless natural environment before we spend money on anything else. This environment is ours alone to protect. If our local government goes through with this project against the voice of the people whom it affects, expect to have civil unrest and recalls on those in office. This project is not in the interest of Tucsonans. Do not build through desert west of the Tucson Mountains, we are adamant. Respectfully, Mark McKenna Jr 5th generation Tucsonan	webform		2305
McLean	Janette		Dear Sir/Madam, As a long-time resident of old west Ranchettes, i wish to object to the routing of the I-11 over the desert route west of Tucson on the following grounds:- 1. It would create a noisy and polluting (to the ground, groundwater, air quality) corridor over peaceful and pristine Sonoran desert 2.it would destroy the habitat and territories of many desert dwellers, that is animals, reptiles and Birds 3.it is completely idiotic to have a educating/ touristic facility like the Sonoran desert museum overlooking a 6/8 lane interstate Highway. It being one of the major tourist attractions of Tucson, constructing this highway would consequently mean a loss of tourist revenue. I speak as a citizen of UK who before coming to live in this beautiful peaceful locale in 2006, visited nearly every year since 1985 and on many visits brought our close family members and good friends with us on holiday. 4. It will ruin the South West desert landscape, featured in many films and TVs shows which were shot and continue to be filmed at Old Tucson Studios and using the surrounds of Tucson Mountain park. This will of course result in the loss of the other one of the Top2 Tourist Attractions...that being Old Tucson. 5. The scenery and sunset views over Gates Pass Road will be spoiled forever. This is not just a tourist attraction but an very popular amenity for the local population. Having travelled a great many places in the world, I do not rate anywhere better for the viewpoint at sunsets!	email		799

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			<p>6. It will inevitably open up the further development of Gas Stations/ Puncture repair/ mechanics shops along the length of this extension. There are currently a few local places which would then be overlooked and go out of business. This would contribute to the spoiling of the area and more pollution to ground and air quality etc</p> <p>4. Then in due course, there will be the ubiquitous fast food joints to serve the traffic along this route. There are already a surfeit of these along I- 10 on the existing highway and motels etc and all other possible amenities and businesses required for a busy interstate.</p> <p>6 it would have a catastrophic impact on the existing residents of Picture Rocks, overwhelming their peace and tranquility and of course reducing the value of their properties.</p> <p>7. I honestly believe that Tucson is a friendly and caring community that has higher standards than most, to preserve and conserve the desert, the amenity of citizens of Tucson and in general the very fragile desert environment. I do think that this would be a disastrous move to create in effect another bust highway to the west of Tucson Mtn Park.</p> <p>8. I am concerned for the impact on native People's. And am sure that they will make their own strong representations against this proposal.</p> <p>Please please do not ruin Tucson!</p> <p>Yours faithfully, Janette c. Mclean</p>			
McLean	Janette		<p>Dear Sir/ Madam,</p> <p>I forgot to include the most important ground of objection...that being the proximity to the world famous ...protected area of the Sonoran desert...that being Saguaro NP.</p> <p>Regards, Janette mclean</p>	email		800
McMahan	Lyndsey		<p>This highway should not be built for 4 extremely important reasons. The proximity to Tucson's primary source of drinking water, and inevitable pollution of that water from vehicles and human littering. The negative impact it will have on endangered species in the area. Negatively impacting the wildlife in the area. Finally, negatively impacting noise, light, air quality and visual character of Saguaro National Park West, Tucson Mountain Park, and the Tucson Mitigation Corridor. Installation of this highway would be an extreme step backwards in healing the Earth and everything that inhabits it, including the human race. I plead you to not go through with this, think about the wildlife, yourselves and the future you want your children to have.</p>	webform		2091
McManus	Roger		<p>This is Roger McManus in Tucson, my phone number is (202) 285-6989. I'm sorry, but the process here on the I-11 does not provide any mechanism for citizens to ask questions. So it is not a matter of finding the document it is a matter of being able to ask questions of our government about the process. So it appears that that sort of shut down. I'm a little bit concerned about that. I think I have some basic questions that are simply not answered in the documentation. I have lived back in Tucson now for 8 years. I have considerable experience in working with NEPA, environmental statements for the Presidents Council on Environmental Quality in the OP (?) and I have questions and I would like to speak to somebody about discussing that. If that is not available then I will just have to punt, I guess. I would appreciate a call, thank you.</p>	Voicemail		1247
McManus	Roger		<p>Hi, my name is Roger McManus in Tucson my phone number is (202) 285-6989. I have some questions about the I-11 EIS and I would appreciate someone calling me back so I might be better informed. Thank you.</p>	Voicemail		1249
McManus	Roger		<p>This is Roger McManus in Tucson, my phone number is (202) 285-6989. I'm sorry, but the process here on the I-11 does not provide any mechanism for citizens to ask questions. So it is not a matter of finding the document it is a matter of being able to ask questions of our government about the process. So it appears that that sort of shut down. I'm a little bit concerned about that. I think I have some basic questions that are simply not answered in the documentation. I have lived back in Tucson now for 8 years. I have considerable experience in working with NEPA, environmental statements for the Presidents Council on Environmental Quality in the OP (?) and I have questions and I would like to speak to somebody about discussing that. If that is not available then I will just have to punt, I guess. I would appreciate a call, thank you.</p>	Voicemail		1811
McManus	Roger		<p>Hi, my name is Roger McManus in Tucson my phone number is (202) 285-6989. I have some questions about the I-11 EIS and I would appreciate someone calling me back so I might be better informed. Thank you.</p>	Voicemail		1813
McManus	Roger	Friends of the Sonoran Desert	<p>Time for preparing comments much too short</p> <p>Colleagues:</p> <p>The Friends of the Sonoran Desert (FSD) appreciates the opportunity to provide comments for this Environmental Impact Statement. A major concern for FSD is the siting of I-11 regarding the West and East options for Pima County. As detailed in this comment, we strongly object to the option of siting I-11 through the West option - through the Avra Valley.</p> <p>Observations Regarding Impacts of Transportation Emissions</p> <p>In the "Standard Responses" to Comments, the FEIS states that there were frequent comments that "expressed concern that the projects will increase greenhouse gases and exacerbate climate change" The response states that greenhouse gas emissions are different from other air pollutants because their impacts are not localized or regional, but rather "the entire planet. Presently there is no scientific methodology for attributing specific climatological changes to a particular source. (Appendix H1, AQ-2, p.23.)</p> <p>This assertion is out of step with both current climate science and applicable case law. Indeed, it is a statement one might expect to see twenty or thirty years ago, but not in 2021. It is also out of step with the current administration's policies regarding both climate change and NEPA.</p> <p>The transportation sector is widely recognized as the leading contributor to greenhouse gas emissions in the United States. See https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions, https://www.wri.org/insights/everything-you-need-know-about-fasetest-growing-source-global-emissions-transport It is imperative that analysis for new highways such as I-11 include both state-of-the-art projections reflecting a reasonable range of climate change on the proposed highway. While it is true that all climate effects, are in essence, cumulative effects, that neither excuses the requirement for analysis nor means analysis is not feasible.</p> <p>Appendix E2, "Travel Forecasting Methods and Analysis Report in the FEIS reveals what appears to be a sophisticated Arizona specific travel demand model projecting population, employment and transportation measures, including lane miles, travel time, vehicle miles, average daily traffic, average weekday traffic and 2040 traffic models in 2040, as compared to 2018. That is an excellent foundation on which to add modeling regarding projected use of fossil fuels versus other energy sources for fueling single vehicle modes of transportation. From that, ADOT could extrapolate estimates of greenhouse gas emissions and the associated effects as current case law requires (see discussion below).</p> <p>ADOT also needs to consider the effects of climate change on the proposed highway. Indeed FHWA has been evaluating these types of impacts for several years. See, for example, https://highways.dot.gov/public-roads/januaryfebruary-2017/preparing-change The recently released IPCC report provides the most sophisticated analysis yet about the regional impacts of climate change.</p> <p>ADOT also needs to consider the effects of climate change on the proposed freeway. Indeed, FHWA has been evaluating these types of impacts for several years. See, for example https://highways.dot.gov/public-roads/januaryfebruary-2017/preparing-change The recently released IPCC report provides the most sophisticated analysis yet about the regional impacts of climate change.</p> <p>The seminal case related to the requirement for agencies to analyze the effects of climate change in the NEPA process prior to decision making involved the promulgation of Corporate Average Fuel Standards. In "Center for Biological Diversity v. Nat'l Highway Traffic Safety Admin., 538 F.3d 1172 (9th Cir 2008), the Court of Appeals for the 9th Circuit (which includes Arizona) in fact acknowledged the global nature of greenhouse gas emissions and stated that, "impact of greenhouse gas emissions on climate change is precisely the kind of cumulative impacts analysis that NEPA requires to</p>	webform	McManus_FSD_1985	1985

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			<p>conduct.” Id. at 1217. Numerous judicial decisions since 208 have upheld the requirement to analyze greenhouse gas emissions and their effects, despite the impossibility precisely what the level of emissions would be from a particular project or being able to project precisely where the impacts would be felt. <i>Sierra Club v. FERC</i>, 67 F.3d 1357, 13745 (DC.Cir.2017). Instead the federal courts have been clear that agencies are obligated to use the tools that are available in a responsible manner. <i>Wild Earth Guardians v. Zinke</i>, 368 F. Supp.3d 41, 79(D.D.C. 2019), including the social costs of carbon methodology, which offers the public and decision makers an analytical framework for distinguishing between the impacts of alternative courses of actions. The Biden administration has already announced updates to this methodology. https://www.whitehouse.gov/cea/blog/2021/02/26/a-return-to-science-evidence-based-estimates-of-the-benefits-of-reducing-climate-pollution/</p> <p>It is not enough for an agency to present an estimate of emissions under the various EIS alternatives along with a generalized discussion of climate change. Rather, the agency must discuss the impacts of climate change on the environment affected by the proposed action – here, the arid Southwest – and particularly vulnerable populations, like on the Tohono O’odham reservation. <i>Sierra Club v. FERC</i>, 867 F.3d at 1734. It is, of course expected that an agency would include both the beneficial and adverse impacts on climate change of a proposed action. <i>Wild Earth Guardians v. Zinke</i> Id: <i>Sierra Club v. Sigler</i>, 695 F.2d 957(5th Cir. 1983).</p> <p>Given the fact that the I-11 Tier FEIS is utterly devoid of the type of analysis required under NEPA, we ask that ADOT, in consultation with the FHWA prepare a supplemental EIS on the issue.</p> <p>Additional concerns and issues with the EIS</p> <p>Since the late 19th Century, the Avra Valley has been a destination site for local Tucson residents and visitors. The Valley is an exceptionally significant example of rich Sonoran Desert wildlife, and there have been multiple successful efforts to establish Federal, State, and local parks and protected areas. This is a relatively small area of very significant recreational value. All of the special and significant values of the site to our community and economy, arguably global value, will be substantially destroyed by a highway essentially dividing the valley, and enabling commercial activities incompatible with the Valley as a treasured destination site. The East option, while not uncomplicated, would relatively be an upgrade of the existing freeway, and has the preference of Pima County, and the cities of Tucson and Sahuarita; and of other public constituencies.</p> <p>Regarding the West and East options, FSD understands that ADOT will “make a more informed decision after completing detailed environmental and engineering studies prior to selecting and alignment in Tier 1.” In the following comments, we identify several areas of concern that we ascertain have not been suitably considered in relation to this proposed initiative, including particularly relevant to the options for Pima County.</p> <p>We note that the cooperating agency reviews identify numerous issues that are in need of further environmental and engineering studies to enable ADOT’s informed decisions regarding the options for Pima County. We expect that the conduct of such studies and their results will be available for public review and analysis.</p> <p>FSD notes that on page 6-20 of the EIS that a highlighted section notes that “The Preferred Alternative carries forward both the west option and east option in Pima County, allowing ADOT to make a more informed after completing detailed environmental and engineering studies prior to selecting an alignment in Tier 2” Essentially, as we understand the circumstances that now the Federal Highway Administration and the Arizona Department of Transportation are not prepared to propose or conclude the corridor for the I-11 highway through Pima County thus precluding the consideration of substantial information in the decision for public review.</p> <p>This circumstance coupled with the concern by FSD that in the current EIS the agencies conflate the review of air quality and climate change in a manner that is significantly disconcerting. This treatment is not reflective of growing and more serious concern and attention to global change in the EIS process.</p> <p>The Avra Valley is a relatively small geographic area, with an abundant and rich Sonoran Desert diverse fauna and flora. That richness and diversity is arguably due to attributes of the climate and isolated nature of the local. There are significant reasons why this area has been treated specially with multiple efforts to provide needed stewardship to the area, including as a site for many Federal, State and private protected areas – most open for public use and recreation.</p> <p>The concerns and issues coupled with the comments by cooperating agencies related to potential, undesirable impacts, not significantly addressed in the EIS, is of significant concern to FSD. We ask that further efforts be undertaken to resolve those issues, and that any reviews of such efforts be made available for public review and analysis.</p> <p>FSD requests the Federal Highway Administration and the Arizona Department of Transportation develop a Supplemental Environmental Impact Statement on the selection of the corridor through Pima County.</p> <p>Following are additional comments by FSD regarding issues needing further attention for the corridor selection in Pima County and elsewhere in the development of I-11 as discussed in the July 2021 Final Tier 1 Environmental Impact Statement.</p> <p>1) The length of time provided to review and prepare comments on issues addressed by the current EIS, and the need for an extension of the time for public review.</p> <p>The Final EIS and the Appendices includes hundreds of pages of detailed material that fundamentally is impossible, within the 30 days allotted, to provide a thorough review by a majority of concerned citizens. Moreover, while preparation of this EIS clearly was the subject of significant investment; there is no clear timetable on how the initiative will be further funded or implemented. There appears to be no projected timetable or contractual commitments that would establish a need to limit the time for so short a 30 day review. Is there a statutory or regulatory limitation on the time that may be available under such circumstances? If not, we propose that the current document be available for further comment and contributions by concerned citizens and expert contributors.</p> <p>A primary concern is that there are many comments by Federal and State agencies raising questions and concerns regarding the choices of the siting of the freeway particularly regarding Pima County alternatives. FSD has requested a Supplemental Environmental Impact Statement in his regard. Better understanding of these issues of concern would benefit from input by non-government experts and concerned citizens who were not participants in the detailed review by ADOT and the cooperating agencies. We note that many of the agency comments raise questions that are not resolved in the current EIS. Development of a Supplemental Environmental Impact Statement and a significant extension of the time available for input and participation could enhance understanding and resolution of the outstanding uncertainties.</p> <p>FSD questions the need for such a short comment period for a major document which would benefit from additional, substantive information. Despite multiple efforts by FSD to reach ADOT staff by telephone concerning questions we had regarding the content of the Final Environmental Impact Statement, we were unable to secure clarification on any questions concerning the draft. ADOT’s Tucson office apparently has no staff dedicated to the development of the EIS, and has referred inquiries to the Phoenix headquarters. ADOT voice mail messages suggest inquiries be limited to those by email. The time frame, assuming there are actually staff available to respond to such emails, is simply too short to allow for clarifications.</p> <p>The Federal EIS process is in part intended to provide meaningful public engagement in the planning process. Yet the public has been afforded very limited time to review an EIS for a major initiative which we understand will be in additional planning for up to a decade of further effort, and for which there is no identified funding for completing planning much less construction. Again, we note that on Page 6-20 of the Final EIS that: an informed decision on the options in Pima County will not be made until “after completing detailed environmental and engineering studies prior to selecting an alignment in Tier 2. This may clearly involve review by specialists, but how will those detailed studies be completed if there is no funding? While there may be limited or no funding, with additional time there is the prospect that knowledgeable people with needed expertise can be identified to be further engaged in the process.</p> <p>While FSD understands FHA and ADOT already has rejected at least one request for an extension of the time for public review and comment, we requests that the period for public review and comment be extended until at least until the end of the calendar year. Based on the lack of funding for this initiative, it would seem to be appropriate to facilitate the potential of enabling needed research and studies by the public sector, including the academic community that may extend beyond that time.</p> <p>If this is not possible, for example because of legislative or regulatory time limitations, we would appreciate receiving documentation of those constraints.</p> <p>2) FSD is very concerned about the limited scope of environmental issues addressed by the Purpose and Need for the Proposed Facility. A completed analysis of corridors without consideration of major environmental impacts would seem to be contrary to NEPA.</p>			

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			<p>As a refresher: Section 101 of NEPA sets forth a national policy "to use all practicable means and measures, including financial and technical assistance, in a manner calculated to foster and promote the general welfare, to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans." 42 U.S.C. 4331(a). Section 102 of NEPA establishes procedural requirements, applying that national policy to proposals for major Federal actions significantly affecting the quality of the human environment by requiring Federal agencies to prepare a detailed statement on: (1) the environmental impact of the proposed action; (2) any adverse effects that cannot be avoided; (3) alternatives to the proposed action; (4) the relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity; and (5) any irreversible and irretrievable commitments of resources that would be involved in the proposed action. 42 U.S.C. 4332(2)(C).</p> <p>The intended purpose of the proposed action is to promote and facilitate growth through traditional automobile and truck transportation. It is significant that the purpose of the proposed action is not solely perceived a response to future problems, but also to provide opportunities for advancing growth focused on the corridor. The process of reviewing the primary impacts and establishing the merits of alternatives for proposed actions is at the heart of NEPA.</p> <p>The primary issues at hand is the finalization of a corridor for I-11 in Santa Cruz, Pima, Pinal, Maricopa, and Yavapai Counties, and the choice of a preferred alternative option for the highway either on the West or East side of the Tucson Mountains. However for these decisions, as well as for planned construction of the I-11 highway throughout its course, FSD would emphasize consideration of three major impacts for consideration in complying with NEPA and established EIS practice.</p> <p>First, the current EIS focuses on the types of environmental impacts directly resulting from the construction of the freeway. Many of these impacts are significant, and in many cases not particularly well understood. As time available for preparation of public comments are limited by the very short comment period, and the volume of concerns and deficiencies in information for Federal and State agencies is large - additional time for such review contributing to the Final EIS would be warranted. Many issues raised by responsible government managers have not been resolved, and with time and effort could be clarified. More time, unless it is legally prohibited, would help ensure more and better information for guiding the process.</p> <p>As an example, there is a wealth of information about adverse impacts of ill-planned barriers to daily and seasonal movements of wildlife. Some of these concerns were recognized in the summaries of Cooperating Agency Comments. Such barriers can be structural, but also related, for example to noise and lighting. A dedicated proper literature survey and analysis by public land managers and qualified scientists would help provide certainty to planning devoid of available facts. Where are the species of concern, and what kinds of mitigation or alternative planning should be considered? Of particular concern in the Avra Valley will be new and extensive fragmentation and erosion of habitat that predictably will diminish wildlife populations, including in protected areas established in part to combat those losses. Overall is it possible to construct a modern highway down the middle of Avra Valley without causing extensive, irreversible damage to the wildlife populations and the habitats established and maintained at great cost and effort by government agencies and the public?</p> <p>The Final EIS is notable for the lack of such analyses, much of which could benefit from appropriate literature reviews and consultations with specialists, and further engagement with responsible Federal and State wildlife specialists, and private sector experts.</p> <p>Second, there are the concerns about the direct environmental impacts of the intended growth resulting from the actual construction of the freeway. As intended by the initiative of the highway, including in the Avra Valley potentially, construction of the freeway will promote conversion of natural habitat into human habitat that would represent problems and opportunities. In part this analysis would be favorably enabled by doing the work of identifying where growth would occur, e.g. public versus private lands. Such a review would enable a projection of the scale of impacts expected, and should inform the initial choice of routing of the freeway.</p> <p>A case in point for the Avra valley, and elsewhere along the highway route, are ephemeral surface waters, in the Sonoran Desert –washes. Washes are concentrators of water in the desert and apparently are increasingly recognized as contributing to aquifer restoration in the region. Washes also are important habitats for making water available for wildlife, and plant communities vital to the Sonoran Desert ecosystem. That will probably be even more important as the region becomes hotter and drier (which should be a significant issue in the EIS). Understanding where wash systems might be impacted by additional growth and development can inform development and implementation of management strategies by Federal land managers and private land owners that can provide needed stewardship for these resources. There are many such examples in the EIS of where needed time and effort can contribute to professional planning – including decisions related to the Preferred Alternative options.</p> <p>Third, the environmental impacts of the growth from the construction of the highway will increase greenhouse conditions which should have been subject of initial review as part of the draft Tier Environmental Impact Statement. As noted in ES.1 Project Background, this project was conceived almost 20 years ago - when at about the same time concerns of global change resulting from green house emissions were already of concern.</p> <p>From the 2021 IPCC report: A.1. Human activities are estimated to have caused approximately 1.0°C of global warming above pre-industrial levels, with a likely range of 0.8°C to 1.2°C. Global warming is likely to reach 1.5°C between 2030 and 2052 if it continues to increase at the current rate. (high confidence) (Figure SPM.1) {1.2}</p> <p>See: https://www.ipcc.ch/sr15/</p> <p>This projection, which has been honed by the international scientific community coincides with the planning period of I-11 – major transportation planning for a region widely recognized for the prospects of warmer and drier climate, and water needs for which there are no current, sufficient sources. As promoted by ADOT, the I-11 proposal epitomizes the problems for critical decision making and decisions IPCC has emphasized within the next twenty years. Acknowledgment and consideration of this dilemma in Tier 1 Environmental Impact Statement is most warranted.</p> <p>Currently, the Tier 1 Environmental Impact Statement provides a major choice on siting, and promotion of a multi-decadal pollution source without consideration of its impacts on greenhouse gases and regional and global climate change.</p> <p>The importance of this problem certainly is not adequately addressed in the less than five page summary (3.10) under Air Quality largely focused on National Park Service concerns regarding air quality and Saguaro National Park West; and on traditional limitations of the EIS to air quality particularly carbon monoxide emissions.</p> <p>The proposed action by FHA and ADOT will precictably result in multifold contributions to increased carbon dioxide in the atmosphere. I will also certainly contribute to demand for water for which there are no significant reliable sources for such additional use in the Southern Arizona region.</p> <p>The proposed action for completing I-11, potentially not completed within ten to twenty years, is planned during a critical time identified by the IPPC for controlling carbon dioxide emissions and limiting the impacts of global warming and change. The latest publication this month of the "IPCC 2021 Climate Change 2021: the Physical Science Basis" is the most recent of mounting evidence of the seriousness of this issue. The final EIS advances the significant increase of fossil fuel based transportation without noting the potential impacts or alternatives.</p> <p>Arizona, along with other states, is facing major challenges in the coming decades regarding very significant climate change. Projected rising temperatures will adversely impact construction costs and population and economic growth in many areas.</p> <p>The importance of this problem is not adequately addressed in the less than five page summary (3.10) under Air Quality largely focused on National Park Service concerns regarding air quality and Saguaro National Park West; and on traditional limitations of the EIS to air quality particularly carbon monoxide emissions.</p> <p>The proposed action by FHWA and ADOT will have multifold contributions to increased carbon dioxide in the atmosphere and other environmental impacts designed to promote development that will result in increased demand for water in the Southern Arizona region.</p> <p>Overall planning for I-11 planning for siting must consider major climate challenges, including associated health and environmental impacts. The Final EIS does not provide any substantive rationale why the course outlined in 3.10.2 should be acceptable. Fundamentally the draft only references air quality concerns and suggest that they would be addressed in the Tier 2 analysis. The issue regarding global change is not an air quality issue, it is a global warming issue.</p>			

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			<p>The proposed action by FHWA and ADOT predictably will have multifold contributions to increased carbon dioxide in the atmosphere and other environmental impacts designed to promote development that will result in increased demand for water in the Southern Arizona region. Is it appropriate that we design and spend a transportation system without regard to needed mass transit and water stewardship and use?</p> <p>As noted in ES.2 Scope of Final Tier 1 EIS – “The “EIS does not preclude rail or utility colocation if this infrastructure is implemented in the future. The planning for any future rail or utility infrastructure co-located with I-11 would need to include a separate environmental review process.” Understandably inclusion, for example for possible mass transit is complicated. However, planning and building for I-11 could easily irretrievably remove or preclude construction for options for mass transit. Without proactive planning to accommodate alternative transportation and energy systems, will we be limiting the future to largely just traditional single passenger cars, buses and trucks? Other countries have gotten beyond this model decades ago. Why can't we?</p> <p>Essentially, the Final Tier 1 Environmental Impact Statement will by the current process heavily direct human settlement where population growth will predominate in Arizona for the remainder of much of the century. There will be resulting benefits, challenges and presumably major problems for direction of that growth without due consideration of those realities. One cannot escape from the conclusion that we are directing where growth and the consequences of growth will occur.</p> <p>Arizona along with many other states is facing major challenges in the coming decade(s) regarding very significant climate change. Projected rising temperatures will adversely impact construction costs and population and economic growth in the region, and there is no current scenario for significant increases in water resources to support development proposed to be facilitated by the new I-11 transportation corridor.</p> <p>3) We have in this EIS a major initiative that does not examine the consequences for promoted growth, and is ill-prepared for ensuring there will be the resources or conditions to sustain that growth</p> <p>Further planning for the proposed expansion of the I-11 freeway should be limited to the East Option in Pima County. Construction of the I-11 freeway in the Avra Valley is widely and significantly opposed by citizens in the region and non-government organizations. The West Option in Pima County in Avra Valley is opposed by the Pima County Board of Supervisors, and the Tucson City Council. The City Council of Sahuarita has formally opposed the West Option.</p> <p>Construction of the I-11 Freeway through the Avra Valley will inflict major environmental damage in the region, and destroy the rural environment valued by a large majority of its residents.</p> <p>Since the late 19th century, the Gates Pass through the Tucson Mountains has been the popular for city citizens and visitors to the exemplary Sonoran desert ecosystem in the Avra Valley. This is an area of very significant investment over decades by the Federal, State, and local government agencies, and private sector.</p> <p>The proposed alternative through the Avra Valley will completely wall off the Saguaro National Park West and Tucson Mountain Park and other protected areas in the Avra Valley, restricting daily and seasonal movements of wildlife in the region. With the freeway will come physical barriers, noise, air pollution and lights that will forever negatively alter the values and public investment in this place. No amount of mitigation will repair the damage. A major existing economic resource for the larger Pima County region will be destroyed by a highway through the Avra valley. There is an alternative route should this expansion of I-11 move forward and that is the existing I-10 corridor.</p> <p>4) The Final EIS on page ES-2, notes that the “EIS does not preclude rail or utility if this infrastructure is implemented in the future. The planning for any future rail or utility infrastructure is implemented in the future. The planning for any future rail or utility infrastructure co-located with I-11 would need to include a separate environmental review process.”</p> <p>Why would we not consider planning for rail or infrastructure co-located with I-11 in this process? Are we going to restrict planning of a highway with 20th century limitations when there is are numerous technological advances and alternative systems, such as rail, that could provide an interstate transportation system for our future. The current plan for funding construction, and completion seemingly already will take decades. And then we will look at redoing to incorporate current options and current technology?</p> <p>5) Review of 4f property approvals needs further emphasis.</p> <p>Considerable resources have been devoted to the establishment of 4f property designations, and stewardship – with significant emphasis to their contribution to the economic and recreational benefits to the region's population and visitors. We understand decisions in this regard are the decision of the FHWA. We are concerned that protection of 4f properties not rest on an inadvertent choice of language for designation for protective management because of ignorance of the consequences. A more informed interpretation for the need and purpose for the designation effort is warranted.</p> <p>The example of the Sonoran Desert National Monument not being recognized as having a primary purpose for recreation is a case of concern. This is clearly a highly valued destination site for recreation in the region. Alternatives, for example, that could be adopted by FHWA and ADOT that would adjust the highway placement in the corridor to the detriment of daily and seasonal movements of wildlife to and from the monument simply conflicts with the motivations and intent to establish this protected site.</p> <p>Conclusion of FSD comments.</p> <p>FSD is very concerned that the current draft Final Tier 1 Environmental Impact Statement and Preliminary Section 4(f) Evaluation is significantly flawed. The EIS promotes actions without needed evaluation of their consequences and alternatives. Major concerns by Cooperating Agencies are left essentially unexamined. Planning concerns relating to global change, and the clear challenge of providing water resulting from promoted growth anticipated by the initiative are conflated with air quality.</p> <p>FSD is requesting a Supplemental Impact Statement regarding the potential siting of a major segment of the corridor through the Avra Valley in Pima County. That EIS is needed to ensure adequate planning and compliance with Federal laws and policies for which FHWA and ADOT are expected to comply in this process.</p> <p>Arizona is experiencing major population growth at a time that we are experiencing record warming events and reduced sources of water. The environmental challenges will be furthered by the increased development</p> <p>We look forward to working with FHWA and ADOT to correct this course.</p> <p>Sincerely, Roger E. McManus, Chairman of the Board of Directors Friends of the Sonoran Desert – redwardmcmanus@gmail.com</p>			
McNally	Allison		Please widen/expand/utilize existing interstates rather than building into beautiful open desert land. Native critters are consistently displaced by new construction, so working with what we already have is ideal!	Webform		71
McNally	Barbara		Please abandon the West option of the I-11 through the Avra Valley. The impact of the environmental degradation would cause a loss in tourism and recreation money flowing into our region. Thank you.	Webform		1631
McNamara	Scott M.		The west alternative through Pima County would be an environmental and tourist disaster. The Desert Museum is one of Tucson's biggest tourist attractions in Arizona. It is the jewel in Arizona's crown. I cannot believe that tourists would want to stand on the porch--watch the semi trucks roll along and then be told how important it is to protect the Sonoran Desert? On the other hand, maybe the proponents of the West Alternative through Pima County want to make the Desert Museum into a Truck Stop. They could sell CB radios, fuzz busters and condoms? It is unbelievable to me that this alternative is even contemplated.	webform		1324
McNiven	John/Kathy		The logical route for I-11 is the western route on an existing highway at Gila Bend, Even though the route is slightly longer, there is an existing highway, which could be widened at a much lower cost than going the west Maricopa route. The damage to vegetation and existing ecosystems would be minimal going the Gila Bend route while being significant and potentially catastrophic going west of Maricopa. We own a home in Thunderbird Farms and so also have a vested interest in where this road goes. Please build it at Gila Bend.	Webform		63

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McNulty	Linda		I request extension of the comment period to 120 days. I strongly oppose the "Preferred West Alternative." This very bad idea should be permanently laid to rest. It would impair beautiful natural areas including land protected by the Sonoran Desert Conservation Plan, destroy important wildlife corridors, ruin the rural character of Avra and Altar Valleys, negatively impact the world-class Arizona Sonora Desert Museum, and adversely impact Tucson. It should be collocated along I-10.	Webform		762
McQuillen	Jessica		I am requesting a 90 day extension for the community to review and provide feedback on the I-11 interstate. I oppose the western route option and instead prefer the eastern option that co-located with the existing I-19 and I-10.	Webform		755
Mead	Joy		Don't do it Joy Mead	Email		2507
Meade	Alayna		Do not build I-11 it has too many potential devastating environmental impacts & in a world where climate change is destroying the planet as we know it you should think more carefully about how infrastructure choices can affect our community ESPECIALLY our water supply.	webform		2448
meadow	Erica		I am concerned that this proposal will have negative environmental impacts on our drinking water, wildlife, and natural habitats.	webform		1939
Medel	Rebecca		I oppose hwy 111 which will negatively impact the Sonoran Desert and the wildlife.	Webform		556
Medina	Heather		I live near Anamax Park and do not want the corridor to be close to my home on El Toro Rd. I don't want the corridor to come through Sahuarita at all.	Webform		1672
Megerle	Elizabeth		I have lived in the valley since 1992 and have watched more and more homes get built, which includes more streets, lights, cars. At what point does the observatory stop mattering? Stop the light pollution, do not build the I-11.	Webform		102
Meillier	Angie		The proposed route for the highway poses a serious threat to the region's environment, archaeological resources, historical treasures, and Tucson's water supply. I do not believe our beautiful desert should be scraped away; nor do I support the destruction of ANY homes/properties — when a better alternative exists. The cost of building a new highway through Avra Valley would be prohibitive, promote urban sprawl, impede washes and flood-prone areas and encourage more car and truck travel at a time when climate change and air pollution are growing concerns. And the highway would pose a significant water contamination risk to Tucson Water's CAP water recharge facilities in Avra Valley, which provides drinking water to Tucson Water customers.	webform		1916
Melendez	Kathryn		I am requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. It is unacceptable that ADOT and FHWA are moving forward without the feedback of the very same community whose homelands are threatened by this very project. We demand an extension for the review with the sole purpose of demonstrating how the local communities will not stand by yet another project that will endanger the water supply and protected wildlife.	webform		1980
Mellen	Helen & Eric		To Whom it may Concern, We are writing in opposition to the proposed west route of an I-11 freeway through the Avra Valley. That proposed freeway would negatively harm Tucson Mountain Park, Saguaro National Park - West, Ironwood Forest National Monument, the Bureau of Reclamation's Central Arizona Project mitigation parcel, severe linkages between important habitat areas and disturb an unknown number of archeological sites. Additionally the cost of building a new highway through Avra Valley would be prohibitive, promote urban sprawl, impede washes and flood prone areas and encourage more car and truck travel at a time when climate change and air pollution are growing concerns. The highway would pose a water contamination risk to Tucson Water's CAP water recharge facilities in Avra Valley, which provides drinking water to Tucson Water customers. We are more in favor of an urban form that conserves natural resources, improves and builds on existing public infrastructure and facilities, and provides an interconnected multi-modal transportation system to enhance the mobility of people and goods. The East Option would accomplish this by expanding and reconfiguring Interstates 10 and 19. This is the only acceptable alternative for the proposed I-11 highway which would cut a scar through the Sonoran Desert. Thank you for your consideration. Sincerely, Helen & Eric Mellen	Webform		1548
Melo	Jo		do not build the high way. this development would destruct precious ecologies and render hiking trails undesirable. in the midst of a climate crisis and ecological collapse, this is last thing we want.	webform		1922
Mendelson	Jackie		As a former resident of Tucson for 7+ years, I deeply oppose the West Preferred Alternative Option. The West Option would directly cross through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. Among many, many other negative consequences of this proposal, it would cause increased light, air, and water pollution in some of the last-standing "untouched" areas of the Sonoran Desert, sacred Tohono O'odham land. Please, I beg you to listen to the people calling you in to not do this. The negative consequences are far, far greater than any potential gain from this project. The community DOES NOT want this project. Cancel the project in its entirety. Thank you.	webform		2026
Mendez	Raymond Wyatt		The habitat damage and increased human activity along the valley floor will destroy what little is left of the low desert ecosystem that once lay between the Catalina and Tucson mountains. The wildlife corridors must be protected at all costs, and when the East option is cheaper there is no excuse to wreck more desert. Along with the displacement of low income families in the path of destruction, the highway will increase fumes, noise, and light, adding to the issue. Please reject the west option and reconsider where these changes should happen	webform		2182
Mendez	Raymond Wyatt		The habitat damage and increased human activity along the valley floor will destroy what little is left of the low desert ecosystem that once lay between the Catalina and Tucson mountains. The wildlife corridors must be protected at all costs, and when the East option is cheaper there is no excuse to wreck more desert. Along with the displacement of low income families in the path of destruction, the highway will increase fumes, noise, and light, adding to the issue. Please reject the west option and reconsider where these changes should happen	webform		2344
Mendola	Tom		Hello, my name is Tom Mendola. My phone number is (520) 400-4489. I'm commenting on the I-11 proposed Tier 1 EIS study you have done. Please, keep this where it belongs, along the main corridors of I-10 and I-19. Don't rip it through the natural environment and around where you are suggesting to go. Please keep it to the I-10 corridor and the I-19 corridor and don't put it through the environment where you disrupt nature, people and it just doesn't need to go. So my comment is very strongly opposed to what you are projecting this thing and I'm very happy to talk with you more about it.	Voicemail		691
Mendola	Tomas	Harmony and health foundation	Please stay to the I 10 and 919 Corredor's that have been established, It is a terrible thing to rip this highway through pristine deserts public lands and private lands that have been cultivated for decades, I strongly oppose what you're describing here as the pathway of I 11	Webform		347
Mennella	Lori		strongly opposed to this project and its impact on Tucson	webform		1083
Mercer	Judy		It is essential that an extension of the public comment deadline for the Final Environmental Impact Statement is extended from the ridiculous 30 days to 120 days. The FEIS is 5,800 pages long (including appendices) and 30 days is simply not enough time for public review. Hoping you are not putting this short deadline in to ride roughshod over comments by the people AND quality of living of those residences along the area being destroyed. 2. I vehemently oppose the West Option through Avra Valley. It would destroy not only peoples homes, but open land, wildlife corridors and our shrinking desert environment which is being lost daily to developers. We must save our unique desert. Nothing else replaces this jewel.	webform		506
Merline	Maureen		I am writing to express my opposition to the proposed I11 corridor through the Sonoran desert Please please please do not do this Our desert is precious and fragile	Email		1004
Merline	Riley		I am 100% opposed to the I-11 corridor through Avra valley and am astonished this is even being considered. The last thing we need is to run an interstate through more desert land, which will inevitably lead to more destruction of the ecosystem. I live on the eastern side of the Tucson mountains precisely so our family can enjoy these scenic mountains and the peace that comes with being in these western mountains and valleys. This would destroy that. We need to concentrate development in urban spaces and protect what we have left of the Sonoran Desert. Furthermore, this kind of development ignores the climate change crisis we face and is a step in the wrong direction.	webform		1202

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Meshaka Jr.	Walter		Please do not destroy more desert. It is not just a road that kills what was there, it will continue to kill. The desert is for the future, too.	Email		2529
Mesich	Joanne		Hello, I would just like to submit my dismayed opinion towards the proposed project. I implore you to consider the impact it will have on the wildlife and vegetation. Please consider 1-10? It is already in use and the traffic flow may increase, but the infrastructure is there and maybe there could be a designated trucking lane built for the needs you are seeking? Thank You. Respectfully, Joanne Mesich.	email		429
Metcalf	Brian		I am opposed to putting I-11 through Avra Valley because of the damage it would cause to the wild life in that valley. We need to be strengthening, not weakening, our natural habitats in and around Tucson. Rather than building mor highways, let's figure out a more efficient way to use the ones we already have. Brian Metcalf 3450 S. Jamie Ave Tucson 85735	Email		308
metzger	dwight		I am opposed to any new highway construction.	Webform		544
Michael	John	Mizuho Securities USA	The movement to do this will not provide a positive return for the citizens, and would - in fact - be a net negative for the community. I implore that the highway is not built.	Webform		941
Michalk	Michael		Please abandon the proposed I-11 West Route! I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects.	Webform		1709
Michals	Kelly		I'm appalled that plowing an interstate though Avra Valley is still on the table. A such a close parallel section of highway is a joke as it is, ignoring the fact it will encircle tribal lands, a national park, and the desert museum- all jewels of the Tucson area. Its not even a bypass, its a bubble. Have you been to Avra Valley? You'd be able to see that highway and the smog it generates from 50 miles away. There is no taking back this kind of destruction, and for the sake of what? Moving a few more trucks? The fact that this report seems to think that "undeveloped" land can be build on with minimal impacts really highlights that the planners think buildings are the only things that exist that have value. I travel the roads between Sahuarita to Wickenburg plenty, it slows down then it narrows to single and double lanes. Make existing roads contiguous and uniform of appropriate width and quality instead of tearing up even more desert and adding hundreds of more miles of roads that will go unmaintained by our already underfunded highway department. There is a reason the only big movements that exist around highways nowadays is to tear them out, not to build more. A few wildlife bridges are just a bandaid on the permanent disruption they cause.	webform		1054
Michaud	Lizann		I oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. I also request an extension of the comment period from 30 days to 120 days. Here's a summary, with details to follow: The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. _____ DETAILS: _____ EXTENSION OF PUBLIC COMMENT DEADLINE The deadline for public comments should be extended from 30 days to 120 days to allow a fair and thorough review by the public. The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The FEIS is 5,800 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. IMPACTS TO PUBLIC LANDS The West Option is located perilously close to a wide array of public lands, including: Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. IMPACTS TO WILDLIFE CORRIDORS The West Option: Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway. IMPACTS TO NOISE, AIR, AND LIGHT POLLUTION The West Option would: Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area. Negatively impact scientific research at Kitt Peak Observatory by	Webform		1722

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			increasing night lighting and compromising the ability of scientists to conduct their research. IMPACTS TO THE ECONOMY The West Option, along with the entire proposed route from the border to Casa Grande would: Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others. Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services. IMPACTS TO PRIVATE PROPERTY The West Option would: Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north. Thank you for your kind consideration.			
Millillo	Michael		I respectfully request a comment period deadline extension for the Interstate-11 corridor. This is too important an issue to rush through the public comment period.	Webform		649
Miller	Aaron		Cancel the project. If not, then grant an extension for more time to review the project. If that is denied, then don't go through Avra Valley. Do what provides less take of local species. The Sky Islands are a magical place.	Webform		1535
Miller	Hannah Joy		I do not think I-11 should be built do to the lasting and harmful impact it will have on the surrounding environment. Building it would bring noise, light and air pollution to the surrounding wildlife. In times like these where we are already seeing the effects of climate change, we should not affect crucial habitats. In addition it would be much too close to Tucson's water source which would contaminate such a precious resource.	webform		2354
Miller	Henry		Dear AZDOT: I am writing to request to have an extension for the public comment deadline regarding the I-11 Freeway from 30 to 120 days. Thirty days is not enough time to review the documents, research issues and concerns and to make the public aware of the documents and give them time to comment on the project. Not all of the public utilize computers and need to use traditional mail to make comments. Tribal lands may have limited internet access. I oppose the West Option through Avra Valley. I support the East Option which co-locates the I-11 with the I-19 and the I-10 through Tucson. The West Option: 1. Would negatively impact public lands including the Saguaro National Park West; Ironwood Forest National Monument; the Tucson Mitigation Corridor which is owned by the Bureau of Reclamation and managed by Pima County; Tucson Mountain Park and open space propertied purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan; and tribal lands owned by the Tohono O'odham Nation and the Pascua Yaqui Tribe. 2. Would encroach on private property rights of thousands of private property owners along the entire north-south length, lower property values, and destroy the rural character of land in Avra Valley, Pictured rocks and other areas in Pima County and other points north. 3. Would cause economic loss to Tucson by diverting traffic away from its downtown area and business districts and the Saguaro National Park West, and the Arizona-Sonora Desert Museum, among others. 4. Would cause significant noise, air and light pollution to private and public lands, including a protected wilderness area in Saguaro National Park; encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area; negatively impact research at Kitt Peak Observatory by increasing night lighting. 5. Would forever fracture and sever important wildlife corridors between the Tucson Mountains, Ironwood Forest National Monument and the Waterman Mountains. It directly crosses through the Tucson Wildlife Mitigation corridor that was created a mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. Bighorn sheep would be severely impacted. 6. The City of Tucson opposes the West Option because it places the freeway adjacent to the City's major water supply. A guard against a toxic spill cannot be guaranteed. Several wells in Tucson are already closed due to PABS, PFAS and dioxin. Water in the desert is a precious commodity and cannot be jeopardized! 7. The projection is that it would be less expensive to not build the West Option. Public hearings need to be held for comments to be directly heard. Thank you. Sincerely, Henry Miller	email		806
Miller	Linda		How many times must the citizens of Arizona say NO to ADOT before they realize we do not want freeways running through Avra Valley? This disastrous proposal has been hanging about for years - who benefits from this destruction? Perhaps ADOT is unaware of climate change - we do not need to bulldoze and pave over more of the desert. Stop building more roads and start thinking about the future of the planet - not just making huge sums of money for the construction industry by building more stupid freeways. Linda Miller 10511 E Dusky Willow Dr Tucson, AZ 85747	Email		257
Miller	Logan		I am a resident of Pima County, in the southwest corner of Tucson. I live very close to the proposed I-11 west option. I think I-11 West is a horrible option for a wide variety of reasons. First off, the western side of the Tucson Mountains is critical for wildlife. It contains a National Park, and wide rural areas that are essential for creatures that live in and around Tucson. An interstate here would cause rapid development that would destroy native habitat and ruin the current character of the western Tucson Mountains, while also destroying the tourism potential from Saguaro National Park West. From an economic standpoint, one of the benefits of I-10 is that it goes through downtown Tucson, directing people to businesses downtown. By building an interstate west of the mountains, we will undermine Tucson's effort to build a walkable, liveable downtown because cars will simply circumvent the city, similar to what has happened in Route 66 towns. In addition, the West option would require building a whole new interstate! The East option already has all of the necessary infrastructure to accommodate I-11. It is a gross waste of taxpayer dollars building a new interstate where one does not need to be. I would also argue, that as a life long Tucsonan, I-10 is not that crowded. It has a little bit of traffic during peak hours, but it is nothing and does not take up that much time. Building I-11 West won't solve any freeway circulation issues. Finally, lands that I-11 would be built through have already been set aside as mitigation lands by the Bureau of Reclamation. That means they need to stay as they are, and not built on. Finally, us people living near Avra Valley and the west side of the Tucson Mountains live here for a reason. It isn't to live in a suburb with a freeway. It is to be near a metro area while having that distinct rural feel to it. An interstate here would ruin that forever.	Webform		981
Miller	Logan		I would like an extension of the public comment period of 120 days. 30 days is far too short for something that will impact this community for generations to come. The ADOT and FHWA have not properly informed the public of what may occur in Avra Valley, and 30 days is not nearly enough time for us as a community to understand how it will impact our surrounding lands, air, water, and sprawl issues. I live in Pima County, southwest of Tucson.	Webform		982
Miller	Neil		Please see uploaded file-- I strongly oppose the western route through the Avra Valley of Tucson and urge you to choose the eastern route, improving I-10 and I-19. As an Avra Valley property owner, I strongly oppose the proposal to build I-11 through the Avra Valley west of Tucson. I support the east route, improving the current I-10 and I-19. If the western route is chosen, it will completely ruin one of the few areas of greater Tucson not yet affected by urban sprawl, destroying desert fauna and flora and filling a relatively pristine area with noise and pollution. It will destroy the beauty and serenity of the desert and will force many Avra Valley homeowners, like myself, to lose homes and property. The Avra Valley route seems poorly	Webform	Miller_0969	969

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			thought out, ignoring the will of more than two thousand local residents who signed petitions opposing the idea and also threatening Saguaro National Park, the Desert Museum and other staples of Tucson tourism, so important to the area's economic vitality. In short, I believe this western route is destructive and extremely harmful to people, animal life, and the unique beauties of the desert. Again, I urge you to improve on I-10 and I-19 and choose the eastern alternative. Thank you very much. Neil Miller			
Miller	Olivia		Please preserve the wildlife.	webform		2135
Miller	Patricia		Dear AZDOT: I am writing to request to have an extension for the public comment deadline regarding the I-11 Freeway from 30 to 120 days. Thirty days is not enough time to review the documents, research issues and concerns and to make the public aware of the documents and give them time to comment on the project. Not all of the public utilize computers and need to use traditional mail to make comments. Tribal lands may have limited internet access. I oppose the West Option through Avra Valley. I support the East Option which co-locates the I-11 with the I-19 and the I-10 through Tucson. The West Option: 1. Would negatively impact public lands including the Saguaro National Park West; Ironwood Forest National Monument; the Tucson Mitigation Corridor which is owned by the Bureau of Reclamation and managed by Pima County; Tucson Mountain Park and open space propertied purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan; and tribal lands owned by the Tohono O'odham Nation and the Pascua Yaqui Tribe. 2. Would encroach on private property rights of thousands of private property owners along the entire north-south length, lower property values, and destroy the rural character of land in Avra Valley, Pictured rocks and other areas in Pima County and other points north. 3. Would cause economic loss to Tucson by diverting traffic away from its downtown area and business districts and the Saguaro National Park West, and the Arizona-Sonora Desert Museum, among others. 4. Would cause significant noise, air and light pollution to private and public lands, including a protected wilderness area in Saguaro National Park; encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area; negatively impact research at Kitt Peak Observatory by increasing night lighting. 5. Would forever fracture and sever important wildlife corridors between the Tucson Mountains, Ironwood Forest National Monument and the Waterman Mountains. It directly crosses through the Tucson Wildlife Mitigation corridor that was created a mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. Bighorn sheep would be severely impacted. 6. The City of Tucson opposes the West Option because it places the freeway adjacent to the City's major water supply. A guard against a toxic spill cannot be guaranteed. Several wells in Tucson are already closed due to PABS, PFAS and dioxin. Water in the desert is a precious commodity and cannot be jeopardized! 7. The projection is that it would be less expensive to not build the West Option. Public hearings need to be held for comments to be directly heard. Thank you. Sincerely, Patricia Miller	email		804
Millet	Lydia		Please extend the comment period, first of all. And please, please take the option through Avra Valley off the table. No one in the community wants it, since it will destroy wildlands and open space and drive wildlife away from crucial habitat in a beautiful place surrounded by precious public land. It doesn't make sense to ruin our valley for the sake of a bypass. Please build elsewhere.	Webform		1620
Millet	Nola		Please take the East option, the West would completely destroy vital environments, ruining entire ecosystems.	webform		1910
Millet	Saralaine		The west "preferred" option for this highway would be an environmental disaster for much of the wildlife living in and travelling across the Avra Valley. Populations of animals such as bighorn sheep, desert tortoises, bobcats, mountain lions, mule deer, ringtails, and many others would certainly be decimated by the construction and operation of a multilane highway. It would also cause a significant adverse impact on the fragile desert vegetation of the Ironwood Forest National Monument, Saguaro National Park West, and Tucson Mountain Park. The noise and air pollution and the destruction of natural viewscape would be yet another disaster for Tucson's number one tourist attraction, the Arizona-Sonora Desert Museum. I am just one old woman who wants to preserve wild lands for the plants and animals who already live there and for my grandchildren to visit and enjoy. Please do not allow this destructive concrete disruption to put an end to so much natural desert wealth. Hopefully, Saralaine Millet	email		1778
Milligan-Brady	Susan		I am amazed at this! We received no notice, no meetings, no personal contact on this change in highways. Have I missed a notice of public meetings? I worked for Infilco company years ago, running very large copies; blue-print and sepia; for architects. What time and where is the meeting for homeowners and business' before this is closed to the legal land owners and homeowners? This piece of paper w/lines on it seems to have mixed up areas. I see east going west, or someone laying the area's out up side down. I ask for more time to have people see the area, and meet with you?...to discuss this matter.	Webform		1527
Millis	Dan		The Tier 1 FEIS identifies TWO Preferred Alternative routes: 1) a West Option that runs through Avra Valley, and 2) an East Option that co-locates I-11 with I-19 and I-10 through the Tucson region. There is currently a 30-day public comment period for the FEIS, with public comments due on August 16, 2021 (see above for information on our efforts to extend this deadline to November 16, 2021).	Webform		1727
Milsom	John	University of Arizona	It is inconceivable to me that anyone would seriously consider a highway through the Avra/Altar valleys west of Tucson. This is a fantastic rural area. This highway would split Saguaro NP and Ironwood NM and impact the Bureau of Reclamation's mitigation corridor. It would destroy the wild nature of the lands and dramatically impact the ability of wildlife to move around. On that side of the mountains, it is quiet and dark and very pleasant. This highway would create noise, air and light pollution - which would severely degrade the area's value. The increase in light would also likely impact Kitt Peak National Observatory to the west.	webform		1291
Milton	Megan		The building, and operation of this new branch of the interstate would endanger multiple facets of the Sonoran desert that are critical to Tucson's citizens and visitors. It would also endanger a vital source of the city's water supply. This addition to interstate 10 is not worth altering life in Tucson as so many know and love about it. This permanent change would create many more negative impacts than positive. As a regular commuter on I-10, I know the addition wouldn't provide any meaningful relief for traffic. The city should be focusing on widening areas before the kino/ajo exit, which actually cause a great deal of build up. The roads there are decrepit, and two lanes are not enough. Forget interstate 11, and focus on fixing and improving conditions on the infrastructure we already have.	webform		2421
Miner	Jason H		This route will irreparably harm wildlife migration routes and will encourage travelers to bypass downtown Tucson. I do not agree with the plan at present and 'vote' that alternate methods be found and this route be canceled altogether.	webform		1875
Minks	Terry and Joyce		PLEASE EXTEND THE COMMENT PERIOD.	Webform		672
Miramontes	Mickey		Displacement of private homes and removing families from their homes is not an option. Families and home owners should be kept in best interest. Infrastructure should never be at the cost of residents livelihood.	Webform		1649
Misztal	Louise	Sky Island Alliance	Please see attached a letter requesting a 90-day extension for submitting comments on the I-11 Final Tier 1 Environmental Impact Statement and Preliminary Section 4(f) Evaluation and associated materials.	Email	Misztal_SIA_0083	83

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			<p>Thank you, Louise Louise Misztal, she/her Executive Director Cell: (520) 461-7664 skyislandalliance.org [July 19, 2021 Interstate 11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson St., MD 126F Phoenix, AZ 85007 To whom it may concern: We are requesting that you grant a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement and Preliminary Section 4(f) Evaluation and associated materials. We are making this request for the following reasons: There has been an enormous amount of public interest in and concern about this project in the Pima County region. Many communities impacted by the Preferred Alternative Options identified in the Corridor Study area are minority and low-income populations that in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Access issues of disadvantaged communities became clear when conducting outreach for comments on the Draft Environmental Impact Statement. Both proposed alternatives will have disproportionate adverse effects on these populations, and they will need adequate time to be notified and respond. The Western Alternative through Pima County is proposed to be located through traditional Tohono O'odham lands where there is a large population of O'odham tribal members who in many cases have limited internet access. A more extended comment period at the Final Environmental Impact Statement stage is warranted because of the length of the document and the unprecedented nature of this project. A new Interstate freeway has not been built in this metropolitan area since 1961, over two generations ago. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. Our community with the significant interest in this project, will need adequate time to absorb and respond. Thank you for considering this request. Sincerely, Louise Misztal Executive Director, Sky Island Alliance 520-461-7664 louise@skyislandalliance.org]</p>			
Mitchel	John		<p>The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, I urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.</p>	Webform		737
Mitchel	John		<p>The western alignment of I-11 through Avra Valley should be discarded as an option due to the effects on wildlife, the local environment, and Saguaro National Park and Ironwood National Monument. Please see attached detailed comments.</p> <p>It is not clear from the Executive Summary, or anywhere obvious in the EIS, which of the routes through Pima County is considered the best choice. There is a "recommended" alternative and a "preferred" alternative, but which is the primary option is not stated. The terminology from the draft and final EIS are confusing when used together. Is there a "recommended" alternative as the result of the final EIS? If so, what is it?</p> <p>The population and business increases on which the need for I-11 is based assume there will be water available to support growth. Currently, that is more unlikely every year. There is not and will not be any actual need for this new interstate, and the money required to build it is desperately needed to maintain, repair, and replace existing infrastructure. Any money allocated to building I-11 would be better spent on fixing existing federal transportation infrastructure and widening I-10 from Tucson to Phoenix, especially from Casa Grande to Phoenix.</p> <p>The rationale for Option D (EIS Chapter 6, line 14) talks about reducing travel time from Nogales to Wickenburg, but there is no documentation supporting the need for that reduction in travel time. Also, all of the traffic discussion cites travel from Nogales to Tucson and from Tucson to Wickenburg or Casa Grande, which would not be affected appreciably by the construction of a new I-11 corridor through Avra Valley unless there was a large amount of traffic directly from Nogales to Casa Grande. Since the EIS does not present any numbers supporting an expectation of large amounts of traffic bypassing Tucson, it appears that a corridor through Avra Valley would not really address the desired improvements in travel time through Pima County.</p> <p>Routing I-11 through Avra Valley would cause economic loss to Tucson by diverting traffic away from Tucson's downtown and business districts. At the same time, it would lead to negative economic impacts to tourism-based businesses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among others. A new freeway through Avra Valley would also lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services as well as destroying the rural nature of the valley.</p> <p>Visual impacts from Saguaro National Park and Tucson Mountain Park are shrugged off in the EIS. The CAP alignment brings I-11 within 1 mile of Tucson Mountain Park and Saguaro National Park, and close to the Arizona Sonora Desert Museum. Ironwood National Monument would also be near the proposed western alignment. In addition to visual impacts, there would be increases in noise, air, and light pollution which would affect wildlife and homeowners as well as park and museum visitors.</p> <p>Noise travels a long way through the desert. The increase in noise from a new freeway would affect the current animal and human populations in the proposed I-11 west corridor through Pima County as well as destroying the tranquility in Ironwood National Monument, Saguaro National Park, and possibly at the Arizona Desert Museum. EIS page 4-108 lines 10-12 state that the increase in noise levels in Saguaro National Park and Tucson Mountain Park with the western alignment would be acceptable, but no increase above the ambient noise level is acceptable in a national park- regardless of what federal guidelines say. Noise sources would not be limited to the freeway itself; any new interchanges and businesses, and any increase in traffic on surface roads would also result in additional noise.</p>	Webform	Mitchel_1234	1234

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			<p>National Monuments and National Parks are not appropriate places for freeways, but the impacts of a freeway on these appear to be treated as minimal compared to potential impacts on historic structures or neighborhoods in Tucson. Noise and visual impacts on each city park seem to receive the same weight as the equivalent impacts on the national park and national monument, which ends up putting much more emphasis on the impact to city parks (which are often noisy anyway). Every park seems to be weighted the same, but a neighborhood park which covers a small area should not carry the same importance as a national park which covers a larger area, and which has wilderness values.</p> <p>There is a mention of avoiding unmitigable impacts to historic districts and structures, but there does not seem to be much stress on avoiding impacts to wildlife corridors and visual, noise, light, and air pollution in Avra Valley, in particular in Ironwood National Monument and Saguaro National Park. There is discussion of mitigation, but not of avoidance.</p> <p>The EIS states the light effects on Kitt Peak Observatory will be a minimal impact, but the effects of light pollution are unlikely to be minimal. Even with Pima County light ordinances, the night sky is already much brighter than it was 20 years ago. New freeway lighting closer to Kitt Peak will certainly have an appreciable impact on the ability of the observatory to view the night sky and conduct scientific research. EIS page 4-108 lines 12-13 say that ADOT has committed to comply with dark sky ordinances, but every interchange project on I-10 and I-19 in the Tucson area in the last 20 years has included the addition of extremely bright lights over a large area, which did not exist before the project. These may be compliant with dark skies ordinances, but their impact is still significant.</p> <p>The west route through Avra Valley would encroach on the private property rights of hundreds or thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north. Many people would also lose their homes because they are directly in the path of the freeway.</p> <p>The Avra Valley route option crosses directly through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. This would sever important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains, which would isolate wildlife populations and decrease the likelihood of their long-term survival.</p> <p>Section 6.1 line 14 of the EIS says: The Recommended Alternative (Option D) is part of an end-to-end alternative that would reduce travel time between Nogales and Wickenburg compared to the No Build Alternative and achieve LOS C or better throughout the I-11 Corridor. It would attract and divert traffic from existing roadways. Option D would provide an alternate regional route to I-10, facilitating efficient mobility for emergency evacuation and defense access. It avoids unmitigable impacts to communities as well as historic districts and structures (Section 4(f) resources in downtown Tucson). The CAP Design Option and a number of additional mitigation strategies were developed to address impacts to the Tucson Mitigation Corridor.</p> <p>As pointed out previously, the assumption about an improvement in travel time from Nogales to Wickenburg only applies to any traffic that chooses to bypass Tucson, but how much of the total traffic will that be?</p> <p>"It would attract and divert traffic from existing roadways" is not a strong argument for one road alignment over another. Any freeway improvement that yields faster traffic times will attract traffic, whether it is additional lanes added to I-10 or a new freeway along a different route.</p> <p>The statement about emergency evacuation and defense access also is not a very strong argument. Tucson is not subject to earthquakes, hurricanes, or tornadoes, so what emergency evacuation is being planned for? What does "defense access" apply to? It is extremely unlikely that the US will need to get large numbers of defense assets to Nogales, so how does "defense access" apply to the route selection?</p> <p>Impacts to communities, and historic districts and structures in Tucson could be mitigated by replacing the existing frontage roads with additional freeway lanes. There are no businesses, residences, or historic structures along large sections of the frontage roads adjacent to downtown, so converting those to freeway would not affect many if any structures or access.</p> <p>The CAP design option only addresses the wildlife crossing at the Tucson Mitigation Corridor. What mitigation will be provided to prevent isolating wildlife populations farther north in Avra Valley? What will be done to mitigate impacts to viewsheds and noise levels in Saguaro National Park and Ironwood National Monument?</p> <p>The arguments in the EIS sound like the decision has already been made to route I-11 through Avra Valley, and an attempt is being made to justify that decision. The facts and trade-offs presented do not appear to give comparable weight to the environmental concerns for the Avra Valley route versus the concerns raised by the eastern (I-10) alignment.</p>			
Mitchel	John		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage.	Email		2541
Mitchel	Sandy		I would like to request an extension of the public comment deadline for the Final EIS from 30 days to 120 days. This is an incredibly long document and 30 days is really unreasonable to assume everyone has a chance to review it and make comments. The impact could be devastating to such a unique area of the world and to the area I have called home for 22 years. Gratefully submitted, Sandy Mitchel 5000 N Old West Road Tucson, AZ 85743	Email		1007
Mitchel	Sandy		<p>I strongly oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway.</p> <ul style="list-style-type: none"> The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. <p>IMPACTS TO PUBLIC LANDS The West Option is located perilously close to a wide array of public lands, including:</p> <ul style="list-style-type: none"> Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). 	Email		1008

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			<ul style="list-style-type: none"> County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. <p>IMPACTS TO WILDLIFE CORRIDORS</p> <p>The West Option:</p> <ul style="list-style-type: none"> Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway. <p>IMPACTS TO NOISE, AIR, AND LIGHT POLLUTION</p> <p>The West Option would:</p> <ul style="list-style-type: none"> Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area. Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research. <p>IMPACTS TO THE ECONOMY</p> <p>The West Option, along with the entire proposed route from the border to Casa Grande would:</p> <ul style="list-style-type: none"> Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others. Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services. <p>IMPACTS TO PRIVATE PROPERTY</p> <p>The West Option would:</p> <ul style="list-style-type: none"> Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north. <p>PERSONAL IMPACTS</p> <p>I strongly oppose the West Option for all of the above reasons, but the most important to my heart are the uniqueness of the Sonoran Desert and its flora and fauna. I have lived just a few miles from the Desert Museum in the Picture Rocks area for over 22 years now. We have an incredible abundance of wildlife wandering through our yard on a daily basis. Friends and family from other states, and areas of Tucson, are amazed at the animals we get to see. We have fox, deer, javelina, bobcats, coyotes, Western Screech owls, Barn owls, Great Horned Owls, and so many more species. I am incredibly lucky to live out here and get to experience these animals and the gorgeous night sky as well. You can see the Milky Way out here where we don't have the light pollution of town. The noise pollution is almost non-existent out here as well. It is paradise. It can all be potentially destroyed for something that is not even needed. It is heartbreaking and incredibly frustrating. It is absolutely irresponsible and unconscionable to even contemplate destroying the habitat or these animals, and likely the animals themselves. The animals could be killed during potential construction and if constructed, just trying to cross the highway. There would have to be numerous wildlife crossings created. Have those costs been incorporated in the costs of the West Option? I worry about the complete change in our paradise. I don't even like to think about the noise and air pollution on top of the habitat destruction. Our home value most likely will decrease significantly and the peace we enjoy in this unique environment will be taken from us for no good reason. I question whether the highway is even needed anyway. The railroad tracks were doubled not that long ago. But, if we truly need a road, why wouldn't it be best to use the East Option where the other infrastructure, businesses, gas stations, etc, already exist. These could just be enlarged without destroying such unique habitat. These businesses would not end up losing business and causing economic issues for many people. It just doesn't make any sense at all to go with the West Option. I sincerely and humbly submit my heartfelt request to please, please oppose the West Option of the I-11.</p> <p>Sandy Mitchel 5000 N Old West Road Tucson, AZ 85743 mitchel.sandy@gmail.com</p>			
Mitton	Kathy		I oppose the freeway in Avra Valley because it is right next to Saguaro National Park, the Arizona-Sonora Desert Museum, Tohono O'odham tribal lands, and other important protected open spaces. This freeway would be a disaster for Sonoran Desert wildlife, wildlife habitat, wildlife linkages, and rural communities in Avra Valley.	webform		457
Moates	Jacqueline		we need an improved I 10, like four lanes from Tucson to Lordsburg more than dig up the desert for lazy shipping companies. Lets improve existing roads.	webform		1182
Mochbee	Joe		I strongly oppose the Avra Valley route for interstate 11. It would cause irreparable damage to the environment and would be bad for the economy of the greater Tucson area. It would also encourage sprawl and worsen climate change.	Email		256
Mockbee	Joy		Please extend the deadline for comments.	Webform		618
Modica	Ann		<p>So Whom it May Concern</p> <p>I am very opposed to the construction of I - 11 . This route is right next to Saguaro National Park, the Arizona-Sonora Desert Museum, Ironwood Forest National Monument, tribal lands, and other protected open spaces. The Tucson Mountains would be 100% surrounded by freeways and our local water supply and infrastructure in Avra Valley would be put at risk. I have not seen any real need that would overcome all the problems involved. It just seems to me as a way trucks and people could come and go to Mexico without having to go by Tucson. It is terrible for wild life and would completely destroy the Tucson Mitigation Coalition to save and protect wildlife.</p> <p>Please listen to the Southern Arizona Coalition as well as the 24 other conservation and community organizations who have studied and presented the information to you. I feel not enough of the citizens of the Tucson Community have heard about this freeway. There is so much going on in our country and overseas right now. Please extend the date for consideration and ask more people for their input.</p> <p>Sincerely, Ann E Modica Retired High School Mathematics Teacher and Retired University of Arizona Instructor</p>	Email		2545
Moehring	Isaiah	Iskashitaa Refugee Network	Don't do it. It's bad for the environment and bad for the city of Tucson	webform		2284

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Mohr	Eileen T		Dear Sir/Madam: I am writing in opposition to the proposed I-11 construction, specifically the western option. 1. As a retired EPA staffer I am well acquainted with the review of draft and final EISs. A 30 day time frame is ludicrous given: the volume of materials needing to be reviewed and the limited access to internet by people located in the area that is most impacted by this proposal. The 30 day timeframe must be extended in order to allow for sufficient public involvement and input. 2. The Western option should not be pursued. This will cause not only significant environmental impacts but also will have a negative impact on the people, the Tohono O'odham who call this area home. All land is sacred. All human and wildlife is sacred. The negative impacts far outweigh any "positive" gain. 3. If there were sufficient time, I would read and provide detailed comments, however, the 30 day FEIS review timeframe precludes this type of comprehensive review. Please: extend the review timeframe so that those most significantly impacted have a chance to comment; and, drop the western option. Sincerely Eileen T Mohr	Webform		218
Mondt	John		1. I am opposed to the section of this Freeway that will traverse the Avra Valley. This is a valuable watershed. Contains an amazing and unmatched view shed that is set aside as one of the many amenities associated with the world renowned Arizona Sonora Desert Museum and Saguaro National Park West Unit. The area contains numerous, well documented Native American Archeological sites and many traditional foraging sites. It is currently part of the extensive CAP water distribution system and therefore vital to Tucson water security. These are some of the many reasons not to move forward with this section of the the I-11 corridor. Many other concerns are inherent in this proposal and for that reason the time frame for reviewing and commenting on this proposal is less that adequate and needs to be extended in order to assure an accurate and open comment period.	Webform		341
Mongerson	Josh	Call me and I'll let you know more	Fuck this road and fuck cars. Y'all really be trying to build a road in - 2021 - the literal year climate collapse is starting in this country. Fuck this shit! This is such a dumbass idea. This project will only destroy what little untouched desert land exists. This sucks. Whoever thought of this is stupid, it was probably some old white man. I'm a young man and ain't none of y'all have any fucking forethought for the future. Jesus Christ this is such a terrible and awful idea. Stop thinking of money, and start thinking of the Earth. We need trains, bitch. Sincerely, fuck you.	webform	Mongerson_2482	2482
Montenegro	Laura		I am absolutely against the construction of I-11 going through Avra Valley. You would be destroying a natural habitat for so many of our native species as well as ruining the homes many people moved there to enjoy (the solitude and nature). There is really no good reason for not having vehicles (ie. commercial trucks) to not use the existing routes. The only reason you are choosing Picture Rocks to plow through is that you think we aren't watching, but we are, AND WE VOTE! KEEP I-11 OUT OF AVRA VALLEY!	Webform		1735
Montenegro	Malina		Please choose the East option to protect the desert!	webform		2184
Montes de Oca	Erikha		PLEASE DO NOT DO THIS!	webform		2032
Montgomery	Bryce		Hello, The I-11 project should be completely abandoned. Any transportation funding should go towards the development of sustainable rail lines between Phoenix and Nogales. If the I-11 project must continue then the West Option MUST BE ABANDONED. It is outrageous to even consider building interstate infrastructure in one of the few remaining protected regions of Southern Arizona. Saguaro National Park, The Arizona Sonora Desert Museum, Tucson Mountain Park, Kitt Peak Observatory, Ironwood National Forest, The Tucson Mitigation Corridor, and not to mention lands of the Pasqua Yaqui and Tohono O'odham Nations are all treasures that would be painfully and unnecessarily negatively impacted by such construction. Why on earth would that even be an option when so much interstate infrastructure already exists in the East Option? Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could possibly offset these negative impacts. Thank you for your time, Bryce Montgomery	Webform		1592
Montgomery	Bryce		Hello, If the I-11 project must take place instead of then the West Option MUST BE ABANDONED. It is outrageous to even consider building interstate infrastructure in one of the few remaining protected regions of Southern Arizona. Saguaro National Park, The Arizona Sonora Desert Museum, Tucson Mountain Park, Kitt Peak Observatory, Ironwood National Forest, The Tucson Mitigation Corridor, and not to mention sacred land of the Pasqua Yaqui and Tohono O'odham Nations are all treasures that would be painfully and unnecessarily negatively impacted by such construction. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could possibly offset these negative impacts. The I-11 project should be completely abandoned. Any transportation funding should go towards the development of sustainable rail lines between Phoenix and Nogales. However, if the project does take place then the East Option is the only option. The future of our planet, not just our region, depends Government, including AZDOT, prioritizing the health of the climate, environment and what precious wildlife we have left for future Arizonans and all to come. Thank you, Bryce Montgomery	Email		2562
Montgomery	George	Comax Group	Comments for the EIS have way too short of a time window; with a document of such length and importance to all impacted on any placement of this proposal all people need more time to read and digest what is being proposed. Please extend the deadline for another 120 days.	webform		485
Montgomery	George		Retired Botanist Planners: Please find my comments regarding the proposed I-11 project. I am a resident neighboring SNP TMU and cherish the view shed, quietness, opportunity for wildlife observation – these are reasons we as a family chose to live here and have for the past 38 years. From the EIS: The west option would increase noise levels and alter the soundscape in 25 residential and recreational areas that have lower existing ambient noise levels. The West option would highly impact important bird areas. This freeway placement would bisect the Avra Valley Audubon Christmas Bird Count circle, a citizen science annual bird census that has occurred for the last 41 years. The west option will effectively kill bird habitat for its length and do away with access to this complete 15 mile diameter circle. I could go on and on. The Avra Valley or West alternative would have immense negative impacts on the ecosystems, habitats, native species, and landscape of Pima County. It would create a locus for sprawl and development on the west side of the Tucson Mountains. It would impact the landscape of Saguaro National Park West, Tucson Mountain Park, Arizona-Sonora Desert Museum, Ironwood National Monument, the Tohono O'odham Nation, the Bureau of Reclamation Wildlife Mitigation Corridor, the Santa Cruz River, and the Avra Valley. It would fragment critical habitat, inhibit migration by desert animals, and compromise the effectiveness of the Sonoran Desert Conservation Plan, Pima County's highly respected mechanism for balancing conservation with thoughtful and environmentally sensitive development. For the sake of the rural Avra Valley and Southern Arizona from Marana to Sahuarita, please do not continue to promote the unfunded I-11 placement in west Pima County. No build is the best solution for our future. Thank you, George	Webform	Montgomery_1712	1712

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Montgomery	Martha		My family is strongly opposed to the proposed I-11 interstate. The construction of said interstate will negatively impact both my husband and myself and our family's residence in the Maricopa county area. Both families stand to be homeless if you proceed with the current plan. I implore you to think about the negative impact this will have on families and their homes, as well as the negative impact of having a second interstate pass through Sahuarita. It is my understanding that the construction could also affect the newly opened Northwest Hospital in Sahuarita and the local commercial areas. As you know, health care is difficult to find, particularly in rural areas. Please consider what the loss of the hospital would do to already scarce medical care in the Sahuarita area. Would you want your home to be in the median of a major interstate? That is what will happen to our children's home in Buckeye if you continue with the construction. The current roadways in Arizona are in sad and dangerous condition. If you can't maintain what you already have, why add to that burden? The proposed infrastructure bill at the federal level is a travesty and the funds from that, should it pass, should be used to fix what we have. This is a bad idea and will cause harm to many families and communities, my own included. I know that you have received the Town of Sahuarita's opposition letter by now. Thank God they will try to take care of their citizens when the state has clearly not given any thought to the wellbeing of anyone living here.	webform		2315
Montoya	Piper Ray		This proposal is a disgusting plan that will destroy the natural habitat of our beautiful state.	webform		2042
Moodie	Christina		The I-11 route must not go through Avra Valley! Please, we need to keep some areas free from freeways to preserve plants, animals and simply beauty. This project should be tiered with the existing urban interstate footprint and not gouged into a rural environment that supports an important National Park and a unique, fragile ecology.	Webform		371
Moomjian	Helena		I strongly encourage planners to not go through with the construction of this highway. Not only will it be destructive for the desert flora and fauna, impede on hiking trails, and destroy unobstructed views of our desert. but it seems useless in terms of practicality.	webform		2249
Moore	Amy		I am very upset about the 30 day comment period. This is not enough time to inform people about this shady operation. This project is mostly unknown by locals who will surely be outraged. We love our nature and do not want this in our city. This will affect future generations and is not something to be done so sneaky and abruptly. I am opposed to this project and demand on behalf of the Tucson community that you give us more time and transparency. People deserve to be aware and have time and opportunity to make their opinion known. I would also like to make known my opposition to the West Preferred Alternative option running through Avra Valley.	Webform		1476
Moore	Chris		In summary, extend the comment period from 30 to 120 days, and INFORM ALL who are DIRECTLY affected by this project. See attached file for further detail. Opposition to the West Preferred Alternative Option of the Tier 1 Interstate 11 FEIS BACKGROUND I strongly oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. I also request an extension of the comment period from 30 days to 120 days. KEY TALKING POINTS • The 30-day comment period is completely insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. • Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. • The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. • Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. • The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. • The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. • Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. • The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. • Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. • In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. So act now and responsibly, extended the review period for this project and notify ALL who will be directly affected by this action! Chris Moore Denver, Colorado	Webform	Moore_0952	952
Moore	Laurie W		I am against Hwy 11 running thru our valley, This a rural area that would be greatly impacted in a negative way. I have lived in Picture Rocks for over 25 years, hoping to retire here with my husband. We have already dealt with so much change.	Webform		1700
Mora	Sara		I used the interactive map to see where the proposed I-11 route would run. The interactive map is using outdated satellite maps. It does not show the new Northwest Medical Center Sahuarita. It also doesn't show the new Wrightson Ridge School. And the route would go through many new developing neighborhoods (Rancho Sahuarita) as well as well established neighborhoods (Santo Tomas Villas). I'm not educated on this subject but I'm assuming, those who are displaced would get compensated for being displaced. However, what would happen to the school? In a time where Arizona does not pay districts funds to build new schools, even though they are necessary. While I'm would love there to be growth in Arizona, I oppose the plan for I-11 as it is currently planned out due to the impact it would have for many families in Sahuarita.	Webform		1677
Morales	Alma Anides		As a resident of Tucson, I do not want to see an Interstate highway built through our beautiful lands that make Tucson the gem that it is. The West option through Avra Valley is NOT an option. Instead, let's consider the areas that are already developed (more East). Protecting our natural habitats and wildlife is priority that not only benefits current but future generations as well.	webform		2255
Moreno	Jessica		Please extend the public comment deadline for the Final Environmental Impact Statement from 30 days to 120 days! The FEIS is 5,800 pages long, including appendices, and 30 days is NOT enough time for public review. I can already comment on my complete and total opposition to the West Option through Avra Valley. Given the overwhelming opposition and unmitigatable negative impacts of the West Option, it astounds me that it still remains an option at all.	webform		465
Moreno	Jessica		My comments are attached. To Whom It May Concern,	webform	Moreno_2007	2007

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			<p>Thank you for the opportunity to provide comments on the Interstate 11 Tier 1 Final Environmental Impact Statement (FEIS), Nogales to Wickenburg. In summary: I support the "No Build" option and am COMPLETELY OPPOSED to the "West Option." If a need is warranted, the only acceptable "build" option for I-11 in southern Arizona is the East Option, which must be undergrounded through the heart of Tucson. Impacts related to this option must be studied adequately should this project move to Tier 2.</p> <p>The following are my comments for your consideration:</p> <ol style="list-style-type: none"> 1. There was inadequate time to review of this proposal. We were given much more time for the Draft EIS, but there were significant differences between the Final and the Draft and I did not have time to analyze everything in the short 30-day window. Requests for an extension met with no response. Since all of the comments I submitted in 2019 for the Draft EIS seem to have been completely disregarded (see point 2), this feels like a deliberate attempt to reduce and ignore overwhelming opposition to the Recommended Alternative/West Option. (over 12,000 comments in 2019 were submitted during the 90-day comment period showing a lot of interest in the outcome). With close to 6,000 pages to review in the Final EIS, providing only 30 days for potentially the same number of people interested in commenting shows an insufficient effort at providing time for public comment. 2. There was insufficient response and consideration of comments submitted in the DEIS. There were NO substantive revisions in response to comments made by Cooperating Agencies, Participating Agencies, or the public at large on the southern portion of the proposed I-11. The comments I submitted in 2019 do not seem to have been addressed or even considered. Given the overwhelming opposition to the Recommended Alternative and the significant KNOWN negative impacts this route would cause to water, wildlife, and land resources that have been outlined by experts, why is the West Option still on the table? Why were these clear, measurable negative impacts not addressed and why have they been completely ignored? 3. There is no demonstrable need for the project. Need for the project has not been properly proven. Furthermore, alternative transit options and changing commute patterns further reduce the need for this project. And if a need is indeed warranted, the only acceptable option is the East Option, which must be undergrounded through the heart of Tucson. Impacts related to this option must be studied adequately should this project move to Tier 2. Alternative transit: Furthermore, included in the bipartisan infrastructure bill currently working its way through Congress is \$66 billion for Amtrak which would include adding a new route between Tucson and Phoenix with service three times a day as well as a route from Tucson to Los Angeles. Commuter light rail has also been discussed between Tucson and Phoenix airports. The addition of these alternative transportation options will likely have significant impacts to transportation volumes and other metrics along the I-10 corridor between Tucson and Phoenix. The impacts should be thoroughly evaluated before any Record of Decision is issued. Changes in commuter behavior: In addition, the pandemic and changed commuter behavior and traffic studies and land plans in the FEIS have not accounted for the COVID-19 global pandemic. For the past 16 months, office workers who are able have been working from home. From 2019-2020, congestion measures fell 50% or more in the U.S., a drop reflected in Arizona cities. These patterns may well continue into a new normal. A Mercer survey from May 2021 found 70% of companies reported that a blend of in-person and remote working will be the new normal. Changes in traffic volume and timing of peak hours has likely changed dramatically since March 2020 and these changes should be studied in combination with alternative transportation options that may come online in the coming years. 4. There are new substantive issues, like Climate Change impacts, not previously addressed in the DEIS. Climate change impacts from this project are being ignored, despite new information and data from the IPCC 2021 report that is now available. In addition to the project's contribution to global warming due to emissions and heat island effects, there are no considerations of changing weather patterns and impacts of increased intensity monsoon flooding along these routes. 5. Impacts to Scenic Routes in Avra Valley must be considered. Pima County has clearly designated and codified Scenic Routes in the Pima County Code, 18.77.040. The West Option would negatively impact four Scenic Routes in Avra Valley. These Scenic Routes would be dramatically impacted by the construction of a new freeway in Avra Valley. A full evaluation of these impacts needs to be completed before the FEIS is finalized and a Record of Decision is made. 6. Impacts to the Tucson Mitigation Corridor are unmitigable. Bureau of Reclamation (BOR) lands set aside and known as the Tucson Mitigation Corridor would be permanently damaged, and cannot be mitigated, by the West Option. This is not an acceptable loss. It would lead to significant loss of wildlife and biological health in Saguaro National Park West and Tucson Mountain Park, among other negative impacts. It would also break the promise and the investment of mitigation made in exchange for the CAP canal. 7. Local resolutions by Pima County and the City of Tucson support abandoning the Preferred Alternative West Option; Town of Sahuarita also formally opposed West Option Both the City of Tucson Mayor and Council (August 10, 2021) and the Pima County Board of Supervisors (August 16, 2021) have reaffirmed their opposition to the Preferred Alternative West Option through Resolutions. The Town of Sahuarita also unanimously voted to oppose the West Option on August 10, 2021. <p>In conclusion: Overwhelming opposition to a new freeway in Avra Valley is longstanding and robust in southern Arizona. Given the latest scientific conclusions in the recent IPCC report, reductions in commuter traffic due to the Covid-19 pandemic which could be permanent, the overwhelmingly negative impacts to federal, state, and local protected open spaces, damage to wildlife corridors and wildlife movement, and the potential for disastrous consequences for the local water supply and groundwater table, along with many other issues I and others raised in our 2019 DEIS comments, I strongly recommend that you remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. I support a "No Build" option given the new substantive issues raised in this letter. If a need is truly warranted, the only acceptable "build" option for I-11 in southern Arizona is the East Option, which must be undergrounded through the heart of Tucson. Impacts related to option must be studied adequately should this project move to Tier 2. Thank you considering my comments on this proposal.</p>			
moreno	Laura		I have been a resident for over 50 years and I am concerned and completely opposed to any actions taken to create the corridor. It will affect my town economy, my personal residence, and my grandchildren's future.	webform		1348
Moreno	Paul		Demolishing the a park in Sahuarita is not an option. Why not south of Green Valley with less homes and no park? The Sahuarita area proposed is not acceptable.	webform		2412
Morgan	Kate		I oppose the construction of a highway through the Tucson Mountain area. Construction of such highway would jeopardize the fragile environment yet important environment of the Sonoran desert. The 22-year drought brought on by extractive infrastructure has already jeopardized the life of this keystone environment, putting highway 11 through this area would be the nail in the coffin. Additionally, there has not been enough time or resources put into educating the communities who would be impacted by highway 11 about the project. More resources should be dedicated to this and more time for public comment.	webform		2459
Morris	Tamara		Please do not build I-11 through Avra Valley. It will destroy pristine desert and important animal habitats, in addition to creating a negative economic impact on Tucson. The new highway will bypass the city entirely, taking valuable commercial activity with it. Travelers from Mexico will be able to visit the Phoenix metro area without ever setting foot in Tucson, which will result in fewer tourists visiting our natural sites, restaurants, and businesses.	Webform		540

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Mortensen	Pam		Please don't tear up our desert to turn Tucson into another Phoenix! We don't want it!!! Fix the damn road we already have. I-10 needs to be widened the whole way to Phoenix. The problem is the areas that narrow. The safety corridor is a joke, nothing safe about constantly changing from three lanes down to two.	Webform		1648
Moyer	Leigh		I have reviewed the materials related to I11 and am urging you NOT to build another highway through the desert. If anything, make improvements or changes to I10, where we've already disrupted the ecosystem. But we don't need another freeway. We don't need a little detour so trucks can get their deliveries moved just a little faster. This highway suggestion is a horrible idea. Please do not build I11. It is bad for the environment and has limited (if any) real benefit to people.	webform		2463
Mrotek	Aaron		I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects.	Webform		1767
Mueller	Rachel	City High School	I am requesting an extension of the public comment deadline from 30 days to 120 days for the proposed I-11 plans- we need to ensure that all people affected are heard, including advocates for the environment which will be MOST affected. I am disgusted that the government I pay taxes to is not considering the voices of the people they work for, the people who pay for their jobs. The I-11 should NOT be in close proximity to Tucson's main source of drinking water, it should NOT impact our endangered species and disrupt the wild habitats of our local ecosystems, nor should it impact the Saguaro National Park. Be a model for thoughtful, intentional design with the least amount of impact. Thank you.	webform		2356
Mullholland	Cole		Great project. You'll get a lot of kickback from the Western Option in Pima County but its the right one to choose. Just take added measures like make it a depressed freeway with wildlife crossings and no on/offramps so there wont be any development. I dont think you're ever gonna build this. You've been talking about this forever. But if you do the western option is best.	Webform		615
Mumma	Donn		Construction and heavy traffic in this area would be disastrous for the Sonoran Desert environment. Please reconsider this mistake.	webform		2110
MUNEY	SHIRLEY G		I certainly object to the proposed Interstate 11! I filed an objection the last time it was proposed, and I still oppose it. (AND the time for comments should be extended from 30 to 120 days, with so many residents out of town now.) There is no need for an additional high-speed road--if more space for traffic is needed, it's easier and cheaper to expand I-10. Also, an additional highway would bring that much more air & noise pollution to a sensitive desert environment, right next to a national park. The whole project smacks of greed, which is something we certainly don't need more of!	webform		472
Murray	Andrew		The West option is unacceptable. It will have impacts on sensitive public lands that cannot be mitigated. Other options are viable and need to be pursued.	webform		2083
Murveit	Anna		I am writing for two reasons: 1) to ask for an extension to the FEIS comment period from 30 days to 120 days and 2) to oppose the west option of the proposed I-11 corridor. 30 days is insufficient for the public to review of these draft documents and to consider the impacts described in the FEIS. Community members need time to consider the changes in FEIS and communicate their feedback. Secondly, the west option of the preferred alternative should absolutely not be adopted in the record of decision. This road will disrupt important habitat and permanently transform a very special section of the Sonoran desert. At a time when President Biden is recognizing the importance of biodiversity and supporting initiatives such as 30x30, projects such as the west option that will disrupt ecosystem function cannot be entertained. The Avra Valley is where I go to find solitude and where I first fell in love with Southern Arizona. Developing I-11 along the west option corridor would back fire economically because it would take away an important and unique recreational and cultural asset for the Tucson area.	webform		1112
Musgrave	Nancy		I'm a resident of Picture Rocks, living across the road from the Saguaro National Park. I cannot believe you're even considering putting a freeway through here! It's utter insanity. A freeway through this area will not only harm the animals and the Park, it will bring in gas stations, fast-food restaurants and cheap motels to serve the travelers. This pristine area will become a mess of traffic and exhaust emissions and will soon become populated with the service industry. It will no longer be a place people want to be or live. In addition, the existing gas stations, stores and motels along I-10 in Tucson will be harmed by having many fewer customers. All in all, it hurts everyone and everything. Nancy Musgrave 11630 W. Rudasill Rd., Tucson 85743	Email		255
Musgrave	Nancy		I live in the Picture Rocks section of Pima County. We moved here because of the peace, lack of noise and traffic and almost no commercial business. It's quiet. The desert is beautiful. If I-11 goes through here it will make this area close to unlivable. No doubt the air will become polluted, the noise will be unbearable and the desert animals and vegetation, including on Saguaro National Park, will suffer greatly. Gas stations, fast food joints and cheap motels will arrive. Each and all of these effects will change this area forever - for the worse. And I'm sure the commercial establishments up and down I-10 in Tucson will suffer as well due to less customers who would then be bypassing their establishments. Do not allow I-11 here! Nancy Musgrave 11630 W. Rudasill Rd., Tucson 85743	email		1808
Myers	Kathy		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. Kathy Myers Tucson, AZ	Email		2565
Myers	Ted		This corridor will forever change the cultural and wildlife heritage of the area. It will change Tucson. It will be the beginning of a metropolis burying forever the personality of the city and surrounding communities.	webform		1287
Myhrman	Matts		I am writing to request that the deadline for the public comment for the Final Environmental Impact Statement be extended from 30 days to 120 days. The FEIS is 5,800 pages long (including appendices) and 30 days is simply not enough time for public review.	Webform		399
Nakhai	Beth		1. I oppose the I-11 West Option through Avra Valley. Save our natural world and the Sonoran Desert. There are other ways for people to access Avra Valley. 2. I request an extension of the public comment deadline for the Final Environmental Impact Statement from 30 days to 120 days. The FEIS is 5,800 pages long (including appendices) and 30 days is not enough time for public review.	Webform		390
Nakhai	Mandana		The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. · Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. · The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. · Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already asset for another federal project, the Central Arizona Project canal. · The West Option would sever	Webform		751

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			critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. · The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. · Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. · The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. · Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. · In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.			
naone	linnea		DO NOT BUILD INTERSTATE 11. Building it would contaminate tucson's main source of drinking water with vehicle pollutants, impact several endangered species, and hurt noise, air quality, light, and visual character for the protected lands of saguaro national park west, tucson mountain park, and the tucson mitigation corridor. I may not live in tucson now, but I used to, and building this interstate would impact so much of my old home it breaks my heart. please don't build this	Webform		1397
Napoletano	Denice		This project will disrupt so many people plants & animals. Please vote against this project, thank you	webform		1895
Nardozzi	Kayla		To Whom It May Concern: We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you for considering this request. As always, we appreciate the time you have put into this effort. Sincerely, Kayla Nardozzi	webform		854
Natoli	Amelia		I am opposed the western alternative route through Pima County. It will be disruptive to undeveloped rural land. Growth in Avra Valley appears to be a future obstacle to the route. The CAP ponds along the route will be impacted by vehicle emissions.	Webform		1518
Naylen	Nancy		Please please consider the orange route! The existing red one goes right through my front yard. I spent every bit of my retirement money choosing this location and the resulting highway would be devastating! It goes right through an active horse community that is such a rare find and will ruin this area! The orange route does much less damage to homes and communities ! So many of my friends homes will be demolished or right beside a bloody freeway! I would not have sunk all my money in to this home had I been made aware three years ago of this project. I am on North Bottlebrush outside of Maricopa and will be staring at the traffic going by when I specified settled in a rural area fir peace and quiet!	webform		1265
Neal	Deborah T		Why the proposed build of Interstate 11 is an ill conceived idea: ADOT recommends bulldozing a new highway next to Tucson Mountain Park, Saguaro National Park & West of Picacho Peak at a cost that is over \$2 Billion "EXTRA" American Tax Payer dollars.. vs expanding existing I-10. ADOT recommends spending an extra \$2 Billion of American Tax Payer money for a new route to bypass Tucson. ADOT does not present any 40 year Cost of Ownership comparison for expanding I-10 vs a totally new highway. ADOT ignores the impact of semi-trucks driving an extra 20 miles to bypass Tucson, semi-trucks coming from I-10 east of Tucson would drive 30 extra miles to bypass Tucson using ADOT recommended I-11. ADOT experts say "less" impact to bulldoze a new route around Tucson vs expanding the existing I-10. There are CAP water charge ponds next to ADOT recommended new highway yet the ADOT experts find no risk of drinking water contamination should a tanker truck wreck and spill its contents. The CAP water charge ponds are the source for Tucson drinking water for the next 100 years.. Really people a new highway thru bird sensitive area, wild life corridor and next to big tourist destinations of Tucson Area like the Saguaro National Park and Desert Museum and drinking water charging ponds... has less impact than expanding an existing highway... Instead of one highway to monitor for smuggling & drugs, lets have 2 highways, apparently ADOT experts think that is good for America and will save money for highway patrol for the next 40 years. So lets scar the Sonoran Desert and spend billions "extra" so factories in Mexico can get parts to Canadian factories... How about spending American Tax Payer money to build factories in American, then I-11 will not be needed and Tucson area can have jobs that last longer than those created to bulldoze our desert landscape building a new highway. Makes you wonder if the ADOT team is working for Mexico or who ever will benefit by spending Billions extra to bypass Tucson. Other countries invest their tax payer money to build factories in their countries employing their citizens. Pretty sure the wealthy ruling class people have enough wealth.... time to spend American tax payer dollars to create good paying "long term" jobs in America for the average working class American. Expand I-10 or no build, any expansion should be paid for "in advance" by the factories in Mexico that will send parts to Canada thru the USA.	Webform		323
Neilan	Kyla		Dear ADOT/FHWA, Please consider my feedback on the I-11 EIS. I am a Tucson resident and homeowner, at 247 N Westmoreland Avenue. 1) ADOT/FHWA should ABANDON the West Preferred Alternative Option in Avra Valley. Please co-locate the highway with existing highways. Don't destroy precious desert ecosystems for a highway. 2) The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you for your understanding. Kyla Neilan	email		1143
Nenon	Philip		I believe you should plan the new I-11 along more developed areas specifically taking it further from the protected and sensitive ecological zones which would be impacted by the current route.	Webform		830
Neria	Sophia		ADOT/FHWA should ABANDON the West Preferred Alternative Option in Avra Valley due to the environmental impacts that could be detrimental to the humans and diverse wildlife that inhabits this location. Tucson is home to beautiful living creatures who have been able to survive because their communities have not been so drastically impacted by anything like what this additional freeway would bring. It is also extremely close to CAP which is a vital resource as Tucson and Arizona as a whole is already facing a catastrophic water drought that will impact many families and the pollution from this highway could damage the little drinking water we have.	webform		1966
Netter	Genevieve		Please do not move forward with this project for numerous reasons of ecological, business, environmental, and loss of public wilderness and park resources.	webform		2464

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Neumann	Renee		Re: the proposed I-11 Interstate -- This is a a boondoggle of funding to special interests including construction companies; it would be another environmental disaster; it would be a complete and redundant waste of taxpayer funds since we already have plenty of highways going from the Mexican to the Canadian borders of the USA. I condemn it in no uncertain terms! It simply must NOT be allowed to proceed!! Find other sustainable ways to use our taxpayer dollars instead of this disaster of a proposal!! HOW ABOUT INSTEAD FIX OUR LITERALLY CRUMBLING ROADS IN TUCSON AND ESPECIALLY GREEN VALLEY? You simply MUST select the NO BUILD OPTION on this idiotic and senseless proposed I-11 "corridor"!!!!	Webform		225
Neumann	Renee		Re: the proposed I-11 Interstate -- This is a a boondoggle of funding to special interests including construction companies; it would be another environmental disaster; it would be a complete and redundant waste of taxpayer funds since we already have plenty of highways going from the Mexican to the Canadian borders of the USA. And then there would be a substantial annual cost to maintaining it! I condemn this proposal in no uncertain terms! It simply must NOT be allowed to proceed!! You need to find other/sustainable ways to use our taxpayer dollars instead of this disaster of a proposal!! HOW ABOUT INSTEAD FIX OUR LITERALLY CRUMBLING ROADS IN TUCSON AND ESPECIALLY GREEN VALLEY? You simply MUST select the NO BUILD OPTION on this idiotic and senseless proposed I-11 "corridor"!!!! resident/homeowner Renée Neumann 1158 S. Alpine Cir. Green Valley, AZ	Email		243
Newberry	Deanna		We have lived in Avra Valley for the last 20 years. During that time, the population with the resultant traffic, noise and fences have taken away what we moved here to avoid. Now, hearing about a proposed interstate that isn't necessary or wanted through this valley, I wonder what ADOT is thinking!! What is wrong with making I-10 large enough to accommodate this proposed influx of traffic? Certainly would be better on the residents of this valley instead of eroding our way of life!	Webform		420
Newman	Ian		A new freeway through the Avra Valley is beyond incomprehensible in the 21st century. At a time when our cities are struggling to keep up with routine maintenance, studies which have shown freeways do not generate even close to enough revenue to support their maintenance, and the environmental harm done through noise, air pollution, debris generation, and wildlife destruction caused by freeways the I-11 proposal should be shelved and removed from any further consideration. There is little justification that can be made for the external costs of a freeway that can't be made for a fraction of the price with routine maintenance and modern updates to pre-existing structures in the Tucson region. Don't build I-11.	webform		1045
Newman	Rene		This is Rene Newman, homeowner and resident in Green Valley, Arizona. Your so-called environmental impact statement on the proposed I-11 highway project - it just won't die despite so many citizens who do not want it, probably the majority if you check your responses over the past few years. This is a joke. You know, there's no way you can account for the loss of wildlife and plants and destroying miles and miles and miles of an ecosystem, not to mention the impact on other areas if you do it through Avra Valley like Saguaro West and even Tucson Mountain Park. There's no way you can possibly predict everything that would be destroyed because it is a completely, completely unnecessary boondoggle. I don't know what construction companies or the governor's friends or who the hell at ADOT or any place else, Arizona Highway, is going to benefit from this financially. This project is out of greed and nothing else. We have plenty of North West corridors from Mexico to Canada, we don't need another one. There is zero reason for this project and way too many reasons against it. You simply must not be allowed and I will do everything in my power to prevent this from happening. You have to discard this ridiculous idea once and for all. If you need more lanes on the freeway, build more lanes on the ones that already exist. That's it. That is what the people of this state want. You need to listen, you need to stop letting greed be your god. Shame on you, shame on everyone involved in this project that keeps resurrecting itself. I want to get to the bottom of who is benefitting financially from this cause that is the only reason to do this and you know that. You all know that and you don't freaking care. Shame on everyone involved in this. You should all be arrested	Voicemail		270
newton	juliet		No, don't do it. You do it , you are certainly dooming whatever bio fields and nature we have with pollution. Can you not think for once about about making money and just think of the environment. I10 works perfectly fine, why would you need a road that is exactly the same but on the pretty much only pristine desert landscape there is left in the west.	Webform		168
Nibel	Marie		NO INTERSTATE 11 IN SOUTHERN AZ The western option for improving travel from Mexico to Las Vegas should be abandoned. There are many reasons why this option, an interstate parallel to, and very close to, an existing interstate is a very poor idea. I-10 needs a number of upgrades to properly serve area traffic. If the ramps were upgraded to improve traffic flow, additional lanes were added, including HOV lanes, and access to the freeway were improved, this would greatly serve not only traffic to Las Vegas, but also daily traffic in Tucson and between Tucson and Phoenix. If I-10 were improved through Tucson, this would obviate the need to destroy some of the most beautiful, oft-visited, sacred places in Southern Arizona. Sacred sited for the Tohono O'Odham would stay intact. The Desert Museum would stay intact. Saguaro National Park West would remain intact. And numerous local parks and homes would not be destroyed for an unnecessary road. Please drop the western option for the route, and upgrade I-10.	Webform		781
Nibel	Marie		For a project of this magnitude, and with this potential impact to sacred land to move forward, appropriate time should be given for public comment. 30 days is just plain wrong. The comment period needs to be restored to the normal 130 day period.	Webform		782
Nichols	John		The 30 days for comments must be expanded to 120, due to all the reasons we are dealing with, covid, fires, droughts, storms, lightening, and finding time to think! The western route of I11 completely decimates the valley migration of wildlife between two parks, designed to protect the desert and native wildlife--The Ironwood Forest National Monument and the Saguaro National Park West. The other issues is the visiting migrations of animals to the Arizona Sonoran Desert Museum. These parks were created to protect wildlife, their ecosystem, and habitat. Our populations are thriving due to their locations. The worst case scenario is to cut the Altar and Avra Valleys apart, destroying the necessary migrations and their ecosystem. This public interstate will provide necessary goods and transport where needs, but we already have an interstate and we need to keep these close, preventing the destruction of these valleys. We are already experiencing droughts that are threatening all life here and we must protect our slate from unnecessary development. Just keeping up with housing needs in this state has done enough harm, but this highway must not be located in such a sensitive area As I thought of all the beauty in these valleys, I cannot picture a superhighway spewing toxic pollution from the semi-trucks and the unbelievable constant noise blasting through the quiet neighborhoods in rural Pima County. Let's save these valleys and keep the highways near the cities where they belong.	Email		994
Nichols	Lawrence A		We need to develop our mass transportation system instead of building more polluting, climate changing contributing freeways. Freight should be transported by rail to the extent possible. I-11 through Avra Valley would greatly disrupt the rural nature of the area, increase air and noise pollution, and create an eye sore near the Saguaro Monument and Desert Museum. A freeway coupled with its adjacent development would completely change the character of the area and negatively affect the entire Tucson area and is a shortsighted "solution" to moving products. If you must expand a freeway, why not just upgrade I-10 and the adjacent railroad?	webform		866

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Nicholson	Leonard & Charli		We strongly oppose a new highway (route 11) west of the Tucson Mountains. It would destroy the almost pristine environment in that area. I10 through Tucson should be improved and widened to provide for the additional traffic.	webform		467
Nicoll	Cholla		Please reconsider the West reroute I oppose this option because it will damage natural areas already under threat from climate change and the ever expanding human population. If you must create more interstate please, please create many wildlife crossing areas as part of your plan.	webform		1284
Nielsen	Christian		As a resident of Tucson and frequent traveler on I-10. I don't feel this proposed highway will do more good than bad. It's proposed routes cut through many major attractions of Tucson and will undoubtedly have a negative impact on the desert. Adding a second highest will not solve any traffic problems due to induced demand. Funds would be better spent on public transit between Tucson and Phoenix.	Webform		1461
Nilson	Stacey		To whom it may concern, The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, I urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Due to the environmentally sensitive nature, prehistoric and historic cultural context, and impacts to the current socioeconomic setting of the proposed Western Preferred Alternative Option, I strongly encourage ADOT/FHWA to ABANDON the West Preferred Alternative Option in Avra Valley. Sincerely, Stacey Nilson	webform		2363
nim	avey	wolfberry apothecary	i do NOT think this project is a safe or healthy idea. it will absolutely devastate the ecology of these very special indigenous lands. the impact will be terrible for the plants, animals and original people of this land. don't do it.	webform		1981
Nixon	Elijah		I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects.	webform		1294
Nixon	Rob		To whom it may concern, The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, I urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Due to the environmentally sensitive nature, prehistoric and historic cultural context, and impacts to the current socioeconomic setting of the proposed Western Preferred Alternative Option, I strongly encourage ADOT/FHWA to ABANDON the West Preferred Alternative Option in Avra Valley. Sincerely, Robert Nixon 2720 W Calle Carapan Tucson, AZ 85745 225-252-4210	email		1833
Nock	Brady		I believe we should preserve the undeveloped dessert and character of the area. A highway will not encourage the kind of development needed to preserve the natural environment. Crossing gates pass into the valley today allows for easy escape from the city to a remote feeling desert ecosystem. The proposed alignment will destroy that sense of solitude.	webform		1876
Noguera	Andrew		Please refrain from building into the desert. We never get deserts habitats back, we lose more and more every day. Future generations need some pristine habitat. Please listen before the community needs to get involved in correcting any recklessness on your company's behalf.	webform		2189
Norman	Bernice Ruth		Please eliminate the West alternative to I-11. The environmental impact is irredeemable. We chose our home because of the quiet and the passing wildlife. The West alternative does not provide the solution to the problem you are trying to resolve.	Webform		1422
Norman	Sonya		Dear Ms. Douglas and other members of the Study Team, I had sent the message below asking for an extension of the comment period, but received an error message that the address did not exist. After some time and effort, I found the correct address. Especially in light of this error, which will have resulted in many people having been forwarded the wrong address I feel that it would be appropriate to extend the period. Cordially, Sonya Norman Dear Team, I would like to request a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation. Because there is a great amount of interest and in this project, and it has far-reaching impacts for all involved in and out of Pima County the 30-day comment period just does not seem to be enough times for review of the documents and comments.	Email		89

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			The Draft EIS documents are close 5000 pages. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you for your consideration of extending the comment period. Sincerely, Sonya Norman			
Norman	Sonya		Dear I-11 Study Team, I see that the EIS has come out and am surprised, even befuddled, to see that the Avra Valley route is still being considered. I was present at the Tucson public hearing a couple of years ago where every comment that I heard over a two-hour period was opposed to this route. I asked others who either had come an hour before me or stayed an hour later, and no one recalls anyone being in favor. The reasons we object have all been stated many times, so I need not reiterate. If we seek added capacity, then we should use the exiting route through the city. It already has the amenities that truck drivers need. There is absolutely NO good reason to ruin the desert west of the Tucson Mountains. Thank you for your attention, Sonya Norman Tucson	Email		305
Norris	James R		Please extend the I-11 Public Comment Deadline. The 30-day comment period does not offer enough time to understand the full implications the two routes on the local region.	Webform		791
Norton	Betty		The proposed I-11 interchange won't do anything good for Avra Valley and the surrounding countryside. We don't want it here. Put it somewhere else.	Webform		1529
Norton	Heather		It doesn't make sense to put I-11 through Avra Valley when land has already been developed elsewhere. No one who lives in Avra Valley wants it. The Tucson City Council doesn't want it. Pima County doesn't want it, so I cannot understand why anyone is still fixated on it. It'll just create another byway for smugglers and human traffickers to move people through, and create more territory for law enforcement to have to patrol. It will destroy fragile ecosystems not replicated anywhere else in the world. It will create traffic and congestion in a rural area that doesn't need or want it. The Sonoran Desert is unique and beautiful and if it's not protected, it will be lost and there will be no resurrecting it. Since not one affected party wants it, this seems like the scheme of a developer who wants to make millions while leaving destruction in his/her wake, and while I'm not opposed to money (happy capitalist pig here), I am opposed causing harm in order to make money. If I-11 must be built, build out I-10 and I-19 on already developed land. Be efficient with land usage. If it's unnecessary to build and someone's just looking for a project, put the money somewhere else like fixing existing roads and bridges. Heaven knows Pima County and Tucson have plenty of roads that are in horrendous shape. And while you're at it, maybe make better efforts to talk to the people who live here. It doesn't seem like much effort is being put into it. I only learned about this comment opportunity because of a Facebook post by someone who opposes I-11.	Webform		1530
Nostache			What I see on the map I feel is not a good choice because you would have to cross the lake Mead dam(Boulder) and I feel that is a bad choice. Maybe if you were to go a little farther to the west from Buckeye Thru Parker you could avoid that problem.	email		816
Notarangelo	Mario		The construction would destroy large parts of the natural desert, and therefore should not be allowed to happen.	Webform		943
Novak	Jon		Please consider the environmental harm this project will do to the Sonoran desert. It's unneeded. Now is the time to preserve our natural lands. Please do not do this.	Webform		1389
Nunez	Jordan		I am a local Arizona native. I've lived throughout the valley as well as Tucson- this state is my home and my heart. I am AGAINST Interstate-11. The desert you are proposing to build through is ours. Do not tarnish it with a reckless decision.	webform		2378
Oates	Susan		I support the option for building I-11 east of I-10 and I-19.	webform		1059
Odem	Tiffany		To whom it may concern: I recognize that you receive many, if not hundreds of form letters. Please resist the urge to not take these letters seriously or to not give these communications the weight they deserve. So many of us have so little time and energy to put anywhere else right now and organizations that provide resources (like the bullet points listed below) are incredibly helpful in keeping us aware of what's going on in our communities.... just because someone didn't take the time to write a well-organized email does NOT mean they shouldn't be taken seriously. My main points: We ABSOLUTELY DO NOT NEED ANOTHER INTERSTATE. We barely need any more roads - they destroy habitat and disrupt wildlife corridors. Let's keep Arizona beautiful and wild and find other ways to solve our transportation issues with the hope that we will rely less on fossil fuels. Public comment allowed for 30 days??? Do you know how many people miss something when they're only given 30 days to deal with it?? I'd argue most (see my point above). At the very least, give more time to listen to the voices of the people, especially those who this project will affect the most and who have so few ways to make their voices heard and less resources compared to the rest of us. Furthermore - • The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. • Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. • Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. • The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. • The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. • A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. VERY sincerely, Tiffany Odem Bertelsen	email		698
Ogg	Griffin		Good Morning, I do not support Interstate 11 in Pima County. There does not seem to be much use for it; it goes through a rural area with few homes. Not to mention its potential threat to the environment and the water of Tucson. I don't see how the economic or environmental cost is worth the benefit of building it in the Pima County desert.	Webform		1488
Oglesbee	Colin		Please use the East option in Pima County.	Webform		42
Olander	Brandon		Please protect Avra Valley, Saguaro National Monument and Ironwood National Forest by not going forward with the West Option I-11 route. As well, please extend the comment period from 30 days to 120 days so that the affected communities and stakeholders can have adequate time to assess the options and submit comments. The building of a major freeway through this area would cause irreparable harm to the ecology of one of the few "undeveloped" places in the Tucson area, which are dwindling in number. Further, it could encourage equally destructive suburban sprawl, causing	Webform		914

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			more and more wildlife habitat to be cleared for freeway-adjacent accommodations and/or housing. I am also curious as to whether the Dept. of Transportation sees it as completely necessary to build more freeways, necessitating car ownership to get around, causing greater emissions and heating of the climate. Would it not be possible to build a rail system that accommodates a significant portion of the traffic between Phoenix and southern Arizona cities? If a freeway has to be built, please utilize the East Option. But please also consider a public transportation alternative. Thank you.			
Olander	Calista		Please pick the east option, which would co-locate I-11 with I-19 and I-10, rather than the west option. Building a freeway through Avra Valley would cause irreversible detriment to the ecology of the area, including nearby national monuments and the Desert Museum.	Webform		1590
Olander	Junko		Please do not pick the West Option for the building of I-11. It would degrade the natural resources of the area, including scenic locations like Gate's Pass. As well, it could negatively impact Saguaro National Park in both its ecology and in its revenue source. Instead of building I-11, perhaps another option that could be explored is adding No Exit lanes to I-10 near Tucson's downtown area to mitigate traffic for those bypassing the city.	Webform		1589
Oldfield	Pam		First of all Thank You to the Mayor and City Council of Tucson for opposing the routing of I11 through Avra Valley. The approach and support to conservation of our very special natural resources played a large part in my selection of Arizona and specifically Tucson for my home. The utilization/expansion of the existing I10 and I19 corridor is both environmentally and fiscally responsible. To destroy the beautiful land that would be impacted as well as the wildlife corridors would be a true crime against nature and the residents of this very special stste.	Webform		1557
oldfield	Pamela		[Blank Submission]	Webform		1560
Oldfird	Pamela B.		I strongly oppose the proposed routing of I-11 through Avra Valley. The impact on our beautiful desert and its wildlife would be catastrophic! I commend the planners for including the expansion of I-10 as an option. It is far less intrusive and less expensive. The area surrounding Saguaro NP West is a special part of our lovely state-let's stand together to preserve it!	Webform		977
O'Leary	Christiana		I was born and raised in Sahuarita, AZ. After serving in the military for over 15 years, I am proud to call it my home again and now raise my 4 daughters here. The West alternative will lead to the loss of my parents' home, as well as my childhood home. My parents are now retired and have put a lifetime of blood, sweat and tears into their home. All their neighbors have done the same, especially for those that have been there for 20 plus years. I watched my parents put so much heart into their home. It is absolutely heart wrenching to think my parents and all their neighbors could be kicked out of their homes where they have raised children and now grandchildren and so much more for the Corridor. I can't even imagine having to explain to my girls that their grandparents are losing their home and the place they look forward to going to. Emotional and personal ties aside, I do not agree with either the West or East alternative for the I-11 Corridor for the simple reason it will not be good or beneficial to the town of Sahuarita. Either alternative will negatively impact businesses, families or our economy. It will disrupt the small town feel we all love and grew up with. People from all over the country come here for that. While Rancho Sahuarita has grown tremendously, it has brought great things to the town and the Corridor will only disrupt that and overall appeal of the town. The two proposed plans will destroy and interrupt our way of life. It will likely destroy the only grocery store in Sahuarita or new and established homes. It will impact everyone in our community and not in a positive way. Please think of all the residents and small businesses you are going to destroy. If this goes through there are going to be so many people that will not be able to recover from this, especially those that are still recovering from the effects of COVID-19. Please consider integrating the I-11 Corridor into our already existing I-19 highway and add wider lanes that are already desperately needed. Then from there continue with your proposed plans to move towards Marana and Maricopa by integrating the Corridor into I-10 or the routes you had planned for North of Sahuarita. There has to be another solution, like going through the Indian Reservation, who I think would gladly embrace it.	webform		2301
Oler	Lee		EIS Study Team: Thank you for this opportunity. Many are saying that the comment period should be extended. That is a good idea. I am totally against the plan that I-11 go west of the Tucson Mountains. 1) It creates a huge, impenetrable swath through the Sonoran Desert. 2) It creates a barrier for wildlife who live in that area and now freely travel throughout that area. 3) The vehicle pollution would be heavy. Better to keep the vehicle pollution in one area. Pristine air (or close to it) is rare and valuable. 4) If you insist on constructing I-11 it would be best to do a double-decker highway with I-10 through the Tucson area. An even better plan: consider alternate plans for transporting goods. eg Railroads? Sincerely, Lee Oler 207 West Dahil Road Tucson AZ 85705 cloler@cox.net	email		1796
Oller II	John		I respectfully submit my opposition to the proposed West option of the I-11 project. The initial disruption to the area from construction vehicles, coupled with the long-reaching effects of increased traffic, air and noise pollution, and inevitable increase in roadside litter are impacts that our beautiful Sonoran Desert does not deserve. Uprooting native plant and animal species will undoubtedly have a serious impact on the ecology of southern Arizona that could cause irreparable harm to our already strained biome. If this Interstate must be built, please consider the East option, as it's impact would be more localized to regions where the desert ecosystem has already been upset by expansion. Please keep as much of our Sonoran Deserts clean and beautiful for generations to come. Thank you for considering this comment.	webform		2014
Olmstead	Erin		To Whom it May Concern: We oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. Building new highways will not solve traffic problems. That's a 20th century approach that has been shown not to work. Improve the rail corridors to move freight and people in a way that does not damage the city or its surroundings and that does not add as much carbon dioxide to the atmosphere as cars and trucks on another highway. We also request an extension of the comment period from 30 days to 120 days. The length of the Final Tier EIS is far too long to allow careful consideration of a plan that would have such profound effects on Tucson and its surrounding environment as well as our future quality of life. Respectfully, Erin & Scott Olmstead Tucson, AZ	Email		2573
O'Neale	T.		I prefer the east option through Pima. It looks like it best utilizes existing highway, much of which has already or is undergoing widening.	Webform		41
Oppy	Donnelley		I am strongly against anything that tears up the beautiful natural desert that we have. If you want to use existing roads and highways or an interstate, I'm cool with that, but stay off the land.	Webform		610

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Orchard	Lynn		Most of the serious adverse impacts of an interstate highway cannot be mitigated and the section connecting Sahuarita to Marana through the Avra Valley should be eliminated entirely. The proposed alignment of the interstate is placed in an area of primarily low income residences and will divide communities, limit access and degrade residential value. These impacts disproportionately impact low income Arizonans and minorities. It is an exceptional example of environmental racism where impoverished communities are subjected to the adverse impacts of projects that benefit others outside the impacted area. Additionally, the noise and impact to the view shed also cannot be sufficiently mitigated and the interstate alignment will permanently adversely impact the Saguaro National Park, the Ironwood National Monument, and The Arizona Sonora Desert Museum. The seriousness of the loss to region is completely unnecessary given the existing I-10 corridor.	webform		1183
Orr	Nancy		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. Nancy Orr 85743	Email		2496
Ortiz	Elena		The I-11 proposal West Option is a threat to the economic, environmental and social well-being of the Tucson metro-area. The proposed interstate would cause significant noise and air pollution in one of the most iconic, tourist destinations in the area. Continued urbanization and degradation of this area would have negative economic impacts due to reduced tourism. While, yes, the region may initially seem more accessible to tourists, it would lose the rural and secluded qualities that make it a popular destination just a short drive from downtown. Additionally, the interstate would sever critical wildlife corridors, especially for threatened species such as the desert bighorn sheep. As stewards of the desert, it is our moral responsibility to care for and protect these species for generations to come. Finally, many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail, door to door canvassing, or other means. The well-being of these communities has already been negatively impacted by the I-10 and I-19 freeways, due to geographic fragmentation and reduced air quality. Ceasing this proposed expansion would further protect vulnerable communities and benefit all Tucsonans. At the very least, an extended comment period of 120 days is needed to gain sufficient community input on this detrimental project.	webform		2480
Ortiz	Martha		We strongly oppose the I-11 freeway in Avra Valley because of the environmental impact, the harm to human beings and wildlife and the degradation of scenic lands which encourage tourist visitations which boost the local economy. We favor the East Option instead. Also please consider light rail as an alternative for traffic between Phoenix and Tucson. Martha G. Ortiz, retired health administrator Quintin Ortiz, longtime Tucson resident	email		718
Osburn	Richard		I-11 would be a disaster. The desert is enjoyed by thousands of people. I-11 would be a blight.	webform		496
Ostrem	Jim		Please extend the comment period to 120 days. The 30 day comment period is not a sufficient amount of time to review these proposals.	Webform		666
Ott	Jeremy		I oppose the construction of the westbound highway through Avra Valley. There should be minimal development on the desert landscape in order to prevent the destruction of sensitive habitat. I also support extending the timeframe for public comment.	webform		852
Otter	Elna		It is not true that cars have to be supreme in the United States or even just Arizona. Arizona thrives when it pays attention to its wildlife and is considerate of Native Americans. We do not need this road at all and pursuing it is just a lot of foolishness -- granted that it is supported by some big-money folks.	Webform		326
Otter	Elna		It is not true that cars have to be supreme in the United States or even just Arizona. Arizona thrives when it pays attention to its wildlife and is considerate of Native Americans. We do not need this road at all and pursuing it is just a lot of foolishness -- granted that it is supported by some big-money folks.	Webform		327
Otter	Elna		I can't remember when I first submitted a comment about this issue. People who want to advance their vision of transportation are hard to dissuade. However, this does seem rather like the solutions from when I was a child in the 50's. We need solutions that go with the times. We are in the middle of growing global warming and the old solutions just make things worse. How about enhanced public transportation? How about staying out of Avra valley since there is so much sensitive land there? Is there any reason that this comment period is so short? It does seem as though we've seen this strategy before. Limiting time (particularly in the summer) tends to catch some people off guard -- even if they care a lot!	webform		1989
oviedo	Susy		I have two concerns: 1) that the window for feedback is so narrow, a person as involved as myself only learned about this today. What does that say for people who do not have access to the internet, and do not have the time to learn about it before the feedback window has closed? I request that you extend the feedback window to 90 days, and provide the public with ample information as this will impact Tucsonans for generations. 2) the West proposal will directly negatively impact the lands of Tohono Oodham, I believe their voices should be lifted up and heard.	Webform		1437
Owens	Donna		I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects.	webform		1267
Pagac	Joe		I think the amount to damage done to the wilderness through the I-11 west route would be horrifying. Not just initially, but how much it would disrupt the area long term. With it will come more infrastructure, more building. The last thing we need is more urban sprawl as the cities empty out. We need infill. We need to upgrade existing roads. Widen them. Improve them. The money going into this could be much better spent on non-destructive route upgrades. Please don't build this Western route.	Webform		199
Pagano	Danny		Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.	webform		2282

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Page	Alyssa		Dear I-11 Study Committee, Much of the I-11 project is a valid and needed improvement to our growing state. The southern section specifically from Marana to the Green Valley area (Avra Valley Touting) is a terrible routing that will damage the land, the uniqueness of the area and will provide very little actual improvement in transportation as it's longer to go through Avra Valley than to go straight through on the I-10 in Tucson. Tucson, also will lose a lot of revenue, as travellers will by-pass the greater metro area of Tucson with this proposed interstate. Tucson needs more tourist money, not less. Tucson needs more re-investment. This proposed Avra Valley section of the project will make Tucson and Pima County have even more urban sprawl and more roads to take care of, when sadly, roads are already neglected all over Pima County. This sprawl project has too many natural, cultural, economic negatives to move forward. Please re-invest in the current I-10 corridor in Tucson and eliminate this wasteful and unnecessary section of the I-11. I am also generally in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. Respectfully, Alyssa Page	Email		2503
Pakulis	Kevin		[Blank Submission]	Webform		1593
Palawat	Kunal		Building this highway would endanger people and the environment through pollution contamination, noise pollution, and destroy important natural areas in the Tucson area. Please conduct a more co-created process to decide on building the highway majorly involving Indigenous communities and advocates of the various natural areas in Tucson.	webform		2018
Palmer	Anne		Please, please extend the public feedback time to 120 days at least regarding the environmental impact study on the proposed freeway through Avra Valley. I for one do not want yet one more large project scraping away such a viral ecosystem in the Sonoran Desert. Please do not do this.	Webform		401
Palmer	Joseph		Dear ADOT and FHWA, Please abandon the plans for the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. I oppose this route for many reasons, such as it bisecting several Federal and County Parks and recreation areas. This will cut off major corridors for wildlife through the Avra Valley and other relatively wild landscapes. I-11 will increase pollution in the air and the precious few, water sources in the area, but will also add noise and light pollution which can negatively effect the desert wildlife. This proposed route also will increase animal injuries and fatalities from car strikes, if it is allowed to be constructed. It is also taking away land from several Native American Reservations, that are already ridiculously small areas. This proposed I-11 will no doubt become a major corridor for drug and human trafficking from Mexico. This new route would require many more Border Patrol Agents to police the traffic coming into the United States from Mexico. The I-11 West Route will be yet another road to maintain in an area where road maintenance on existing infrastructure is already lacking. So instead of putting in a new road, take that money and use it to repair and upgrade existing roads in areas that have already been robbed of their wild beauty. So please abort the plans for the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. B Thank you, Joseph Palmer	webform		1305
Pannell	Amber	Banner University Medical Center	Please don't build this interstate through native land. The USA has taken far too much from indigenous people. This is too cruel.	Webform		832
PARFREY	CHARLIE		This whole I-11 project is a disaster waiting to happen. Why affect communities and personal lives along with national parks. TRASH THE WHOLE IDEA	Webform		1537
Parisi (Zeman)	Jennifer		If I-11 must be built, put it on land already developed, along the existing freeways I-10, I-19, and I-8. Or better yet, don't build it at all. We don't need it!!!!	Webform		1694
Parke	Sara		RE: Request for comment deadline extension by 90 days for the I-11 Final Tier 1 Environmental Impact Statement To Whom It May Concern: We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you for considering this request.	webform		2065
Parker	Kera		Please do not run the route through our beautiful deserts west of Tucson. This will damage our entire ecosystem. It will also hurt local business and home values. It will cause too much light pollution for our world famous observatories. It will cost billions. That money would be better spent improving our existing infrastructure. The only plan I have seen that makes sense for I-11 is the one that utilizes many existing roads. Please do not let the greed of a few ruin the lives of everyone else in Tucson.	Webform		201
Parker	Monica		I-11 is a terrible idea. We already have enough freeways and need to constantly repair them. The dessert and the wildlife are what we need to protect.	webform		1029
Parks	Robert		We currently have more than enough highways in the state of Arizona. There is no need for construction of another highway.	Webform		1707
Parsons	Jan		PLEASE do not allow construction of the proposed I-11 freeway. Do not ruin the Saguaro National Park and other federal, state and tribal lands further. There are alternatives! Be forward thinking, consider other options.	Webform		624
Paszkiwicz	Theresa		I beg you to give priority to the I-19/I-10 co-plan option for the proposed I-11. Thank you for listening to the concerns of all who love our desert.	Webform		23
Paszkiwicz	Theresa		Absolutely disagree with I-11. I10 is close enough and works just fine!!! Stop destroying our beautiful desert/home and leave it alone!!	Webform		136
Patillo	Dave		Hello. My name is Dave Patillo. I just received the local newspaper and saw this full page item where it says available for review: FEIS I-11 Tier 1. The reason for the call is that I live within the designated area where your proposed I-11 is coming through Pinal County. I have lived in the Hidden Valley/Thunderbird Farms area for 35 years and I'm calling to see if this actually happens, how property values will be detrmind. I'd also like to know if there is any idea when properties will be appraised and actually begin to be purchased. This definitely affects me and my multiple neighbors even though we are in a lesser populated area. If I could receive an answer, it would be appreciated. To be honest I'm hoping this poject doesn't come through here, but if it does, I'd like to have any answers if they are available. Have a good day.	Voicemail		45
Patsch	Ellen		Hi. I am calling about the I-11 proposal. I'm strongly opposed to it. My name is Ellen Patsch. First of all, I-11 will not solve the problem of trucks on I-10. Trucks travel north/south and east/west so we are still going to have east/west traveling semis and tractor trailers on the road. Furthermore, if we allow I-11 we are really ruining the Sonoran Desert and that is part and parcel of Tucson, that's what we are. I would exort anyone deciding on the I-11 project to go out to the desert early in the morning, look around you: every plant, every saguro is a hub of activity. The activities that go on there benefit our lives in so many ways. I'm not going to go in to the whole ecology and ecosystem of it, but you can look at desert or any pristine land and say "okay we should put a road through here". You have to go out and breathe it in and listen to the birds and it is amazing what goes on there. To take that away, we are taking away the soul of our city. Next, I have lived in Tucson since the 1980s; my kids were	Voicemail		2583

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			born here, I went to medical school here, my daughter graduated from UA. Tucson was a great place to have a family and raise children. Every weekend we went hiking with our children from the time they were babies and toddlers to Catalina State Park and Pima Canyon. Catalina State Park which now overlooks a Fry's supermarket. I don't consider that development - I consider that destruction. Yes, people have to live somewhere but the placement of housing developments and projects has to be done with an eye to the environment or we will have nothing. We will have a lot of roads in this country and here in Pima County. A lot of pavement that will take people and trucks to other cities and pretty soon we will just have roads that go to roads that go to roads. We have to think creatively. This cannot go on, because what is the logical conclusion? Everywhere the birds don't pay taxes, so everywhere that doesn't pay taxes has to be paved over to be efficient? We have to stop that deadend way of thinking. Okay...I forgot to mention we have Saguaro East/West. It is easy to go to these places and enjoy the environment - so important to everyone; kids growing up in Tucson. Before I lived in Tucson I lived in the Phoenix and Tempe areas. Phoenix and Tempe do not have easy access to desert walks. Sure you can find places but you have to drive. What happens is that the only people who can enjoy nature are people who are those who are privileged. Everone else is on the roads and driving (rest of message cut off due to length).			
Patterson	Alicia		I thought this proposition was a meme. You can't be serious. This would impose actual devastation on our environment, animal habitats, endangered species in the Sonoran. My views of preserving and maintaining our environment come from Diné ways. If anything, maintain the roadways and construction already in place. There is no need to expand into Tohono O'odham Indigenous lands. From my understanding, only evil, corrupt, and greedy people encroach onto lands that aren't theirs. The proposed Interstate-11 is not welcome to Native Land.	webform		2236
Paul	Jessica	Community Gardens of Tucson/ Arizona Master Naturalist Pima County Chapter	I value our natural spaces over more business and freeways. Don't turn Arizona into California. Please protect our open spaces.	Webform		287
Paul	Linda		I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects. That seems like it should not be legal. Overall, this alternative creates significant environmental issues. Expanding an existing freeway seems much more logical with less environmental impact than building a whole new road through pristine desert, including desert already set aside for protection. Please drop the west option for Interstate 11. Thank you. Linda Paul 4921 N. Tortolita Rd Tucson, AZ	email		1384
Peckarsky	David		I'm writing to oppose the West Preferred Alternative Option in Avra Valley for I-11. Rather than further disrupt the desert ecosystem and rural areas, we should invest in improving the existing I-10 / I-19 corridor.	webform		499
Peczowski	Eirin		This proposal of the new interstate 11 is disgusting, as the impact it will have on wild life and climate change is not fathomable. Invest in renewable energy alternatives like rail not more roads changing the nature of our beloved landscape.	webform		1162
Pedata	Anne	TA Member	I am a Tortillita Alliance member and I oppose the FEIS West Option. See attachment please	Webform	Pedata_1734	1734
Pelech	Ronald Alan		I totally oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. 1. This would be devastating to the vital wildlife corridors connecting to Saguaro National Park West. 2. This would have very negative impact on the survival of Saguaro National Park West itself. Tourists, who are important to the Tucson economy would have their experience of the park greatly diminished. 3. The property and rural lifestyle of people living in the area of the proposed route would have their quality of life crushed. It is unacceptable that the rights and lifestyles of these people (some who are my friends) should be stomped on so callously by the Phoenix Republican Big Money Boys led by COVID Ducey and his ilk. 4. If you do not accept these valid reasons for rejecting this alternative, then we will see you in court and tie up the whole thing forever. I will provide financial ammo to keep up the fight in court. You see what is happening to the Rosemont Mine fiasco that has been tied up for years as an example of what we can do. So realize what a bunch of us pesky unwashed peasants can do to COVID Ducey and his Big Money Phoenix Developer Buddies who are trying to ram this atrocity down the throats of Southern Arizonans. ANGRY? You bet your Ducey booties I am!!!	webform		2127
Pempe	Czarina		I am against putting Interstate 11 through the Sonoran desert, please do not do this. It is a special part of our country that doesn't need high speed cars and roads marring its beauty and threatening local wildlife.	webform		2045
Penfil, DMD	Jeffrey	Tortolita Alliance	11 Final Tier 1 Environmental Impact Statement - Opposition To The West Preferred Alternative Option Dear Study Team : The Tortolita Alliance (TA) is a local non - profit organization that advocates for the continued conservancy of the Tortolita Preserve and associated lands, ensuring protection of open space, wildlife habitat, watershed, and compatible recreational use. Summary Statement TA opposes the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I - 11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. We have previously request ed (7/28/21 letter) an extension of the comment period from 30 days to 120 days and once again make that same request . Detailed Comments Impacts To Public Lands The West Option is located perilously close to a wide array of public lands, including: • Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). • County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. • Tribal lands : owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. Page 2 11 Final Tier 1 Environmental Impact Statement Tortolita Alliance Opposition To The West Preferred Alternative Option Impacts To Wildlife Corridors The West Option: • Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. • Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. • In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn s heep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway. Impacts To Noise, Air and Light Pollution The West Option would: • Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. • Exponentially encourage urban sprawl west of the	Webform		1657

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			Tucson Mountains, destroying the rural character of this area. • Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research. Impacts To The Economy The West Option, along with the entire proposed route from the border to Casa Grande would: • Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. • Lead to negative economic impacts to tourism powerhouses such as the Arizona - Sonora Desert Museum and Saguaro National Park West, among many others. • Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east - west transportation options and other services. Page 3 I - 11 Final Tier 1 Environmental Impact Statement Tortolita Alliance Opposition To The West Preferred Alternative Option Impacts To Private Property The West Option would: • Encroach on the private property rights of thousands of private property owners along its entire north - south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north. Thank you for the opportunity to comment. Regards, Mark L. Johnson President e.c: Carolyn Campbell, CSDP Mayor Honea & Marana Town Council Sharon Bronson, Chair Pima County Board of Supervisors Mayor Regina Romero, City of Tucson Governor Doug Ducey Mark Finchem, Arizona House of Representatives Vince Leach, Arizona Senate Tom Halloran, US House of Representatives Mark Kelly, US Senate Krysten Sinema, US Senate			
Peppard	Jane		The I-11 West Option through Avra Valley, creating a completely new freeway, is both unacceptable to the local ecology and economy, and moreover unnecessary. The current and future traffic does not warrant this radical idea. Augmenting the existing roadways would be both feasible and economically favorable to Tucson, while preserving Tucson's signature Sonoran Desert surroundings. While developers understandably look forward to fresh territory to exploit, it is not a reason to increase sprawl and despoil the whole area, not to mention placing further burdens on our scarce resources such as water. Please, there are other ways!	Webform		422
Perez	Gabriela		Do not build the west option and destroy desert ecosystems and environmental harm. Choose the east option	webform		1988
Perez	Senise		if I-11 must be built put it on land already developed, along existing freeways I-10, I-19, I-8	Webform		383
Perez	Senise		The only reason people move to avra valley and picture rocks is to get away from the city living and traffic and loud noises. This freeway would ruin our way of living and completely destroy this sacred silent part of Tucson. Please use your power to do the right thing. PLEASE FIND A DIFFERENT ROUTE. everyone is begging you to. Against proposed route. 25 year resident same house.	Webform		386
Perlmutter	Barbara		We moved out to Picture Rocks for peace and quiet and the dark sky for astronomy. Please do not build this noisy ugly highway out here in the beautiful Sonoran desert. So many of the people of Tucson and our community have come to LOVE this peaceful quiet desert area.	webform		1196
Perlmutter	Barbara & Jeff		I have lived in Picture Rocks for nearly 20 years. My husband and I are astronomers. We bought land out here to enjoy peace & quiet and savor the dark night sky. We both strongly oppose any construction of I-11 in our neighborhood/community. ALL of my neighbors feel the same way as we do. The wildlife corridors would be ruined for so many critters. The peace & quiet would be ruined for so many residents. Please do not build the I-11 corridor through our Avra Valley.	webform		2440
Perrill	Bob		All the new bridges on I-10 going through Tucson are plenty wide enough to accommodate two additional lanes each direction. Make the center two lanes through traffic only and leave the three or four other lanes for normal traffic. The only problem is the I-19 and I-10 interchange. The cost to the taxpayer will be far less using existing right-of-ways and construction time will be reduced. There is absolutely no need to destroy Avra Valley and the views from Saguaro National Park and the Arizona Sonora Desert Museum.	Webform		557
Perrone	Art		No more lies. It is a common complaint these days. Who does this highway serve? The public or the politicians and roadway contractors? Political motivation and no doubt to payback some accumulated debt to the "friends" of state officials or the dozen or so families that control and run Arizona. That is the worst possible justification for anything and it is transparent. Everyone behind this highway lost their credibility a long time ago. Stop this highway before the damage is done.	Email		1011
Perto	Lisa		I have attached a file RE: Tier 1 Interstate 11 FEIS Opposition to the West Preferred Alternative Option I oppose the West Preferred Alternative Option (west option) described in the Tier 1 Final Environmental Impact Statement for Interstate 11. I have lived in Tucson for 34 years and in the Avra Valley/Picture Rocks area for 20. Not only am I opposed but also the Pima County Board of Supervisors and the City of Tucson which I am sure you are aware of. The west option is too close to public lands that have been enjoyed and cherished not only by Arizona residents but visitors. Saguaro National Park West, Ironwood Forest and Tucson Mountain Park. We have raised children to respect and not destroy the national treasure we live next to. There are railways and an interstate already in place. Seems to me money would be much better spent just repairing and finishing I-10 and I-19. This bypass will not encroach on my property but will affect thousands of other owners, lowering property values and destroying the rural character of Avra Valley, Picture Rocks, and other areas in Pima County. You may slide by Tribal lands but non the less you are screwing them again! The West Option would also cause economic loss to Tucson by diverting traffic away. Having an Interstate running next to the Arizona- Sonora Desert Museum and Saguaro National Park West will have a negative impact on tourism. I am all for change and improvements but this one just has too many negative impacts. I have not mentioned even a smidgen of the negative impacts and really can not see ANY positives so I will end here. One last comment. The 30-day comment period is insufficient for review. Many residents will not be aware. Thank you for your time.	webform	Perto_1071	1071
Peterson	Dave		I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11, for several reasons. This option will parallel and damage federal and county lands including Saguaro National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Third, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects. Fourth, building a new Interstate through undeveloped areas is not an isolated project. Over time, there would be a lot of ancillary development along the new corridor, all of which would adversely affect the Avra and Altar Valleys. Such development would likely include, but not be limited to, businesses to serve the new traffic flow (fuel stations, convenience stores, restaurants, vehicle service-and-repair companies, and so on), along with the need for new infrastructure (electricity, water, sewer, etc.) to support them and the associated residential developments. Fifth, the changing future: With climate change an impending reality (if not a present one already), we should be encouraging more-efficient transportation systems. Perhaps intermodal freight (loading semi-trailers on flat cars for the trip to Phoenix, before putting them back on the road to Las Vegas) would be a better option to help reduce humanity's effect on greenhouse gases.	email		1785

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			Finally, the cost: The West option would cost more than the option of co-locating I-11 with I-19 and I-10 from Nogales to the Phoenix area. The infrastructure to support a high-volume Interstate corridor already (mostly) exists; the corridor itself already exists; and I-10, while far from a rural route between Phoenix and Tucson, is not over its capacity (in my opinion). Yes, the "three-laning" from Casa Grande to Phoenix needs to be completed, but that is still less expensive than purchasing land and building a completely new route. Sincerely, David C. Peterson Petersondave51@outlook.com 520-850-7411 1619 N. Catalina Avenue, Tucson, AZ 85712			
Peterson	Katya		How many years does the I-11 boondoggle have to continue? The very idea that we have to yet again write and address the same concerns about the West routing option of this highway is ludicrous. Routing I-11 through Avra Valley would negatively impact wildlife, the cultural sovereignty of the Tohono O'odham nation, the economic revenues of the Desert Museum, and benefit only out-of-state companies. Shame on you!	Webform		546
Peysen	Robert		As I'm sure you know, 30 days is not enough time for interested parties to complete an evaluation of the environmental impact statement for this travesty. Please stop trying to "railroad" this extremely ill conceived abortion into our backyards. I formally ask you to extend the deadline for reviewing the environmental impact statement to six months.	Webform		579
Phelan	Linda		Dear AZDOT Staff, I am writing to ask you oppose the Avra Valley (or West) route proposed for I-11. This route would very negatively impact some of the areas that are most important to Tucson, these being the Arizona Sonora Desert Museum, Saguaro National Park West, the Tucson Mountain Park, Ironwood Forest National Monument, the Tohono O'odham Nation, to name a few. Think not just of the current residents, but of the generations to come. These areas are priceless, and if this route is chosen the damage cannot be undone. This is such an important decision. The comment period needs to be extended as well. Thank you. Linda Phelan	Email		1010
Phinney	Martha		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage.	Email		2542
Pieper	Andrew		The west option for the I-11 may connect Picture Rocks into the larger metropolitan area, but this will create a large negative impact on the Tucson Mountains and pristine desert in between. This desert helps mitigate climate impacts and with a freeway would come more development and hardscape in the future. This decision will negatively impact all of Tucson as it invites more urban heat island effects. It is much better to take the east option and continue developing the areas of Tucson that would not lose so much environment with the development of I-11	webform		2023
Pigott	Christine		Please use the "east route" so no existing habitat or homes are destroyed. Nature does not need to be whipped out, nor do people need to lose their homes when I19 and I10 are easily available.	Webform		13
Pigott	Christine		Please do not allow I-11 to destroy habitat, homes and the beautiful desert. Using I-19 and I-10 would make so much more sense.	webform		881
Pigott	Christine		Please take the West option—i11 EIS— from consideration. This route will destroy habitat that is irreplaceable and displace families from long established homes. The cost to build is insane considering we already have I19 and I10. This should be the selected corridor. Please take the West corridor off the table and preserve the space for animals, plants, and homeowners who have built peaceful lives preserving the natural environment.	webform		1164
Pile	Bonnie		My name is Bonnie Pile. My phone number is (520) 682-0700 and I want to voice my opinion that I am totally opposed to the proposed alternative option of I-11 going through the Avra Valley and Picture Rocks area. I hope you consider all of us that live out in that area and are concerned. Thank you.	Voicemail		2582
Pinault	Brian		I am opposed to the I-11 West Preferred Option for several reasons. Chief among them, the Sahuarita terminus will significantly disrupt developed and developing neighborhoods, contributing to noise, light, and air pollution, as well as lowering land values. I live within less than a mile of the proposed highway and no one in my neighborhood has heard of this. That is unacceptable for such a project. Beyond Sahuarita, the West Option will disrupt wildlife corridors in public and protected lands. It is also perilously close to tribal lands. In particular, its proximity to the Tohono O'odham Nation will add air, noise, and light pollution to the people and places of the Nation. Specifically, Kitt Peak National Observatory will be significantly negatively impacted by the degradation of its skies and the pristine character of its environs. I urge ADOT and the FHWA to reconsider and cancel the West Preferred Alternative for I-11. It will be far too damaging, expensive, and disruptive to too many human and wildlife communities.	webform		1917
Piper	Ellie		To Whom It May Concern: Most of my words here are borrowed from the Coalition for Sonoran Desert Protection, but they all ring true to me. I am writing to request a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. I, in fact, live in Wisconsin, but I grew up in Arizona, I still have family there, and I visit as much as I am able, specifically to enjoy and appreciate the Sonoran Desert. When I learned that a road might be built through this one-of-a-kind place, it felt like the worst punch in the gut. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, I urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on this community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you for considering this request. Kindly, Ellie Piper	Email		990
Pitt	Dana		Hi, my name is Dana Pitt and I'm a Tucson resident. I'm calling to ask you to abandon the I-11 west option that runs through Avra Valley. It negatively impacts natural resources and our economy in a very severe manner. It potentially imperils our major water supply, it is more expensive than the east option; it disrupts wildlife corridors and would cause significant noise and light pollution and I urge you to abandon it. Thank you.	Voicemail		1815
Pittman	Christian		Please extend the public commenting period. Additionally choose the west alt option, preserve the desert ecosystem.	Webform		913

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Plassmann	Joe		Adding yet another interstate to the west of the Tucson mountains will really have a negative impact on the equality of life in the Tucson area. In particular there are some prime assets of the area - Sonoran Desert Museum and Saguaro NP West that will experience very negative impacts with the intrusion of this interstate. If there needs to be more traffic volume through the Tucson area these assets should be co-located with the existing I-10 corridor.	webform		2316
Plenk	Bruce		Please reject the Avra Valley option for the planned I-11 freeway. This will lead to massive development near the road that will destroy what is now a quiet environment. Perhaps more importantly that route will harm Tucson downtown as well as other Tucson businesses by bypassing the area. Finally the Desert Museum as well as the Tucson Water facilities will be damaged by the incessant flow of traffic and the additional construction. Please reject that route. Thank you	webform		2172
Poarch	Lonnie		For the section that directly goes through the Town of Sahuarita, I completely object. There is no reason to cut a giant swath out of a thriving established older neighborhood when there are other routes that can be used to connect back to I-19 further south that would not have an impact on current residents. It needs to be rerouted out around the Freeport McMoran mine and join the I-19 down south somewhere between LaCanoa and Amado or even further south of Amado. This would also relieve the the issue of having to widen the existing I-10 or I-19 through that area to include Green Valley south of Sahuarita. If this is an either/or scenario, and a common sense re-route is not an option, the widening of the existing I-10 and I-19 would be preferred between the two.	webform		1335
Poindexter	Wanda		I oppose the West Option for I-11 My family and I are concerned about the impact of the proposed route on the desert, small communities, tribes, individuals, animals, water and air. We attended the previous rounds of public input and cannot understand why following the footprint of existing I-19 and I-10 was not followed. In our over 60 years of living in Tucson, the area of the proposed alternative has been precious to us for many reasons. Spending much time in what-we-thought-was-protected desert, small rural communities where gardening & food harvesting is practiced; important and sacred tribal lands; animal and plant corridors--this seems SO WRONG to us.	Webform		1611
Pomytkina	Polina		The proposed routes would impact many natural areas, hiking trails, and the beautiful Sonora Museum. Please do not approve this route!!	webform		2034
Ponzo	Aaron		[Blank Submission]	webform		2294
porter	georgene		Arizona Dept. of Transportation, As a retired resident of Pima County who is a local volunteer hiking guide, I have hiked and led day trips through all of the areas under consideration. I love our desert environment and I want to show others how wondrous it is to go on foot to explore its mysteries. I also have been observing how our county has grown with more new inhabitants every year, all of whom need increased transportation routes. But I also realize how fragile and special the desert environment is...how once it is gone it is gone forever. I most heartily urge you to consider combining I-11 with I-10 and I-19 instead of running it through Avra Valley and Picture Rocks and also combine it with I-8 instead of through Hidden Valley near Maricopa. My Bachelor of Science Degree is in Civil Engineering and my Masters Degree is in Environmental Policy and Management, so I know it is not only possible, but feasible and far less disturbing to the environment/desert habitats to route the new interstate in conjunction with those interstates that already exist. Georgene Porter 14430 N Glen Hollow Pl Oro Valley, AZ 85755 303-679-1894	email		1784
Porter	Jack		I don't want I 11 built	webform		2396
Porter	Jenise		My first concern is that for a project this large, the comment period is not long enough. It always takes some time for the public to be educated on issues before they are ready to comment and the longer the period, the better. I oppose the I-11 corridor because I think that, given the rapidity of climate change, any project that incentivizes more road travel is short sighted. A realistic proposal for train or light rail travel of some sort between Tucson and Phoenix should be pursued. That would remove some traffic from I-10 as we, as a society, figure out how to phase out fossil fueled-powered vehicles. The proposed I-11 corridor through Avra Valley would destroy pristine desert, areas that draw birders and outdoor enthusiasts to Southern Arizona. It is an area that cannot be restored once a major highway is put through there. We are on the cusp of disaster-climate change is growing exponentially and we should be going forward with infrastructure plans with that in mind. Thank you for your consideration of my comments.	email		719
Posthumus	Erin		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. Thank you! Erin Posthumus	Email		2546
Poulos and Booker	Bonnie and Jim		We are opposed to the West Preferred Alternative Option for Interstate 11. Please submit our attached letter to the public comments. We are contacting you to provide our public input into the Tier 1 Interstate 11 FEIS. We are adamantly opposed to the West Preferred Alternative Option, which is the option that many of us in southern Arizona knew would be one of your preferred alternatives. It was obvious because it will be easier to build because of its location in rural Arizona. However, precisely because it is in rural Arizona is one of the primary reasons why we oppose this alternative. In the long run, the West Preferred Alternative will create a new urbanized area, far flung from central Tucson, on lands adjacent to or impacting significant natural resources that we, the residents of Tucson and Arizona have designated as critical habitat and landscapes. It feels like a slap in the face to imagine your engineers sitting in their offices deciding that these lands will be "perfect" for another high-speed roadway that will blight our region forever and that will negatively impact critical wildlife corridors, Saguaro National Park, the Arizona Sonora Desert Museum, and lands in Pima County's Section 10 Habitat Conservation Plan. It will also negatively impact the scientific research at the Kitt Peak National Observatory with its incursion of light pollution. For your engineers to designate this western route from Casa Grande to the Mexican border right through the heart of Bureau of Reclamation mitigation lands indicates just how out of touch they are with the environmental issues that we deem to be of major importance to our community for ourselves and for future generations. It also demonstrates your complete disregard for the danger that a high-speed freeway of this nature poses to Tucson's major water supply. Those lands were chosen for water recharge precisely because of their location near our city but in rural areas that were never slated for urban development. Your West Preferred Alternative is a developer's wet dream. Think of all the money they can make developing suburbs and communities far from the current urban core with a freeway to carry people and goods to other places. This alternative may look appealing from your economic standpoint, but it will harm our community's economy by siphoning goods, services and, especially, water from the urban core.	webform	PoulosBooker_19 36	1936

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			The only alternative that is preferable to our community is one that is co-located with the current freeway system of I-10 and I-19. It is completely within the realm of 21st century engineering to build I-11 on lands that have already been sacrificed for major transportation corridors. Such co-location has been done before in other cities with success. The co-location could route through-traffic (trucks and long-haulers) on infrastructure corridors that already exist without the commuter congestion that is being used as the reason why we need yet another freeway. We would also like to point out, and will to our elected officials, that your 30 day public comment period is a joke. Not many people can wade through almost 6,000 pages of text and maps whatever the topic. Indeed, not many organizations that watchdog such huge proposals could get through that kind of document in 30 days. You are doing our community a disservice by not allowing more time for comments on what could be disastrous to our lovely city. Most sincerely, Bonnie Poulos and James Brooker Tucson residents			
Prather	Erica		We don't need another highway. We need wildlife crossing structures and infrastructure that gets us OFF fossil fuels and away from building more heat island inducing pavement ,while simultaneously wrecking landscapes and habitat connectivity.	webform		2003
Prebus	Pete		There needs to be extension of the public comment deadline for the Final Environmental Impact Statement from 30 days to 120 days. The FEIS is 5,800 pages long (including appendices) and 30 days is simply not enough time for public review. There needs to be another route for the freeway that will not disrupt pristine desert near Saguaro National Park, the Arizona-Sonora Desert Museum, Tohono O'odham tribal lands, and other important protected open spaces.	Webform		330
Presnall	Carrie		Please extend the public comment deadline for the Final Environmental Impact Statement from 30 days to 120 days. 30 days is not enough to review 5,800 pages of FEIS (with appendices).	Webform		358
Price	Roshan		I absolutely do not want this to be built. It is terrible for the environment and Tucson does not need to further ruin the desert surrounding us.	Webform		1399
Price and Waser	Mary and Nick		We were interrupted before we could upload our letter from July 2019 in response to the Tier 1 DEIS. This is an attachment to the letter we just submitted in response to the Tier 1 FEIS. Thankyou.	Webform	PriceWaser_0753	753
Price and Waser	Mary and Nick		RE: Interstate 11 FINAL TIER 1 EIS (FEIS) We thank the Study Team for doing an admirable job of summarizing the extensive public and agency input to the Tier 1 Draft Environmental Statement and for responding by reinstating the I-19/I-10 corridor in the Sahuarita to Marana sector as an option to the Avra Valley Preferred Alternative. In this letter we would like to 1) request an extension of the public commentary period and 2) reiterate our opposition to the Avra Valley Route. 1) The FEIS is an enormous document with numerous appendices containing technical information, extensive public commentary, and responses to public comment. Thirty days—the minimum public comment period—is far too short for the public, public agencies, and other stakeholders to analyze the document and to respond in a way that would truly inform the Tier 2 analysis commitments. Please extend the public comment period to 90 days. 2) We are dismayed that, despite the outpouring of public opposition to the Avra Valley route, ADOT has retained it as an option. The only plus to the Avra Valley route we could find mentioned in the FEIS is that this alternative favors economic growth centers, such as in the vicinity of Ryan Field. Surely there are better ways to connect Ryan Field than to construct an entirely new transportation corridor that fragments environmentally sensitive undeveloped lands of critical importance to Pima County's economy and culture! Our opposition is based on concerns that there is no way to mitigate the detrimental impacts of a new interstate through currently minimally-developed natural Sonoran Desert habitat on: • Tucson's Eco- and Cultural Tourism industries. • The Sonoran Desert Ecosystem and Sensitive and Endangered Species. • A solution to the multiple existing transportation and climate change challenges faced by Southern Arizona. Co-locating I-11 along the existing I-19 and I-10 transportation corridor is the only sensible option. The attached letter of 3 July 2019 presents our concerns in more detail. Thank you for this opportunity to comment.	Webform	PriceWaser_0754	754
Price and Waser	Mary and Nick		[Duplicate upload of the attachment. See 754]	Webform	PriceWaser_0759	759
Pridham	Andrew		Please extend the comment day to 120 days, instead of 30 days. I am in opposition of the west route for I-11 to run through Avra valley	Webform		917
Proczka	Andrzej		The proposed I-11 would be better built along the route of existing I-10. The route is already duplicative as it is.	Webform		36
Pronk	Donna		if I-11 must exist they should put it on land already developed, along the existing freeways I-8, I-10, and I-19. Why not try designs on a circular perimeter highway? This has greater access for developing new neighborhoods. Suggest it start at the Prince Rd Exit.	Webform		113
Prusak	Jennifer		This is too close to our home we just had built. We would loose so much property value. And it's not safe for our kids. We do not want this to happen.	Webform		1610
Pulcini	Elizabeth		Hello - I'm a resident of Tucson, AZ and I'm writing to request an extension of the public comment deadline from the current 30 days to a longer 120 days for the following reasons: • The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. • Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. • Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. • The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. • The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. • A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. I also OPPOSE the west preferred alternative option because of the disruption it will cause to wildlife and the native sonoran desert area. Thank you, Liz Pulcini Tucson, AZ 85750	Email		242
Pulliam	Julie		I oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. We also request an extension of the comment period from 30 days to 120 days. We request this extension for the following reasons: -The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. -There is no reason to disturb what little pristine desert is left in our Sonoran Desert region	webform	Pulliam_1861	1861

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			to duplicate vehicular routes when I-10 and I-19 already exist. This disturbance directly conflicts with the Visit Tucson and City's Master Tourism Plan Group 1 priority goal to serve as a capitol of well-being and outdoor experiences, and Group 2 priority goal of sustainable tourism. (see attachment) -Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. -The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. -The West Option requires additional police and border patrol resources to monitor safety, and has the potential to increase crimes, including illegal drug and human trafficking, -Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. -The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. -The West Option would distress a rich and diverse population of native wildlife; vehicle traffic will harm and kill many animals with collisions, and interfere with their daily foraging and breeding habits, especially in an area already so close in proximity to a national park. -The West Option creates roadside fire hazards to fragile Sonoran Desert, and grading and pavement create additional atmospheric heat. -Monies used to construct and maintain this West Option can be used to improve current infrastructure. -The West Option deters Mexico visitors from visiting and spending dollars in Tucson. Mexico is one of Tucson's top markets for tourism income. This also conflicts with the Visit Tucson and City's Master Tourism Plan's priority Group 1 goal for economic and workforce development and Group 2 priority goal to improve the spanish speaking visitor experience. (see attachment) -The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. -Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. -The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. -Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. Species like the declining Black-Throated (Desert) Sparrows and other protected native species will continue to decline with disruption of their daily foraging routes, breeding habits, and loss of nest sites and habitat. -In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. Thank you very much for considering my comments and those shared by our local residents and organizations. Sincerely, Julie P.			
Purson	John		To whom it may concern: I'd like to go on record of being in favor of the Avra Valley option for the I-11 freeway. The volume of traffic and the kind of vehicles on the existing I-10 corridor creates hazardous conditions in a densely populated area. It is not possible in my opinion to justify the expense of I-10 widening or double-decker construction when a lower-impact option like Avra Valley is available. I-10 accidents are frequent and impacts too many travelers. This problem can only become worse over time. Spread out the traffic and increase safety. John Purson 5680 Paseo de las Estrellas Tucson, AZ 85745	Email		258
Purvis	Bob		Hi there, My name is Bob Purvis and I am a Tucson resident with strong objections to the proposed I-11 routes. As a frequenter of the Saguaro National Park West, Ironwood Forest National Monument I am concerned that there will be lasting and detrimental environmental impact to these protected lands that are a key part of why I have chosen to live in Tucson. Furthermore, tourism is a vital component of Tucson's economy. Much of that tourism is based around people visiting this beautiful piece of the Sonoran Desert, a fragile piece of land filled with plants and animals already threatened by urban sprawl. Building a freeway through this area would inevitably harm the tourist economy and damage this beautiful part of our desert. Additionally, in 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. For these reasons and many more I urge you to not consider the West Option as currently presented. I also feel that you should extend the 30-day comment period for review of the 5,800 pages of documents: ensuring the public is aware of the opportunity to review and comment on the project. Thanks for your time, Robert Purvis Concerned citizen of Tucson	email		1829
Purvis	Cheryl		The West Preferred Option which traverses Avra Valley should be ABANDONED. This option would be situated right next to Saguaro National Park, the Arizona-Sonora Desert Museum, Tohono O'odham tribal lands, and other important protected open spaces. This freeway would be a disaster for Sonoran Desert wildlife, wildlife habitat, wildlife linkages, and rural communities in Avra Valley.	Webform		396
Purvis	Cheryl		The public comment period on this EIS must be extended from 30 days to 120 days to allow adequate notification of the groups that would be affected, because (1) Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations many of whom do not have access to the usual means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means; (2)The West Option through Pima County is proposed through traditional Tohono O'odham lands and tribal members may not have adequate internet access; and finally (3)The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures -- 30 days is not adequate time for a full review of the documents.	Webform		398
putnam-hidalgo	Betts		I stand fully against the western proposal for I11.... In fact i oppose the highway in its entirety. But the western proposal will destroy the very precious sonoran desert that draws people to this region. Should tucson give up its character for a highway? Of course not!!!	Webform		369
Quesinberry	Lindsey		Please use the transportation corridor that already exists (the I-10 corridor) as much as possible so as to minimize the impact on desert ecology, wildlife corridors, and the quality of life for human residents who are here.	Webform		388
Quintana	Anissa		The location of this highway will have a huge negative impact on the local community of the Sonoran Desert and a extreme impact on all local wildlife. By building this interstate it is directly targeting the safety of the special and beautiful wildlife in these parts. I would highly recommend to not go forward with these plans to build this highway as it is unjust and completely unethical.	webform		2174
Quiroga	Elizabeth		My name is Elizabeth Quiroga and I am a member of the Tohono O'odham Nation. It is absolutely necessary that ADOT and the FHWA go along with the No Build Alternative. According to the Environmental Impact Report it is my assessment that the Recommended and Preferred Alternatives would cause more cultural and environmental damage than it is necessary to make some money and save up to 30 minutes of traffic time. There are hundreds of sacred areas, riparian and bird areas, and water sources that will be destroyed and negatively impacted by this freeway. The fact that the comment period for this infrastructure project is only 30 days is appalling, that is not enough time to get the entire O'odham community to be aware of this project let alone its impacts on our community for the rest of time. I urge you to extend this period for commenting in order to get more feedback from my community. I urge you to move forward with the no build alternative, it will be safer and better for all people, animals, and the land.	Webform		1514

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Quiroga	Gloria	Tohono O'odham Nation	My name is Gloria Quiroga and I am from the Chuk Kut District on the Tohono O'odham Nation. I grew up in the village Stoni Shudagi and was eventually forced to move to Sells. ADOT is presenting this freeway as good, but our community doesn't know if it will be good. In fact, I know, and the O'odham community knows it will be bad for our culture, language, and lands. When we were growing up the elders would talk about these things, about how O'odham are being forced to change our ways because of national governments, trade, and businesses. Forcing us to move from our villages, that we love and have lived in for generations. I never say anything to anybody, but now that I am an elder I am going to speak out on this issue. This is why ADOT and FHWA should take the No Build Alternative compared to the Preferred and Recommended Alternatives. I see that in the Final Tier EIS Documents that ADOT and FHWA want to take the Preferred Alternative Route compared to the others. This Preferred option would wrap around San Xavier Reservation and cut through Picture Rock, both sacred and important areas to the Tohono O'odham. If you move forward with the Preferred or Recommend Alternatives then you will allow history to repeat. Do not move forward and create more chaos, ADOT and FHWA must move forward with the No Build Alternative.	Webform	Quiroga_0156	156
Rabb	David J		I strongly oppose the Avra Valley choice. It is too close to an important National Park and has no local support. Why is this option being force upon us.	webform		1200
Radarian	Forrest S		I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. The presence of this road does meet goals of conservation we should be aiming for in the Southwest. If we are serious about organism migration routes, habitat fragmentation, and preserving the unique qualities of Saguaro National Park, then this option needs to be stopped.	webform		1269
Rain	Cherry		I and my family oppose the construction of interstate-11 through the Sonoran desert due to the vast environmental and noise pollution it would cause.	webform		2155
Rakoci	Crystal Robyn		I-11... if this freeway has to exist, please put it on already developed roads along the existing freeways. We bought our homes out here and remain out here, to get away from city life. If we wanted to live close to the freeway a freeway, we would not make all the sacrifices, we make living out in this rural town. Please don't do this to our amazing community. There is another way, so use it.	Webform		55
Ramey	Sarah		This would be a tragic mistake. Putting in a highway would destroy the untouched beauty of this beautiful part of the country, and there are many viable alternatives to plowing through one of the most pristine reserves of Arizonan nature and wildlife. The Amtrak proposal is better than this one, because at least Amtrak would leave the area mostly untouched. A highway would inevitably bring more suburban development and that would be such a terrible legacy. Don't do it, we're begging you.	Webform		322
Ramirez	Citlali		I am requesting a delay and reconsideration of the I-11 Final Tier 1 project. There are severe special, environmental, and cultural consequences that could arise from this project. I urge you to delay this project and contact affected tribal nations, environmental groups, and community member for feedback on the best path moving forward. This project has not received sufficient community feedback and is a project geared towards urban sprawl and environmental destruction. Thank you for your time.	webform		2148
Ramshur	Steven		Please do not go ahead with the Interstate-11 Final Tier1. It would cut through the one of the most beautiful areas of the Sonoran desert. It would damage the environment and disrupt a valuable resource for outdoor recreation. Also, and worst of all , it would most likely open the area up to further development. We need to protect what's left of our fragile and much depleted open spaces for future generations. Please find a more suitable alternative route.	webform		2312
Randel	Kenneth		There are much better routes. Please do not destroy what is so important to the people.	Webform		641
Rapp	Sam		Do NOT build the Avra Valley route. You will be killing vital sonoran desert plants and animals.	webform		1080
Ratliff	Laura		Seems to me you guys have heard from us, but your not listening. WE DO NOT WANT A HIGHWAY RUNNING THROUGH OUR DESERT! IMPROVE	Webform		743
Ratta	Kirsten		The sprawling desert landscape is at risk for further human contamination if this project proceeds. The reason Tucson remains so idyllic and tightly knit is the lack of industrial infrastructure that draws more people than this landscape can accommodate. We respectfully ask that these highways are not built in order to prevent further irreversible damage to the area.	webform		2194
Rausch	Samantha		I do not agree with this plan to create a brand new roadway through Arizona for trade purposes that bring nothing to the state. If the existing roadways were fixed up and had additional lanes added to them, it would still create much needed jobs for Arizonans and state revenue without disturbing wildlife and residents that chose their homes for the solitude and beauty of Arizona.	Webform		210
Raya	Dina		Please do not consider construction of I-11. The effect on wildlife, rural communities is too significant. Expansion of I-10 is preferable Dina and Tony Raya	Email		307
Raye	Nellie		Oppose	webform		1111
Reconco	J		ADOT/FHWA should ABANDON the West Preferred Alternative Option in Avra Valley.	Webform		933
Redding	Marcia B		No, no, no. Wildlife corridors would be interrupted. Hasn't the natural world suffered enough already?	Webform		1409
Reeb	Jean and John		To whom this concerns, We our in opposition to I-11 bypass that would affect Twin Butte Road or close to it. We purchased our home three years ago on Twin Butte RD. We're planning to retired in the future and would not appreciate having a lot of traffic around our property. It could also affect property values. Please give this e mail to the appropriate persons. Jean And John Reeb 1625 w. Twin Butte RD Sahuarita,Az	email		1370
Reed	Crystal		If I-11 must exist - put it on already developed land!! Our desert is too beautiful and vulnerable to destroy for another freeway. Please protect our land.	Webform		203
Reed	G		I believe this interstate would negatively impact the protected national park around this land. Not only disruptive to the nature reserves for their purpose as a refuge away from city traffic noise and pollution, this would harm the habitats of those desert animals which have been further and further pushed out of their natural habitat by expansion. This idea cannot go ahead as it is ecologically irresponsible and unnecessary, and would negatively impact important natural park and reserve lands	Webform		1470
Reed	Lauren		Myself, along with other Tucsonans, are asking you to postpone or better yet halt plans to build I-11. It would have severe negative impacts on some of Tucson's beautiful nature preserves, as well as harming local wildlife with increased risk of getting run over and harmful noise pollution. Relevant information was not widely shared, hence our late response. We are begging you to reconsider and think of the other potential solutions.	Webform	Reed_1460	1460
Reed	Linda		The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.	webform		865

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Reed	Lisa		ADOT and FHWA Please consider the No Build option. The Planet Earth Climate Crisis and Pandemic have taught us as human beings that we have our hands and plates full at this time. Hopefully, we will come together to resolve the water, air, soil, pandemic, and diversity of all things. The Sonoran Desert is meant to thrive with life. We must protect it and enjoy it, not destroy it. I pray you will consider this.	Webform		58
Reed	Robin		Stay away from Saguaro National Park and the Ironwood National Forest. Choose the east option in Pima County. Thank you, Robin Reed	webform		1060
Reed	Shpherd		First, this comment period should be extended. The 5,000 page EIS is a lot to process. Thank goodness we have advocacy organizations that are able to help citizens digest the information. Also, the path to a prosperous and sustainable future is not building more highways. I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects. Thank you for your consideration, Shpherd Reed	Webform		1759
Rees	Addison		The proposed west route for I-11 is a terrible plan. The Avra Valley is known nationwide for its ecological uniqueness and scenic character. A freeway running through it would devastate the ecosystem, introducing a massive amount of pollution and removing vital wildlife habitat. It would also deeply disrupt the rural communities which are already established within the Avra Valley. I've personally never seen traffic on I-10 in Tucson bad enough to make me wish for a bypass, and even if it were to get worse, saving 15 minutes on a drive to Phoenix isn't worth permanently damaging one of the most beautiful and wild places in the region. I hope ADOT abandons this plan immediately!	webform		1017
Reeves	Denise E		Arizona Dept of Transportation, if I-11 must exist, put it on land already developed, along the existing freeways I-8, I-10, and I-19. The new I-11 should also follow the existing Interstate 8 through Hidden Valley to the north, as well as I-10 and I-19 through Tucson, rather than destroy untouched desert and dozens of rural households.the new I-11 should also follow the existing Interstate 8 through Hidden Valley to the north, as well as I-10 and I-19 through Tucson, rather than destroy untouched desert historical petroglyphs and dozens of rural households.	Webform		235
Reiber	Albert		I do not support the west option for I-11 through Avra valley. This land does not need development and should remain untouched for any highway.	Webform		927
Reilly	Quinn		You will destroy the ecosystem of this valley if you put a highway there. No highway in Avra Valley.	webform		1094
Reineke	Yvonne		Stop this desecration of the desert and the planet for cheap consumer goods. No I-11. Stop now.	webform		1921
Reinhart	Carol		I do not think placing I- 11 between two parks is appropriate. It's an animal Corridor and beautiful public land for all of us to use. An Interstate would totally change the environment there and the feeling of being out of the city. It would be more appropriate to put it along an existing line like a Ajo way. This is a grievous offense against the citizens of Tucson and surrounding area. So much of our beautiful desert has already been developed, please do not make it worse by putting it through a Park area.	Webform		732
Reitzel	Jayne		I am a resident of Rancho Buena Vista in Sahuarita and my neighborhood WILL be greatly impacted if the west route is the chosen route. I wish to go on record to oppose this choice. Sahuarita has several choices for home ownership and life styles. Rancho Sahuarita is mostly a family area on fairly small lots geared to younger families with lots of amenities, a lake for everyone to enjoy. Our neighborhood is acre lots with custom homes, with a goal to preserve the natural landscaping. We enjoy many birds, rabbits, a few deer, javalina on occasion, also bobcats, coyotes and snakes (not by favorite) lizards and so on. It is a habitat to desert dwellers. There are also larger properties available which are the ones that will be most affected by the west route. Sahuarita also has 55 and over senior areas. My point is Sahuarita offers many choices for people looking for a wonderful place to live. I am requesting you take this proposed route out of consideration, as I feel it will impact our area forever as a possibility to worry about for years. Sincerely, Jayne Reitzel	Email		1239
REITZEL	JAYNE		please ELIMINATE the west route from the preferred route for I 11 thank you Floyd Hoopes	Email		1243
Renfro	Juline		It is NOT A "Preferred Route" West Alternative section of I-11 from Sahuarita to Marana. It would negatively impact the community of Sahuarita, homeowners and the desert landscape, flora and fauna, all while an EXISTING ROUTE would be less impactful and far more economic. Sahuarita's areas for growth & economic development are primarily east of I-19 and north of El Toro Road, so this new route west from I-19 would not be of benefit to Sahuarita's growth & economic development, and could actually harm it by diverting possible tourist traffic away from the town. This would put a major interstate through and near existing unique Sahuarita neighborhoods that provide desirable low density, lush desert, larger size lots which help support a myriad of Sonoran desert flora & fauna, also providing space for wildlife corridors. It would add significant noise & emissions pollution. It would add increased light, which would have negative impact on the dark sky we moved here to enjoy & could have negative impact on the dark sky research done in this area. In the greater Tucson area, the route threatens protected areas of the Sonoran Desert. This route weaves between the Desert Museum, Saguaro National Park, and the Ironwood Forest National Monument. These areas are home not only to protected and sensitive flora and fauna, but attract lucrative tourism dollars to our area. It increases potential species isolation by crossing wildlife corridors. Again, additional light could also impact the dark sky research at Kitts Peak. The stated goals of this project (Population & Employment Growth; Congestion & travel time reliability; Access to economic activity centers), appear to be at odds with the the proposed route of the project, as it circumvents Tucson's business centers, and Sahuarita's, while placing the route in sensitive, protected desert areas and rural homesteads with little regard to the environmental impact. Do not consider this. Not today. Not tomorrow. The preference is never.	Webform		776
Rennalls	Lydia		To whom it may concern, I've been a resident of Tucson for the last five years and I want to express my opposition to the building of the west option of the I-11 corridor. The west option would cut through protected and precious wilderness areas, and endanger the Central Arizona project Tucson's main water source. It would increase pollution and urban sprawl, affecting not only residential areas but also recreation areas. The wildlife in the area would be significantly impacted by the west option. No mitigation could protect the desert habitat from the damage that the I-11 corridor would create. The west option would negatively impact downtown Tucson and other tourist attractions. The public comment period of 30 days is not long enough for a decision this large. Awareness about this issue needs to be increased so that the public, especially the populations which will be adversely affected by the construction of the highway, can voice their opinions and concerns. Please increase the comment period by 90 days. I don't want Tucson to lose it's unique character and become like every other city. The desert beauty that surrounds Tucson is what draws people here and what makes it special. We don't need extra highway corridors, especially those that will permanently fracture and damage the desert. Best, Lydia Rennalls	webform		2051
Rentschler	Johanna		I live West of Tucson and feel this would be very detrimental to the environment here. This unnecessary highway is going to destroy huge amounts of the little pristine desert we have.	Webform		54
Reuter	Barbara	Sustainable Tucson	A new Interstate freeway has not been built in this metropolitan area for 60 years. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the extremely lengthy document records, research issues and notify specific populations who will be directly impacted but may not be aware nor have the ability to review in the 30 day time period. Please extend the review time to 120 days.	Webform		746
Reyes	Dusty		I live in Picture Rocks and I am astonished that it isn't completely obvious that this area needs to be protected from encroachment by large infrastructure projects. The land here is already in a state of abuse that is making it challenging for everyone here, plants, animals and people to survive. Slicing through our valley would disrupt so many processes.	Email		2568

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			I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. Please take my comments into consideration, the people here on the ground need to be heard. The answer is NO -Dusty Reyes			
Reyes	Maribel		We do not want a corridor built on el Toro rd. It is too close to our homes that have a value of \$300,000 and above. These are expensive communities due to the privacy.... this corridor would impact our community tremendously!!!!	Webform		1624
Reynolds	Waid		Aside from the extensive environmental damage that a new freeway would cause, you must consider the negative impacts that encouraging increases in fossil-fueled truck and automobile traffic will have on climate change. Climate change is taking place much more rapidly, and with much more devastating impacts than forecast. It is absolutely imperative that we rapidly reduce fossil fuel consumption, and one way to do that is to discourage truck and auto traffic in favor of rail, mass transit and non-polluting forms of transportation. So, instead of pouring billions of dollars into a new freeway, the sensible thing to do is to use our tax dollars to enhance rail transportation -- both freight and passenger, provide high quality/high availability/non-polluting local and regional public mass transit, incentivize a rapid transition to electric vehicles, and provide better/safer bicycle access to urban areas. Other countries with less resources are accomplishing these things. The U.S. can too! Just say NO to I-11. Sincerely, Waid Reynolds 1421 N. Miranda Lane Green Valley AZ 85614	Email		316
Reza	Kyle		Whom It May Concern, I am requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (FEIS) and Preliminary Section 4(f) Evaluation for the following reasons: -The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. -Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. I am also voicing my opposition to the West Preferred Alternative Option (West Option) described in the FEIS for the following reasons: -The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. -Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. -The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. -The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. -Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. -The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. -Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. -In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. Sincerely, Kyle Reza	webform		2099
Rezits	David		The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. • Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Sincerely David Rezits	email		818
Rhoades	Beth		Being about a 343 mile stretch, what kind of rest areas are planned? I couldn't find any information	Webform		1654
Rhoades	Elizabeth		Tried to find information about rest areas planned along the route.. how many are planned, and where? See it's important to me when I plan a trip, being a cancer patient, I need to stop often. I am sure it's the same with families with kids and pets. Your map is not a good one.. for common folks like me it just looks like a line on a blank page. Not enough reference points. Good luck with your project. I like the idea of this new freeway, think it is needed	Email		2515
Richard	Barbara		Please, please stop this unnecessary destruction of our desert ecosystem.	Webform		216
Richards	Bette		Tourism is a major industry in Arizona and particularly in Pima County. The Saguaro National Forest and Ironwood National Forest are unique in the world and attract millions of tourists to Arizona. Putting a freeway through Avra Valley would not only destroy valuable land need for our ecosystem but would cause severe economic stress. Nobody but the land developers who will sale their land to the government will benefit from this. The rest of us will have our way of life destroyed.	Webform		590
Richards	Chris		This is a terrible idea, driven by agricultural interests in a state that's running out of water. The citizens of this state do not want or need more open desert destroyed for dirty roads that kill wildlife. Do not build it.	Webform		91
Richards	Elaina		Please end the project that would cause irreversible environmental damage. It is time to build regional rail transport and stop the endless money for highway construction.	webform		2212
Richards	Evelyn		Ridiculous idea	Webform		376
Richards	Lynn		How many times must we say we do not want this highway? Please just stop trying to force this highway as it will destroy areas that should not be disturbed. Why not finish the roads under construction first?	Webform		642
Richards	Lynn		I oppose the proposed Nogales to Wickenburg Highway being pushed through by ADOT. This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects.	webform		1311
Richards	William		Please reject the construction of the interstate highway through the Sonoran desert. This would be devastating to the natural resources of this region, as we have seen in many other areas where highways have been constructed.	webform		2144

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Richardson	Nicholas		Huge waste of money and its going to effect alot of wildlife and families homes and properties. Funding and resources should be used to repair and maintain our current i19, not build an entire new interstate and then have to maintain 2 interstates that lead to and from the same place.	Webform		1235
Richardson	Tom		As a Tucsonan who loves nature and enjoy visiting local areas such as Saguaro West and the Desert Museum, I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects.	Webform		1618
Richelson	Sarah		This would be a disaster for our precious natural resources and our beautiful state.	Webform		368
Richmond	Dorothy	JPNA	NO THANK YOU!!	webform		445
Richt	Crystal		Please once and for all I am requesting that ADOT/FHWA completely abandon and discontinue the threat of the "West Preferred Alternative Option in Avra Valley". The tangible evidence in the extremes we are all experiencing now in our weather patterns and the latest IPCC report on the state of our climate due to human activities should be enough to finally topple the option of a West Avra Valley I-11 route through the pristine desert in Avra valley. Instead, disappointingly, here we are still having to object as a community to this harmful proposition. As a proud Tucson resident who has lived in Pima county for the last nearly three decades of my life and who cares very deeply about my home region, I fervently oppose the I-11 "recommended alternative route" through Altar and Avra Valleys. Absolutely no solution should include a bypass route of any fashion west of the Tucson mountains. The Sonoran desert is the crux of this community. As such, it is already facing needless threats at a time in our society when we should be maximally striving to protect what's left, rather than demolishing more of it with weak mitigation plans. This means considering innovative solutions to problems associated with growth, not falling back to the same archaic infrastructure and sprawl plans that continue to propel us towards environmental crises. The proposed route through Avra valley bulldozes through a treasured pristine area that is already celebrated and recognized as irreplaceable both locally and nationally for its inherent value. If left intact, it also has value as a contributor to Tucson and surrounding areas' heritage and economy. The I-11 route poses unnecessary and unwanted threat to too many attributes in the region that should be top priority for protection, especially now, and especially with the fragmentation of the expanded border wall that occurred in the past 4 years, and therefore is too great a sacrifice to ask of Pima county. These attributes at risk include but are not limited to: • Our C.A.P. canal system that supplies water to a large metropolitan area and the Bureau of Reclamation Mitigation lands which should be subject to no further development • Important (and increasingly rare) wildlife connectivity corridors for at-risk species such as the Western Burrowing owl and the Tucson shovel-nosed snake • Our recreational economy (which is tied with our community identity) • Our monumentally unique and treasured federal lands such as Saguaro National Park West and Ironwood Forest National Monument, county lands such as Tucson Mountain Park, and tribal and private lands. These are all sensitive areas and are interconnected when we talk about what will be irreversibly impacted by this bad plan. Please do not build. SAGUARO NATIONAL PARK AND ARIZONA-SONORA DESERT MUSEUM The Sonoran Desert Museum alone draws in over 400,000 visitors per year which speaks to the importance of the natural history surrounding our region. They stand to lose heavily if a light and sound-polluting eye-sore of a highway is allowed to encroach on the wild lands that draw these visitors in the first place. IRRVERSIBLE DAMAGE AND LIKELY SPRAWL IN TREASURED AND RARE WILDLANDS A new freeway only lends itself to more sprawl in a very ecologically sensitive region, which absolutely cannot be allowed to occur. With a UN report of nearly 1 million species at risk of extinction due to human activity precisely like that proposed by the I-11 route through Avra valley, we simply cannot allow this to move forward. NO NEED Even if the countless ugly scars this would leave in a sacred region were not a very real threat, (they are), the plan itself is wasteful and unnecessary. There are better solutions. Why would anyone allow this highway to rip through such a special place when we don't have to? No amount of proposed mitigation will be enough to curb irreversible losses to this area, and no argument in support of this is strong enough in the face of everything we stand to lose. The number of threats to a region we deeply care about in this absurd proposal is overwhelming and this comment only scratches the surface. I hope you see with the volume of opposition to this, including our city council and numerous organizations important to this community, that this is not the solution.	Webform		1502
Richt	M		The Coalition for Sonoran Desert Protection opposes the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). They state: "This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway." Also offered were other good points explaining their objections. Upon considering their opposition, I find I agree with them. We have spent much in assessing the need for Interstate 11, and history shows that objections have been raised almost since the concept originated. I am reminded of the unwanted attempt to protect and preserve Alaska's land, which ultimately proved to be of great benefit, including economic, to the inhabitants - to our nation. Here, lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. Recent history shows that In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. And...the West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. Many are dismayed seeing the beautiful Sonoran landscapes demolished and destroyed under the guise of "progress". Please consider these points of opposition - already voiced, and still of major concern to our Tucson citizens - those who are aware of the West Option. M. L. Richt	email		1800
Richter	Kay		Please extend the deadlines for this to allow the public to understand what is proposed.	Webform		609
Richter	Kay		Please extend the deadlines for this to allow the public to understand what is proposed.	Webform		626
Richter	Kay		Please extend the deadlines for this to allow the public to understand what is proposed.	Webform		630
Ridge	Olivia		Hello, As someone who has grown up in the desert their entire life, I understand the special hold this place has on a person. There is much to learn from the desert; resilience, patience, love, strength and so much more. The ecosystem that we have here is special, quite literally unlike any other place in the world. What has already been developed on, house built roads paved, people moved in, we cannot ever change back to the desert that it once was. But we do have the opportunity to not cause any more disruption and destruction to this wonderous land. What I-11 will do is open the door. I am less afraid of what will happen when I-11 is developed than I am afraid of what will happen after. As of right now the area that is being proposed for this interstate is very sparsely inhabited by humans. This is because of the lack of infrastructure, the lack of access. Once this interstate is out into this area, further development and destruction can happen in this area. This area that is home to so much	webform		2358

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			life. The plants and animals in this area will not be able to successfully cohabit with us. We know that to be true already. We will be pushing so many beings out of house and home. And for what? That I am still not sure. There is already a road that goes almost this exact route. What really is the reason for I-11 when we have the 10 and 19 running in the exact same direction. Who is this interstate serving, and why has it been chosen that those people be served over all other beings? There are many questions that arise when contemplating I-11, these just being the most basic few. What I hope officials will think about when they are making their decision is the beings they are serving. Having the power to make decisions like this requires a certain level of accountability. Accountably to all that are impacted; the land, the animals, the plants, and then also to the people. It is imperative that those making this decision understand how impactful it will be. They cannot just look at the positives of putting in the interstate. They must also look at the negatives of putting it in and the positives of deciding to not go forth with this decision. I know that all who are involved in this project have a deep care and respect for the Sonoran desert, and I ask that that care and respect is remembered when making this decision. Please do not let "progress" cloud the process. More harm does not need to come down on this land and I believe that the implementation of I-11 will cause great harm to the Sonoran desert and all of its inhabitants. Thank you.			
Riederer	Matthew		I totally oppose this proposed highway project. I care about the hiking and the desert ecology, but more than anything I am very concerned about the climate crisis. This highway is increased carbon emissions. It just is. Building it would be immoral. Neither option is a good one. Scrap the project.	webform		1982
Riner	Terese		Please do not build this freeway through our beautiful desert and community.	Webform		1585
Rios	Babette		There are petroglyphs in this area. Truly. It would be a shame to damage this historic site with this new freeway. There should be an indigenous site survey to preserve this treasure.	Webform		118
Ripley	J. Douglas	Arizona Native Plant Society	August 10, 2021 I-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street, Mail Drop 126F Phoenix, AZ 85007 I-11 Tier 1 EIS Study Team, The Arizona Native Plant Society wishes to provide the following comments on the I-11 EIS: a. Extension of Comment Period. We believe that 30 days is much too short for the comment period on such a major and important proposed project. We therefore request that the public comment period be extended to 120 days. b. West Preferred Alternative: We strongly disagree with the West Preferred Alternative Option as its route through the rural and environmentally and culturally sensitive Arva and Altra Valleys would be enormously damaging. This option will parallel and negatively impact federal and county lands, including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. Other negative impacts of the West Preferred Alternative include permanent damage to several critical wildlife migration corridors such as those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Many species of regional wildlife depend on these corridors to find mates, water, and food, The increased noise, air, and light pollution from the Proposed Alternative would negatively impact both humans and wildlife. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate highway here would be in direct conflict with the purpose of these mitigation projects. Thank you for the opportunity to comment on the proposed alternatives for this major undertaking. Sincerely, J. Douglas Ripley President, Arizona Native Plant Society	webform	Ripley_NativePlan t_1264	1264
Rishel	Carol		This message is being written to ask for giving consideration to putting I-11 on already developed land and combining it with I-10 and I-19 instead of running it through Avra Valley and Picture Rocks but also with I-8 instead of through Hidden Valley near Maricopa. I would also like to request an extension to the comments deadline so that everyone can make their voice heard. Preserving people's homes and the beauty of unspoiled rural desert and habitat is of crucial importance for all Arizonans and it's wildlife.	Webform		1393
Risner	Bill J.	Tucson Community Dev.& Design Ctr.	The West Option through Avra Valley is a very bad idea. Before it is completed we will be using electric trucks so Tucson pollution will not be a problem. For the sake of the environment do not do it.	Webform		414
Rix	Nathan		I've written a thesis to graduate with honors for a BS in urban and regional development at the University of Arizona on the topic of public participation on the Avra Valley Segment of the I-11 project. My findings included that an overwhelming amount of public feedback against the Avra Valley corridor alternatives (favoring a segment through Tucson), it was recommended anyways. While I am happy that multiple alternatives have moved forward, choosing the Avra Valley alternative would be a disaster for the Sonoran Desert, for local communities, and goes against the overwhelming opinion of the people being impacted by this project. I ask, listen to the feedback being collected and choose the West option. Additionally, I have found it difficult to parse through the Final EIS and understand the exact changes that have been made as well as seeing that a 30 day public input period has begun. I wrote an undergraduate thesis on the topic. How is the average person supposed to understand the gravity of this proposal and have any say in it's outcome? 30 days is not long enough for this project and I urge a more sincere attempt to inform the public and collect feedback as this project continues. I have attached my thesis to this form. Excerpt: Conclusion Without going beyond the "placation" rung of the Ladder of Citizen Involvement, it can be concluded that residents of Avra Valley and the surrounding community have not had their concerns meaningful addressed during the I-11 transportation planning process. This suggests that the decades long battle between community leaders and public officials, as seen with Robert Moses and Jane Jacobs, continues to this day. Despite overwhelming evidence that a large majority of stakeholder agencies and local residents preferred the orange alternative, following I-10 through Tucson, to the green alternative, through Avra Valley, project officials recommended the green alternative without full consideration of public input. This outcome would likely have been different if planners evaluated route alternatives through the lens of equity planning. Instead of evaluating solely from the perspective of traffic flow, planners would have considered the needs of the vulnerable Sonoran Desert environment in Avra Valley. Equity planning would more likely contextualize the massive disparity in environmental impact between the two alternatives against the comparably much smaller change in traffic flow, leading to a possible recommendation of the orange alternative through Tucson. Evaluating from the lens of equity planning often results in the same outcome as requested by the public. In many ways, the I-11 project has the same goals as the local community. If project planners needed the support of the community to approve their plans, it is likely that an alternative meeting the needs of all stakeholders would have been presented. By not achieving the "Degrees of citizen power" rungs on the Ladder of Citizen Involvement, where community members have a degree of meaningful decision making power, an optimal outcome can not be reached as project planners have no incentive to meet the needs of all stakeholders. Substantial improvement to the public participation process should be made by giving community members, such as local officials and residents, the ability to vote on elements of the project. At minimum, they should have decision making power between "no build" and moving to Tier 2 study. Moving forward, the Final Tier 1 Environmental Impact Statement will be released with a "preferred corridor alternative" selected, giving planners another opportunity to consider the needs of the community and select the orange alternative through Tucson. A public comment period on this Final Tier 1 EIS will occur, at which point a "Record of Decision" will occur. This is where the Federal Highway Administration will decide to move forward with Tier 2 study, where a 400 foot corridor will be selected within the Tier 1 corridor, or the no build alternative, ending future study of the I-11 corridor. Further research could be conducted on the results of these next stages of study and the public comment periods that proceed. While the lack of consideration of public participation is disheartening, greater awareness of citizen involvement and equity planning could be instrumental in future transportation projects statewide. Just as Jane Jacobs successfully fought the Cross Bronx Expressway, there is a long history of communities fighting these projects despite planner's lack of consideration for public input. Spreading awareness, showing up to public input meetings, and writing letters to public officials are all effective strategies to ensure your input is considered for a project. While this is not a new issue, this long history shows how it can be fought.	Webform	Rix_1515	1515

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
roas	Thomas		Hello. I moved to Tucson 3 years ago partially due to the natural beauty and biodiversity in the area. I strongly urge you to abandon the proposed I 11 west option. Development in this area will irreversibly harm the surrounding habitat, hinder the public's ability to experience him the surrounding public lands, and negatively alter surrounding attractions. This 30 day comment period is insufficient to make myself educated on the 5800pages of documentation relevant. Deserts are fragile environments and no level of mitigation can compensate the damaging affects of this proposed development. Wildlife corridors are vital to remain intact. This development is counterproductive to ensuring safe passage to and from critical habitat for a variety of wildlife. I urge this project be abandoned for above as well as many more reasons. No level of mitigation or restoration will reverse the effects of development of this scale in such an important a habitat.	webform		1043
Roberson	Jack		I think you are going to destroy some of the most beautiful area there with noise pollution and make it impossible for wildlife to cross the valley	email		1843
Roberts	Elisabeth		I absolutely oppose the construction of I-11 in the proposed corridor west of I-10. The environmental and cultural impact would be devastating. We need a regular rail travel service between Tucson and Phoenix, which would not only preserve land and history, but also reduce the region's dependence on and pollution from fossil fuels burned by cars and trucks.	webform		2239
ROBERTS	MAURICE	Armory Park Historic Zoning Advisory Board	The west option, bypassing downtown Tucson seems to make sense, as it would not affect an already over-bustling Rio Nuevo urban renewal of that area.	webform		1176
Robertson	Annette		As a resident living in the West Valley for 16 years, I appreciate the plan to move trucks and traffic away from the central corridor of the metropolitan area. I have a secondary home in Tucson and feel the distance from the city is appropriate by keeping it to the West of I-10.	webform		1314
Robertson	David		Absolutely not through Avra Valley. Poor choice of route.	Webform		779
Robinson	Julie	Pima County	I am opposed to I-11 Corridor plan for Avra Valley. Better, climate and community solutions exist than designing another highway corridor through/near sensitive public lands and rural communities. Commerce is important but we need to look towards the future with our investments - low carbon rail solutions -- for example. Please consider alternatives that move beyond 20th century infrastructure designs that will contribute to increased carbon and air pollution. When the social and environmental benefits are factored into the total cost, many modern alternatives provide a better return on investment over time. Thank you, Julie Robinson, PhD	webform		440
Robles	Marcos	The Nature Conservancy	See attached letter Dear I-11 Tier 1 EIS Study Team, On behalf of The Nature Conservancy in Arizona (Conservancy), thank you for the opportunity to provide comments on the Final Tier 1 Environmental Impact Statement (EIS) for the proposed Interstate 11 (I-11). We commend the EIS team for adding a robust set of mitigation analyses and commitments described in chapter 7, especially those that would evaluate mitigation options across the entire corridor. This is consistent with the Fixing America's Surface Transportation Act, or FAST Act, which formally designated I-11 as a US Interstate, as it directs agencies to "give substantial weight" to regional mitigation plans. As we noted on our 2019 comments on the draft EIS, we again emphasize the need for a programmatic mitigation assessment that evaluates cumulative impacts and mitigation actions across the region for an infrastructure proposal as large as the proposed I-11 where wildlife and habitat impacts will be regional in scale and, in some locations, irreversible. As an example of the scale of impact, we note that 80% of the wildlife linkages within the Sonoran Desert ecoregion would be impacted by the preferred I-11 alternative ¹ . This scale of potential impacts underscores how important it is that the interstate alignment avoid sensitive wildlife and conservation areas wherever possible. Where impacts are unavoidable, habitat and wildlife impacts should be carefully studied, and the full measure of local, state, and federal mitigation tools and funding should be rigorously applied to achieve no net loss of native habitat. In this comment letter, we present a systematic analysis of the direct and indirect impacts to important conservation areas, wildlife habitat and corridors, and water resources of 10 segments from the EIS preferred alternative. These comments build upon and adapt a prior analysis we completed for proposed I-11 routes in central Arizona as part of the 2013 Planning for Environmental Linkages process (PEL) that was part of the I-11 and Intermountain West Corridor Study. We conclude that 1 segment (Q3) would have limited impact to wildlife and water resources; 2 segments (I2, B) present opportunities for both motorist safety and passage of wildlife around existing roadways; and 5 segments (U/X, Q2, L, M, F2) would have significant impacts to wildlife or water resources that could be offset through mitigation measures. We recommend that any new construction on 2 segments (D, F1) be avoided because impacts to wildlife corridors and conservation lands would be difficult or infeasible to offset with mitigation measures. Below is a narrative description of these impacts summarized in Table 1. Opportunity to Study and Improve Wildlife Linkages Implementation of I-11 along segments B and I2 could provide an opportunity for Arizona Department of Transportation (ADOT) to collaborate with federal and state wildlife agencies to study wildlife movements and identify best locations for wildlife overpasses and underpasses. These practices have already successfully been adopted and implemented by the ADOT in other locations in Arizona. Minimize and Offset Impacts Construction of new I-11 interstate along segments U/X, M, L, F2 and expansion of SR-85 on segment Q2 would also restrict wildlife movement, that should be carefully studied. In particular, a new interstate along segments M and L would have the effect of isolating wildlife populations in the northern portion of the Sonoran Desert National Monument (i.e., north of I-8), from important native habitats in Buckeye Hills. In addition, construction of an interstate in these segments would result in habitat loss or degradation to intact native Sonoran Desert and riparian habitat that could be compensated for under Arizona Game and Fish Department (AGFD) habitat compensation policy. Construction at segments U/X, Q2, L, M could result in habitat loss or degradation to ESA Candidate species, Sonoran Desert Tortoise (<i>Gopherus morafkai</i>). Opportunities exist to offset impacts to Sonoran Desert Tortoise habitat through existing BLM Desert Tortoise Mitigation Policy. Depending upon final alignment, the U/X segment could also have indirect impacts on an area acquired and/or managed for conservation purposes (Vulture Mountains ACEC). The F2 segment between Marana and Casa Grande could potentially impact riparian and floodplain habitat in the Santa Cruz flats that currently supports 70 bird species, including breeding populations of Crested Caracara (<i>Caracara cheriway</i>), which is currently imperiled in state of Arizona. Intact riparian areas in Arizona have a limited distribution but provide habitat to an abundance of wildlife species. This riparian setting is similar to segments N and R in the draft EIS recommended alternative that ran parallel to the Gila River but were removed from preferred alternative in the final EIS due to potential impacts to riparian habitat. Expansion of the existing I-10 alignment, segment G, instead of F2 would remove or substantially reduce the need to mitigate for riparian habitat impacts. If segment F2 is selected from the Tier 2 EIS, any F2 alignment in the Santa Cruz flats should avoid and minimize direct impacts to wildlife habitat. If wildlife habitat is lost or degraded, we recommend that AGFD's habitat compensation policy or other relevant mitigation policies be used to fully compensate and mitigate impacts. Avoid The Conservancy recommends the I-11 team avoid a new interstate along the West Pima option (segments D and F1) because construction would result in loss or degradation of Endangered Sspecies Critical Habitat, Pima County Conservation Lands, and wildlife corridors in the Altar and Avra valleys that would be difficult or infeasible to mitigate. An interstate along this alignment would negate or substantially diminish the very purposes for which the Tucson Mitigation Corridor (TMC) and Pima County Conservation Lands were put into conservation. The TMC was established to mitigate for the impacts of the Central Arizona Project Canal on wildlife movement. It is located at a critical pinch point in the Coyote-Ironwood-Tucson wildlife linkage that connects the Tucson Mountains with Saguaro National Park and Pima County Conservation Lands. The Pima County Conservation Lands were set aside to fulfill requirements under the Endangered Species Act section 10 permit issued by the Fish and Wildlife Service to the County as part of the County's Sonoran Desert Conservation Plan. Finally, an interstate alignment would bisect Designated Critical Habitat of the Pima Pineapple Cactus (<i>Coryphantha scheeri</i> var. <i>robustispina</i>) which is listed as Endangered under the Endangered Species Act and is only found in Pima and Santa Cruz counties in southern Arizona. Such an interstate alignment would substantially reduce opportunities for species recovery, as the Altar Valley is one of two potential recovery areas according to US Fish and Wildlife Service's 2018 Recovery Plan. If the West Pima county option is selected from the Tier 2 EIS, this segment's impacts on irreplaceable biological values substantially raises the bar for analysis of measures to minimize, offset and mitigate	webform	Robles_NatureConservancy_2214	2214

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			for these impacts. Given the sensitive nature of the wildlife linkages and biological resources in this area, property acquisition to support wildlife connectivity and habitat preservation will likely need to be substantially higher than a 1:1 ratio. The Conservancy appreciates the opportunity to comment on the Tier 1 EIS, and we look forward to continuing to work with ADOT and cooperating agencies to develop critical infrastructure while protecting local communities and our shared nature resources. If you have any questions about our comments, please don't hesitate to contact me. I can be reached at mrobles@tnc.org.			
Robles	Ronni		Please, please, extend the review period for this plan to 120 days. The report is 5,000 pages and needs careful review. This cannot be done in 30 days.	Webform		591
Robles	Ronni		Please, don't implement the west side option for the I-11 project. This will break the link between the Ironwood and Sahuaro National Park and Tucson Mountains. There are important animal corridors that will be destroyed. So many groups with an interest in this area are opposed for multiple reasons. Too much will be damaged with the west side option. Ronni Robles	email		705
Roby	Alauna		PLEASE do not choose the west option in Pima county for interstate 11!! I drive between Green Valley and Las Vegas regularly to visit my family and would be opposed to using a highway that causes so much disruption to the natural environment! Not to mention it will make visiting the national park less enjoyable, the reason people venture out into the desert is to find peace and quiet, not to hear a busy highway..	webform		2092
Rock	Sharon		Earlier this week, the Intergovernmental Panel on Climate Change (IPCC) under the auspices of the United Nations, issued its 2021 report about the urgency to limit the catastrophic effects of human-caused climate change. We are on the brink of unprecedented social and economic disruption. This is not a time for "business as usual." The I-11 project is "business as usual." This is not the time to be stimulating population growth in a region of the country that is forecast to get hotter and drier over the next decades. It doesn't make sense to stimulate population and economic growth in a region that is scheduled to imminently impose water cutbacks because of the extant extreme drought. I sincerely appreciate the painstaking efforts you've made to sidestep important natural habitats, by rerouting proposed I-11 in various places along the general route. But I implore you to stop, take several steps back, and take stock of what you're doing. No matter how meticulously you route this freeway, it will damage the land it's built on, and it'll create more problems that we're already wrestling with as a nation and world. The No Build (do nothing) alternative is the right thing to do. CALL OFF THE PROJECT. Redirect your many talented minds to projects that will reduce human impact on the environment. This project is a ladder that's up against the wrong wall. We need solutions to the problems we've already created. We don't need to create more problems to solve. Thank you for your consideration of my thoughts.	Webform		1609
Rockow	James		Leave the desert alone and try updating I10 for a change. The proposed Amtrak between Phoenix and Tucson would be more used, more economical, and more environmentally friendly. Instead of trying to bring higher end housing further and further from Tucson, subsidize building up the crumbling communities in Tucson where people can get around easier and spend less time in their cars endangering cyclists and pedestrians	Webform		35
Rodden	Iris		Dear ADOT and FHWA, I'm extremely concerned about and fully oppose the plans to construct the new I-11 through Avra Valley. I would wholeheartedly support this interstate upgrade to be constructed to run concurrent with the existing I-10 corridor. Running the interstate through Avra Valley would incur high impacts to wildlife movement, increase the risk of toxins entering our CAP water, not to mention the disruption to the current residents and their way of life. From what I have seen most of them oppose this intrusion into the valley, and with good reason since it can and should be collocated with an existing freeway to greatly reduce impacts. Not to mention the fact that traffic will be rerouted away from existing Tucson businesses such as hotels, gas stations, truck stops, and restaurants, further damaging our local economy and putting these businesses at risk. The only sensible and environmentally responsible solution is to collocate the new I-11 corridor with the existing I-10 freeway. Avra Valley will thank you, as well as all of the Tucson businesses that rely on through traffic for their patronage. Our sensitive wildlife corridors will be preserved, and it will not defeat the entire purpose of the Tucson Mitigation Corridor that was intended to be mitigation after the CAP canal was built. Additionally, this comment period should be extended. Thirty days is a very short time to gather feedback, and implies the project is being fast-tracked to avoid receiving too many opposing comments. A reasonable time frame of 90 days would ensure all comments are included. Sincerely, Iris Rodden Wildlife Biologist	webform		1076
Roden	Susan M		I oppose the construction of an I-11 freeway west of Tucson. I am a member of the Tortolita Alliance and attach their letter in opposition.	Webform	Roden_1629	1629
Rodriguez	Maribel		This will impact wildlife and endangered species and this area too, is our home. Please reconsider.	webform		2424
Roesel	Cheryl		I fully support the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. Saguaro National Park and the Sonoran Desert Museum are unique places. Although we live out of state my husband and I have travelled often to the area—because of these places—and value them. Sincerely yours, Cheryl Roesel	Email		2488
Rogers	Indiana		This is absolutely absurd. Spend the money to fix the countless damaged roadways Tucson already has. We do not need another freeway. Stop it.	Webform		387
Rogers	Julie		Request for Time Extension for Public Comment on I-11 FEIS To Whom It May Concern: I write to request that you extend the time period in which the public can comment on the Final Environmental Impact Statement re: the proposed I-11 freeway. The 30 days that are currently allowed for comment is an impractically short time -- especially in the mid-summer when many residents are on vacation -- for interested persons to review this lengthy, complex document and formulate their comments. Indeed, many potentially impacted persons may barely hear about this comment period before the current August deadline. This proposed project would heavily impact the residents of Tucson; thus it is necessary that they be given a reasonable period of time for comment. Please extend the comment period by at least 90 days (to November 2021) to allow for adequate review of the FEIS and public comment thereon. Thank you, Julie Rogers Tucson Resident julierogers@pacific.net (520) 909-0534	email		515
Rogers	Julie		To Whom It May Concern: I am writing to strongly OPPOSE the West Preferred Alternative Option for an I-11 Freeway through the beautiful Sonoran Desert wildlands of Avra Valley west of Tucson. As a long-time volunteer with Saguaro National Park, which would be permanently harmed by this option, I insist that you ABANDON the ill-conceived West Option. Of the dozens of reasons why this option should be abandoned, I would like to focus on three positive values which the West Option would destroy: 1) Silence. A freeway would bring inescapable noise to an area that is now blessed with silence. Areas free from human-caused noises are necessary to the health of us as humans and as a society. The noise of trucks, motorcycles, etc., on a freeway would make it impossible to find silence while recreating in Saguaro National Park, Ironwood National Monument, and adjacent natural areas. These areas have been set aside in part to provide a respite from the noises of our hectic daily lives, and they must be preserved.	email		1378

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			<p>2) Beauty. A freeway would bring a huge, ugly scar to an area of great natural beauty. Humans need the beauty of Nature for healing of soul and body. A freeway, with its accompanying trash and debris, would be a permanent stain on the natural beauty of our Sonoran Desert. The blight of a years-long construction process would be simply unbearable. The beauty of Avra Valley must be cherished and protected.</p> <p>3) Clean Air. A freeway would bring tons of toxic vehicle emissions each day to an area with historically clean air. Clean air is necessary for the health of both humans and wildlife. Clean air also allows for clear vistas of the scenic beauty of Avra Valley. Trucks and other vehicles belching toxic, polluting fumes would negatively impact all these values. The clean air in the natural areas west of Tucson must be guarded and conserved.</p> <p>The West Option for an I-11 Freeway would destroy the unique experience of silence, beauty, and clean air that currently exists in Saguaro National Park and other protected natural lands west of Tucson.</p> <p>Hikers would be unable to find trails not impacted by the noise and ugliness of commercial traffic. Visitors from all over the world, expecting to enjoy the beauty of Nature, would be disappointed and would go elsewhere in the future, resulting in less tourism income for the City of Tucson and Pima County. And our beloved Sonoran Desert wildlife would suffer irreparable harm.</p> <p>For all these reasons I OPPOSE the West Option of an I-11 freeway through Avra Valley, and I urge you to ABANDON it.</p> <p>Sincerely, Julie Rogers Tucson</p>			
Romberger	Isobel		I am requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. Many people are unaware of the project and they have a right to learn about the project and develop an opinion. Because the impacts of this project are intergenerational, I urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. Not only do I oppose federal development on tribal lands, but I find it at a minimum to be careless and disrespectful that the future of their land is being decided by people who don't belong to the tribe on a forum they have limited access to. This deadline should be extended, the information about the project should be sent out in the physical mail, and the western route through indigenous territory should be abandoned.	webform		1091
Romero	Cassandra		To Whom It May Concern, I am requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (FEIS) and Preliminary Section 4(f) Evaluation for the following reasons: -The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. - Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. I am also voicing my opposition to the West Preferred Alternative Option (West Option) described in the FEIS for the following reasons: -The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. - Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. -The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. -The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. -Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. -The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. -Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. -In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. Sincerely, Cassandra Romero	webform		2109
Romero	Ruben		Do NOT build a new freeway! Instead simply widen I-19 to 3 or 4 lanes in each direction to the I-10 interchange and widen I-10 as well.	Webform		1655
romeroneighbors			I oppose the proposed freeway in Avra Valley next to Saguaro National Park, the Arizona-Sonora Desert Museum, Tohono O'odham tribal lands, and protected open spaces. This proposed freeway would be a thoughtless tragedy for Sonoran Desert wildlife, habitat, and wildlife linkages. I also am requesting an extension of the public comment deadline for the FEIS from 30 days to 120 days -- the FEIS is 5,800 pages and 30 days is not sufficient time for public review & input.	Webform		787
Rose	Barbara		Dear ADOT folks, I'm writing to ask you for two very important things: 1) Please extend the public comment deadline from 30 days to 120 days (from August 16, 2021 to November 16, 2021) Such a critical forever-impacting action deserves to be fairly and widely considered by those who live here now as well as those who care for future generations. 2) I request that you make the right choice and abandon the West Preferred Alternative Option in Avra Valley I'm a 70 year old desert foods farmer, teacher and land steward of twenty acres in a critically important wildlife linkage in the northern Tucson Mountains, surrounded by urban sprawl. I am well aware of what happens when big new roads are built in special places. You have a wonderful opportunity to do the right thing and upgrade I-19 and I-10 to handle proposed increased access through the area. Thank you for the opportunity to comment. Barbara Rose Bean Tree Farm Tucson AZ beantreefarm.com "Because we can not understand nature's intelligence does not mean she isn't speaking to us."	Email		241
Rose	Brian		I implore the committee to remove the west option of the I-11 expansion due to the environmental impact this would have on the Sonora desert corridor and the impact it would have on saaguaro national park. The impact to wildlife and habitat would have irreversible effects. Saguaro National Park and its habitat and wildlife are a big draw to Tucson and its surrounding communities. Please reconsider this plan and the impact it will have on the environment.	Webform		1417
Rosecast	Allison		Tucson is truly my favorite place to visit because of the beauty of the saguaros and the peaceful desert landscape. This project would damage the tranquility of the desert for visitors and its inhabitants in a terrible way. Endangered species and all wildlife in the area would be threatened and harmed by this. The natural beauty of Tucson is like nowhere else, and it should protected, not damaged!	webform		1991
Rosen	Gail & Neil		Preserve the desert. Not enough water to support growth. We oppose Interstate 11 under any circumstances. Look at Phoenix. A congested, hot, concrete covered, urban sprawl.	Webform		11
Rosen	Gail & Neil		This proposed freeway will destroy the environment around it, which includes not only the desert (which cannot be replaced. Regrown etc) but the areas surrounding Saguaro National Park West, the Desert Museum and turn the lives of those who live in that area upside down. The native animals are another factor, irreplaceable. This freeway would promote unneeded and unsustainable growth in	email		1356

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			this area. Have you forgotten about the water situation in this state? There are just way too many negatives. Not enough positives in my mind to warrant this project which is just a completely destructive one on my opinion.			
Rosen	Neil & Gail		We are writing in support of an extension of the public comment deadline for the Final Environmental Impact Statement from 30 days to 120 days. The FEIS is 5,800 pages long (including appendices) and 30 days is simply not enough time for public review. We would also like to voice our opposition to the project in it's entirety.	Webform		377
Rossetter, PhD	Pamela Bell		As a 7th generation Tucsonan and scientist, I am strongly opposed to the Western option for I-11 that would go through the rural landscape of the Altar and Avra Valleys and would support the Eastern Option. Here are my reasons for opposing the Western Option: A freeway would be right next to where Tucson draws the majority of it's water - greatly increasing the opportunity for an accident to pollute water for the city, it would increase the noise, air, and light pollution in a rural area, it would be right next to treasured protected lands (Saguaro National Park) and would degrade the experience of recreating in these lands, it would draw economic opportunities away from Tucson, it is too close to O'odham land, it would cut wildlife migration corridors, it would adversely impact all biological resources mentioned in section 3.14 - this is unacceptable, it would cost more money, it would adversely impact mitigation lands for Pima County's Section 10 Habitat Conservation Plan (part of the Sonoran Desert Conservation Plan). It just seems silly to degrade a rural area for a freeway when expanding one that already exists is an option.	webform		1129
Rosso	Brit		I am requesting an extension of the public comment deadline for the Final Environmental Impact Statement from 30 days to 120 days. This FEIS is 5,800 pages long and 30 days is just not enough time for public review. I am in strong opposition to the West Option of this new interstate going through the Avra Valley.	Webform		409
Rosso and Uhr	Brit and Leslie		I strongly oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical wildlife migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and two deer species, rely on these corridors to find mates, water, and food, and the West option could result in a massive amount of wildlife roadkill. Putting an unnecessary interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark desert skies. This proposed West route of I-11 would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects. Finally, in 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. For all of these reasons and more, please reject and cancel the West I-11 preferred option proposal. Thank you for your time on this important matter.	Webform		1746
Roth	Sadie		I am writing in opposition to the West Preferred Alternative Option for I-11. Not only is this option the more expensive and wasteful option, it is also more detrimental to wildlife and defeats the purpose of surrounding lands to mitigate impacts from other development projects. Major roads harm Arizona's iconic wildlife such as bighorn sheep, Gila monsters, Sonoran Desert toads, Sonoran Desert tortoises, and many others by causing significant mortality and/or road avoidance behaviors, which fragment habitat and damage populations. As a wildlife biologist, I often witness the impacts of major roads on wildlife populations. We should strive to limit construction of new major roadways and choose options that maximize use of existing major roads. Additionally, the comment period for this project should be extended. This project would increase noise and light pollution for residents and also cuts through traditional Tohono O'odham lands. 30 days is not sufficient time for many people to read the entire report and make comments, and this limits the voices of those who will be impacted by this project.	Webform		1717
Rowe	Kali		My feedback on this proposal as a native Tucsonan is twofold. First, I ask that you extend the comment deadline to 90 days. The current 30 day period is not long enough to ensure that those most impacted by this proposal are aware of it and have time to make their feedback known. Second, I absolutely oppose the West Preferred Alternative Option. This option goes through the middle of the Sonoran Desert and would impact many National Parks and Monuments such as Saguaro National Park, Gates Pass, Tucson Mitigation Corridor and the Ironwood Forest National Monument. It would also be seen and heard from many popular hiking trails in the area. We have to preserve as much as we can of our beautiful desert and the wildlife that calls it home. The West option would do so much damage. Please abandon the West option.	Webform		1414
Rowlette	Cathy		Dear Sirs Please extend the public comment time on this project to 120 days! It is complex, lengthy, and cannot be adequately considered without more time! The fact that this interstate will have an impact on our desert, towns, and cities for generations, an impact that particularly affects poor and native populations, requires very careful as thoughtful analysis. This takes time!! Also, please disregard completely and forever the proposal to site interstate 11 on the west of the Tucson Mountains! This route would adversely impact unspoiled, protected, and native lands, as well as land already set aside in mitigation for the Central Arizona Project (CAP). There is no mitigation possible for the effects an interstate highway would have on this environment. I grew up in Tucson and have lived almost all of my life here. This land is beautiful, unique, and irreplaceable—and already in peril from population growth and climate change. A new highway connecting our northern & southern borders will indeed be good for commerce—so, if completely necessary, build it along the already existing I-19 and I-10 routes, not through the Avra Valley! Thank you! Cathy Rowlette	email		711
Ruane	Joan Shepard		I oppose the I-11 West Option through Avra Valley because there are alternate routes that will not effect two of our wonderful treasures.	webform		1321
Rubin	Benjamin	Landowner	The proposed non-concurrent alignment in Pima County seems like nothing more than an attempt to open up a large amount of land to tract home development at taxpayers expense. These developments and their accompanying massive parking lots and strip malls are proven to be scam never paying for themselves in upkeep, all to pave over virgin desert as the state auctions off acquired land to the their business 'partners.' It painfully skirts around Native American reservation land, national monuments and national parks. The valley will simply trap truck exhaust and noise pollution. It would completely destroy one of the last affordable, semi-rural areas in the Tucson area. While naturally places can and should grow and develop, the interstate highway system should not be used as a blunt instrument to destroy people lives. This is not an expansion of existing highways, of which there are many, or even the creation of a new port of entry, and no one in their right mind would consider this a logical bypass. It is simply a naked attempt to open up Avra Valley as quickly as possible to the same ugly sprawl that has come to define our state.	Webform		573
Ruggill	Judd		To Whom It May Concern: I am requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, I urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access.	email		817

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			A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you for considering this request. I appreciate the time you have put into this. Sincerely, Judd Ruggill Tucson, AZ			
Ruiz	Art		I support the I 11but would like it to be limited access provide the safe drive around Tucson but not encourage growth in the area.	Webform		1711
Rush	John		I have read that you are considering two options for a new highway, I-11, one that runs east closer to Tucson and a second that runs west through Avra Valley. I urge you to reject the west option since it would place a highway on Tohono O'Odham land and near Saguaro National Park West and Ironwood Forest National Monument. These three named areas are quintessential AZ, and it is vital that we preserve them in order to maintain the character and history of our great state. Putting an interstate highway near to these three areas puts them in jeopardy, if not immediately then as a consequence of easier access. We can have new highways with improved traffic flow without putting these important lands at risk. Please reject the west option for I-11.	Webform		162
Rush	John		I am writing to request an extension of the public comment deadline from 30 days to 120 days. This is a major project that will impact AZ citizens for many decades. Given the long-lasting impact of this project, it is important that you allow enough time for people to learn about this project, form an opinion, and voice it. Please extend the comment period to show the public that their comments matter and that you are listening to them.	Webform		163
Rush	John		I am a member of the Tortolita Alliance in Dove Mountain, Marana. I oppose the FEIS West Option for reasons described in the attached letter.	Webform	Rush_1731	1731
Rushbrook	Dereka		The Avra Valley route must be dropped as a possibility. In a time when we are facing critical environmental challenges, this is an obvious mistake. We can not afford the loss of so much of what makes Tucson special. The impact on biodiversity and the ecosystem will be devastating -- these are systems and wildlife that are already facing stark challenges in the context of regional drought and habitat fragmentation due to rapid growth. The Avra Valley corridor will encourage more urban sprawl and have negative impacts on efforts to combat urban inequities in Tucson. Quite simply, the city, local residents, and the ecosystems will all be disadvantaged and put at risk if the Avra Valley route is chosen. Please do the right thing.	Webform		1442
Rutledge	Rela		This project should be placed over existing I19 and I10 terrain and absolutely not over new terrain west of the Tucson Mountains. This is a destructive and unnecessary way to route the road. Don't do it.	Webform		834
Ryder	Madeline		Please extend the comment deadline to 120 days, this is not nearly enough time to process the proposed actions in any meaningful way.	Webform		721
S	Jade		We already have sufficient interstate highways that we've been using. We've done so much bad to nature for our own gain, and if we keep putting unnecessary industrialized developments first, we might not have that nature for long. The land is best left unpaved.	Webform		1423
S	Tommy		Living in Tucson my entire life has taught me the true value of natural habitat. This submission is likely going to cast to the side and unconsidered however I plead that ADOT and associates will take our feedback seriously. Do not go follow through with the West option please.	webform		2275
S.	Robert		As a resident of the city of Maricopa, I would just like to voice my support for the Interstate 11 project. Interstate 11 will bring a vital and much needed additional connection for the city of Maricopa to the rest of the Phoenix metro area. My only request is for ADOT and the FHWA to consider additional funding to build a proper interchange with SR 238 to facilitate a good route for the city of Maricopa to the freeway. Because SR 238 parallels the SPRR I hope the challenges this presents are taken into account so trumpet and tight clover leaf ramps can be avoided, or have the effects of such ramps on the mainline reduced with the addition of extra long acceleration lanes which are sorely lacking in previous freeway construction.	Webform		536
Saavedra	Grace		Please extend the deadline. The complex issues created by this project deserve an adequate study. Too often we're short sighted when making decisions and we pay dearly for rushing into something we don't fully understand.	Webform		671
Salgado	Luis		I oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and would bypass Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. NO mitigation could offset these negative impacts. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside! It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. The West Option would also cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. In 2019, the City of Tucson even voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource - the area is also an important site for groundwater/aquifer recharge efforts that can be greatly hindered by the destruction of this land to build a highway. I also request an extension of the comment period from 30 days to 120 days - The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project.	webform		2251
Saltzman	Jane		It makes no sense money wise or environmentally to build the proposed I11 through the Agra Valley. The 110 or an extension of would be more cost effective and would have less impact on the environment and tribal lands.	Webform		595
salvatore	James		I am opposed to the construction of a new interstate 11 through the city of Tucson. The noise pollution and environmental pollution it will bring is terrible for our parks and residents.	Webform		1390
Sampson	Margo		Hello, I'm writing as a resident of Green Valley, AZ, regarding the proposed Interstate 11 Corridor from Nogales to Wickenburg. My interpretation of & position is that the current proposal that would cut through Green Valley & Sahuarita would dislocate the families of hundreds of homes for no real benefit. We already have the I-19 that connects with I-10 in South Tucson. The proposed I-11 connection should be farther north, perhaps just north of Picacho Peak, off of the I-10. That area is largely farmland, is less populated & could provide more of a direct route north. Thank you for the opportunity to comment on this important matter. Should you have questions, feel free to contact me. Margo Sampson 566 W. Deerview Ct. Green Valley, AZ	Email		2519
Sanders	Sue		Don't want it to go thru Avra Valley and need longer 120 days for public comments. Thanks Sue.	email		710

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			Sue Sanders 634 E. Mabel St Tucson, AZ 85705			
Sargent	Susan		Choose the East option - I-10/I-19 because infrastructure is already in that area. The West Option is a terrible idea. Why would we go to the far west side and completely disrupt the habitat and beauty of the Sonoran Desert which is a valuable asset to both the County and State. I say "NO, NO, NO" to the Avra Valley option. It does not benefit the citizens of the United States.	webform		2088
Sartori	Dr. Aurora C		First, the 30-day comment period needs to be extended by an additional 90 days. The communities who will be most directly affected by this decision are low-income and therefore are less likely to have access to the means of communication conventionally used to inform the public about the project. For example, the Western Alternative through Pima County is proposed to extend through traditional Tohono O'odham lands where many tribal members have limited internet access. This proposed construction will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Second, I would like to recommend that the ADOT and FHWA do NOT select the West Option. The West Option is located perilously close to a wide array of public lands and would negatively impact hiking experiences (a main source of tourism), in addition to jeopardizing the existence of endangered species and fragmenting precious wildlife habitats. Its proximity to the Central Arizona Project (a main source of drinking water) is also extremely worrisome. There are also valid concerns regarding the West Option's impact on urban sprawl. Moreover, it would infringe upon thousands of people's private property rights, damage the local economy (because it would divert traffic away from Tucson's growing downtown), and severely impede the scientific research performed at Kitt Peak Observatory. These are only a handful of the crucial factors that need to be considered when making this decision. I strongly urge you to extend the comment period and allow the public to have a voice in the future of OUR community.	webform		2008
Saunders	Emily	Desert Senita Community Health Center	Hello. I'm a local community health provider and live and work in both Tucson and rural Arizona serving marginalized families. I'm alarmed by the proposed I-11 West option and urge you to choose the east option. The west option cuts through Oodham lands and neighborhoods disproportionality occupied by low income families who already face an onslaught of barriers to wellbeing daily. A highway in this area would cause irreversible damage to community health and to the health of the land it crosses as well.	webform		2027
Sausman	Karen A		I am a professional desert ecologist and am AGAINST the alternate I-11 corridor through the Avra Valley north and west of Tucson. The proposed location cuts off the critical migration of genetic material between the Tucson Mountains and the Ironwood Forest and the Reservation lands to the west. There is ample room to expand I-10 through the Tucson area at alot less cost to the taxpayer and to the environment. I support the actions of the various agencies including the city of Tucson in their opposition to routing I-11 through the Avra Valley. I sincerely hope that Pima County will also oppose this route. Finally I request that the comment period be expanded to allow more input.	Webform		1769
Savage	Colt		I strongly oppose the building of the I-11 freeway through Avra Valley. This area remains a critical habitat for both endangered animals as well as plant life. A freeway here would have serious environmental impacts on this beautiful region we share. Please, for the sake of our planet and our posterity, consider an alternative route.	webform		2311
Sawyer	Joanie		I am requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. The Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. For the above reasons, and because the impacts of this project are intergenerational, I request that you extend the review time.	Webform		842
Schachter	Josh		Hello, I am writing to request an extension of the public comment deadline from 30 days to 120 days to give the public sufficient time to review the EIS. I am also writing to express my opposition to the west preferred alternative option. Thank you, Josh Schachter Tucson, AZ	email		523
Schade	Chuck		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. Chuck Schade	Email		2544
Scheinkman	Tracy		I don't like the idea of building a freeway off pest from the original freeway routing through Agra Valley to the West of Tucson. This route will cut the Tucson Mountains, an important wildlife area, off from the flow of animals from other nearby mountain ranges. It would make the Tucson Mountains and West district of Saguaro National Park cut completely off from much necessary gene flow and animal movement. Mountains that have this kind of girdling by highways occur have their ecosystems ruined much in the same way that girdling a tree kills the tree. This would fragment the habitat so severely that all large animals and many small ones will disappear from the landscape. When animals stop moving into these lans apes plant species that depend on them degrade and die too. Lose too many species and soon nothing of the original character of the mountain ecology is left. You can see this in Phoenix where individual small mountains have been cut off from species movement and flow are now pretty much dead. Additionally this routing on the West side of the Tucson Mountains benefits no one living there. People who moved there to go to an area of peace and quiet will lose that. Kitt Peak will likely be at severe risk from increased light pollution. Millions of dollars flows into the University because of Kitt Peak, that money is spread throughout the community. I do not understand why the I-10 corridor can't be expanded with enough lanes maybe with truck only lanes to make the western route around the Tucson Mountains unnecessary. Finally I must point out that the route would take the highway close to if not through the infiltration basins currently being used to store water from the Colorado River Project for Tucson and Phoenix for future needs. The highway would endanger that water storage project. I would like to see this portion of the I-11 corridor abandoned and choose the no build option or expansion of the existing I-10 highway. An even better option would be to switch to building passenger rail service between the border and Phoenix! Electric passenger trains would take cars off the road and could be powered by solar power!	webform		1022
Schembri	Janie		No to I-11! I am exhausted, depressed, and disillusioned. How can ruining the beautiful desert habitat, dark night skies, uprooting homes and families, creating noise and air pollution be a good thing? Your preferred route is not a good thing. So many of us live in your preferred route. I still don't understand why I-11 is necessary or why expanding/double decking I-10 isn't more feasible. Shame on you.	webform		1258
Schippers	Susanna Canizo		As I noted in my comments on the Draft EIS, I believe more study needs to be completed regarding alternative modes of travel. In particular, expanded rail service for both passenger and freight traffic between Tucson and Phoenix would alleviate traffic on I-10 and fulfill the purpose of the I-11 corridor without the need for additional construction along a new route in Avra Valley. Recently, local officials have pushed for Amtrak to expand its service along the Sunset Route, which would relieve traffic on I-10. See the news article at: https://news.azpm.org/p/news-splash/2021/7/28/197877-leaders-push-for-phoenix-tucson-train-service/ This is a new development that should be considered. Also, the Pima County Board of Supervisors today voted to oppose the Avra Valley routing of I-11. This opposition by such a key stakeholder in Southern Arizona should be considered, and the study team, recognizing the overwhelming opposition to the Avra Valley route by Southern Arizona residents and stakeholders, should remove that option from consideration. Doing so would allow regional planners to have a defined corridor to facilitate future planning for I-11. By offering two options in the Tucson area, the study team has failed in its duty to offer certainty regarding the future corridor and the ability to plan ahead, which the tiered EIS process is meant to provide. Please drop the Avra Valley route and allow the state as a whole to plan for a single corridor. By being creative and considering alternative modes of travel such as rail, ADOT can make a corridor along I-10/UPRR work in the future, facilitating international trade while avoiding the extensive environmental damage that would result from an entirely new freeway being built in the pristine desert west of Tucson.	webform		1893

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Schlegel	Angela		This is a shortsighted project that would be a disaster for wildlife, the environment, and critical water supplies. We do not need such a poorly planned highway, especially in light of recent climate change reports. We need smart investment in existing infrastructure, making it more efficient and useful. We do NOT need to destroy what makes Arizona special - our beautiful Sonoran desert. Let us enhance what we already have, which will still enable job creation!	webform		2297
Schlussberg	Paula		I wish to express my strong opposition to the West Alternative Option for Interstate 11 as described in the Tier 1 FEIS. This route would create seriously destructive impacts on pristine desert landscapes, public AND private properties, and important tourist attractions within the rural areas west of Tucson. The proposed route would destroy wildlife habitat and vital migration corridors, with serious negative effects on iconic wildlife in that region, as well as deleterious effects on equally iconic plants in that region. A freeway would pose risks to the key water supply for Tucson & surrounding areas. It would negatively impact financially and environmentally important tourist areas including the AZ Sonora Desert Museum, Saguaro National Park, and Ironwood Forest National Monument. Building a freeway on this proposed route would result in loss of homes and private properties, and would cut through tribal lands. For these reasons and more, I oppose this route and strongly urge you to reject it. Thank you, Paula Schlussberg Pima County resident	email		1839
Schmahl	Erik		I am strongly in support of the East Option in Pima County to utilize existing infrastructure as much as possible to minimize unnecessary development of the natural lands around Tucson and its environs. I would like to request a 90 day extension for community review of the I-11 Tier 1 EIS.	Webform		780
Schmidt	Justin, Veris, Kalyan, Li		July 19, 2021 I-11 Corridor Study Team Dear I-11 Corridor Study Team: We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you for considering this request. As always, we appreciate the time you have put into this effort. Sincerely, Justin, Veris, Kalyan, Li Schmidt	email		81
schmidt	li		Our opposition (AT LEAST 4 PEOPLE OF OUR FAMILY) to the West Option through Avra Valley because Saguaro National Park, the Arizona-Sonora Desert Museum, Tohono O'odham tribal lands, and other important protected open spaces. This freeway would be a disaster for Sonoran Desert wildlife, wildlife habitat, wildlife linkages, and rural communities in Avra Valley. THANK U	Webform		342
Schmidt	Margaret		To everyone concerned in this absurd and redundant proposal of an I-11 so-called "corridor"-- I demand that you select the NO BUILD OPTION. We don't need to destroy yet more desert, especially in a completely unnecessary ADDITIONAL north-south highway from Mexico to Canada. WHY DON'T YOU SPEND THE MONEY INSTEAD ON FIXING OUR TERRIBLE ROADS IN TUCSON AND GREEN VALLEY? You really need to do the right thing here and that means NOT building this ridiculous road instead of using MY taxpayer money for actual and immediate--not imaginary--needs. Margaret Schmidt 1158 Alpine Circle Green Valley, Arizona 85614	Webform		224
Schmidt	Margaret		To everyone concerned in this absurd and redundant proposal of an I-11 so-called "corridor"-- I demand that you select the NO BUILD OPTION. We don't need to destroy yet more desert in a completely unnecessary additional north-south highway from Mexico to Canada. Why don't you spend this money instead on fixing our horrible roads in Green Valley and Tucson? You really need to do the right thing here and that means NOT building this ridiculous road instead of using MY taxpayer money for actual and immediate--not imaginary--needs. Margaret Schmidt 1158 Alpine Circle Green Valley, Arizona 85614	Email		244
Schneider	Doug	Avra Water	Good afternoon, Attached is our response to the I-11 Tier 1 EIS Study. Thank you. Cathy Kuefler Administrative Manager 11821 W. Picture Rocks Road Tucson, AZ 85743 (520)682-7331 phone (520)682-8933 fax (520)780-8689 cell Avra Water Co-op is a community owned, not-for-profit, water provider located in Avra Valley. We are located just west of the Tucson Mountains, adjacent to the Saguaro National Park West. Our service area of 12.48 square miles is all located within unincorporated Pima County in the small community of Picture Rocks. We have three wells that pump water from the Avra Valley Aquifer into six reservoirs within our system.	email	Schneider_AvraWater_1385	1385

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			We have reviewed the I-11 Corridor Final Tier 1 EIS and while we understand the purpose and need for the project, we feel it is necessary to voice our concerns. Being a water provider that is regulated by many government entities, our primary concern is the possible negative effects that this project may have on our groundwater. Unless properly regulated to control environmental contaminants, there could be adverse effects to our water that could jeopardize the health, safety, and financial stability of our Co-op. Although we may lack the political power to stop construction of the corridor adjacent to our service area, and any subsequent development that follows, we feel we have an obligation to our members and the community to make an attempt to try and ensure development is strongly regulated so there are no negative impacts on our quality of water. Respectfully, Doug E. Schneider President			
Schneider	Justin		As a longtime Tucson resident I encourage ADOT to abandon the West Preferred Alternative Option through Avra Valley. The Arizona Sonoran Desert Museum and Tucson Mountain Park attract thousands of tourists every year. Both of these important natural areas and sources of tourist revenue would be negatively affected by a large, noisy freeway located in Avra Valley. The view West from Gates Pass Overlook among the saguaros is amazing. Building a freeway in Avra Valley will completely ruin this experience for future generations and visitors to our city. If we are to build an economically strong southern Arizona, it can't be at the expense of sacrificing some of the most beautiful and iconic natural areas we have here. In order to preserve what makes this area unique and a driver of Southern Arizona tourism, I'm requesting ADOT abandon the West Preferred Alternative Option in Avra Valley and pursue the East option instead. We can do better for Southern Arizona and the Tucson metropolitan area. Thank you for your time and effort.	webform	Schneider_2472	2472
Schnell	Tracee		I am a member of Tortolita Alliance. I strongly oppose the FEIS West option for all of the reasons stated in the attached letter from Tortolita Alliance. I absolutely support all of Tortolita Alliance comments.	Webform	Schnell_1644	1644
Schott	Holly		Please don't construct a new highway in this area. Negative effects to the environment, recreation, tourism, and human health would be allowed. Look at possibly widening existing highways if needed. No new highways please. I enjoy tourism in this Tucson area, and would be less likely to visit or spend money here if this project goes forward.	Webform		955
Schowalter	Timothy		Please extend the comment period to 120 days. Please eliminate the West option through Avra Valley (see attached letter). Re: I-11 Final Tier 1 EIS To Whom It May Concern: I am a retired professor of ecology and a docent at the Arizona-Sonora Desert Museum. I have extensive research and teaching background in the ecology of desert, and other, ecosystems, including the importance of biodiversity and biogeochemical processes for maintaining ecosystem integrity. I also have studied the effects of invasive plants and insects on native species and ecosystems. Furthermore, I have a vested interest in the quality of life and the quality of water supply in southern Arizona. I request an extended review period for the I-11 Final Tier 1 EIS. Thirty days is insufficient to adequately review a 5800-page document. Please extend the comment period to 120 days. However, I strongly oppose the West Alternative through Avra Valley for the following reasons. 1. The Sonoran Desert is a diverse and unique ecosystem that occurs in the U.S. only in a restricted region of southern Arizona. An interstate highway bisecting the area between Saguaro National Park and Ironwood Forest National Monument would fundamentally disrupt movement of many animal species, including desert tortoises and bighorn sheep, through the region and undermine hydrologic and biogeochemical processes that maintain desert ecosystems, thereby threatening the integrity of these national treasures. 2. The high volume of traffic on a major interstate highway will create pollution issues and increase avenues for the introduction and spread of invasive species. Many of our most serious invasive species are known to spread via vehicles and roadsides. 3. Any toxic spills on the interstate would threaten the Central Arizona Project, including Tucson's water supply, as well as water for surrounding communities. 4. The route will negatively affect many low-income and minority communities, especially on Tohono O'odham tribal lands. 5. Using the existing I-10/I-19 option, rather than new construction with so many negative features, makes far more sense economically and ecologically. Please eliminate the West Option and focus on the I-10/I-19 option. Thank you. Sincerely, Timothy D. Schowalter	webform	Schowalter_1353	1353
Schreiber	Amanda		The ADOT should ABANDON the I-11 west preferred option through Avra Valley! This would RUIN our pristine desert, the quietness, and add traffic and light pollution to a revered area.	webform		1959
Schroeder	Alan and Kathie		To whom it may concern, We oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). The list of the valid reasons to oppose this action is very long. We absolutely agree with all of them and think this action should be abandoned due to the tremendous damage it will cause on so many levels. The impact this project would inflict on the Air, Light and Noise pollution in each and every populated area that would be encroached upon by the project would cause insurmountable damage to the economies of those cities, villages and towns. In particular the city of Tucson would be so very negatively impacted! This roadway would divert traffic away from Tucson's downtown area which has been updating and modernizing as a growing successful business area. Many attractions that have been long time destinations would miss travelers stopping in to enjoy and spend time and money. Time after time the construction of new "by-pass" roadways have marked the decline and even the financial death of cities and towns. The construction of this totally UN-NEEDED highway would disturb/destroy invaluable protected wilderness areas, the unique and beloved Arizona Sonora Desert Museum, Saguaro National Park, Tucson Mountain Park, The Kitt Peak Observatory among other incomparable public and private lands. Pollution, destruction of habitats, interruption of wildlife corridors are among the totally unacceptable aspects of this project. The encroachment of private lands, public lands and Tribal lands is as unfair as it is UNNECESSARY! This is a massive project. Thirty days is a totally unreasonable time period for the review of and comments on the proposal. 120 days would be much more realistic for this 5,800 page document. This project is worse than a bad idea. Please abandon, throw out, delete, get rid of the entire concept of putting a new highway just west of the already existing and fully functional I-10. We OPPOSE the West Option for Interstate 11. Alan Schroeder Kathie Schroeder 13990 N Dust Devil Dr Tucson, AZ 85739	email		1357

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Schubert	Miranda		Given the recent UN report about climate change and how we need to dramatically change our behavior in order to curtail its impacts on humans (especially those in a desert), ADOT and the FWHA should NOT even be considering building another interstate that will just increase pollution and encourage sprawl. It's also very unclear why this additional interstate is needed since it appears to heavily overlap with the I-10 and I-19. Lay train tracks to support/expand the movement of commerce from the border. All that said -- IF this project proceeds, the East option should be pursued over the West option. The East option is help constrain sprawl and protect a largely undisturbed wildlife corridor.	Webform		1701
Schull	Victoria		The current plan for I-11 would be devastating to the surrounding ecology and would severely impact tourism and cultural wealth in southern Arizona	Webform		1421
Schultz	Erin		I am appalled that we would want to put a freeway through an existing National Park. This is a beautiful part of the southwest, and one of the few ones left as this state gets warmer. Not everyone wants a concrete jungle and more semis running through this state. Funding money could better be invested in the I-10 widening and the rest could be put towards conservation of our land. Maybe a water reservoir project as this state gets hotter and we go into drought. This will just be what? Convenient? Save 30 minutes? Ruining over a century of nature's beauty?	Webform		130
Schutzbank	Nicole		We oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. We also request an extension of the comment period from 30 days to 120 days. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.	webform		1870
Schwamberger	Christine		Dear ADOT: I submit the following comments in total opposition to I-11 ever being built: 1. First of all, the 30 day comment period is too short for the public to adequately express their opposition to such a damaging freeway which will have far-reaching environmental and community damage. The documentation contains over 5000 pages, it takes time to digest all of that. Please extend the comment period to 120 days to get meaningful public input. 2. I oppose both options for this freeway, but most vigorously oppose the so-called "West Option" adjacent to the Saguaro National Monument. The freeway would absolutely ruin the preserved and pristine monument, and absolutely kill all of the animals, and the exhaust from the cars kills the saguaros. 3. In a time of climate change, heat islands, and drought, this freeway is an obsolete and outdated technology. Car travel and traffic must be reduced to reduce climate change, not increased. The heat retained in the tons of concrete that would be used to build this freeway will only increase an already record-hot climate. It is time that ADOT started recognizing there are environmental limitations to paving over the whole state of Arizona, and use more updated methods for transportation and construction. Mass transit and trains are the technology of the future. This freeway is an obsolete relic and must be stopped. 4. Since the vast majority of the community oppose this freeway, why does it not die? How can an agency such as yours insist on building something that no one wants? Chris Schwamberger 5769 W. Midnight Chorus Rd. Tucson, Arizona 85735 schwamberger@earthlink.net	Email		1000
Schwan	Kristina		To Whom It May Concern, I am requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (FEIS) and Preliminary Section 4(f) Evaluation for the following reasons: -The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. - Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. I am also voicing my opposition to the West Preferred Alternative Option (West Option) described in the FEIS for the following reasons: -The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. - Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. -The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. -The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. -Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. -The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. -Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. -In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. Sincerely, Kristina Schwan	webform		2122
Schwan	Melissa		To Whom It May Concern, I am voicing my opposition to the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11), for the reasons I state below. I am also requesting a comment deadline extension by 90 days for the I-11 Final Tier 1 Environmental Impact Statement, with reasons below. I'm requesting an extension of the deadline for comments because: -The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. -Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. I am also voicing my opposition to the West Preferred Alternative Option (West Option) described in the FEIS for the following reasons: -The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. -Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. -The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. -The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. -Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. -The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. -Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-	webform		2220

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			recognized Sonoran Desert Conservation Plan. -In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. Sincerely, Melissa Schwan			
Schwartz	David		For these reasons and especially because the creation of new roads in otherwise unpaved ecosystems is irreparably damaging to those ecosystems (ozone, roadkill, increased risk of fire, and many others), the only ecologically healthy choice is to build I11 alongside I10. Additionally, it's absurd how little time was granted to the public (including stakeholders in the ecosystems that the proposal considers razing) to review the 5k page proposal Consider also that The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.	Webform		911
Schwartz	Ivy		Thank you for the ability to comment on this project. 1. Please extend the public comment period 120 days. With summer here and many families vacationing, your comment period is way too short!! 2. Going through Avra Valley is a really dumb idea. It will hurt businesses along I10. It will break up wildlife corridors in the Tucson Mts. It will require alot more infrastructure, water and dust than necessary unless the corridor is along the already built up Interstate 10. Doing this in Avra Valley I further degrade the desert and hurt plants and animals (who are barely hanging on now with the climate crisis and drought in SE Arizona). 3. If Interstate 11 goes in at all, it should go along Interstate 10 for the above reasons. The better plan would be for a rail line to go along Interstate 10 from Guaymas to Las Vegas. 4. We needed to start thinking with climate in mind yesterday. Let's NOT do things that will make our community and our climate WORSE!! Sincerely, Ivy Schwartz, MD, MPH	email		702
Schwartz	Pat	Living Streets Alliance	I am a lifelong AZ resident, a geographer and planner. I am writing to express my disapproval of the proposed i-11 plan. The consequences of the highway expansion--including destruction of endemic species, pristine and public lands, and an active investment in worsening our fossil fuel-related emissions and climate change. The economic reasons given for the project do NOT justify the harmful means. We as a state are capable of far more innovate solutions; this tired, long-opposed project is not an investment in our future, but continuation of past mistreatment of our lands and peoples. As I work through the extensive and complex Final EIS document, I am requesting an extension on the comment period in the meantime.. After over so many years of back-and-forth planning on this clearly highly contested action, 30 days for a final comment period on a document of over 500 pages, especially during summer, is NOT enough. We implore you to extend the comment period to 120 days and provide more outreach with the public. For example, virtual town halls, a more interactive website, or in-person outreach events have all proven effective in our work. This is a huge decision that will change our state drastically, we should be making it together, informed and fairly.	Webform		602
Schwemm	Amy		I strongly oppose the proposed I11 route though Avra Valley. Born in Phoenix and raised in the desert between Phoenix and Tucson, protecting the wild desert is my top priority. Do NOT make that road! Thank you, Amy	webform		1062
Scigliano	Laura		To Whom It May Concern: We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you for considering this request. As always, we appreciate the time you have put into this effort. Sincerely, Laura Scigliano	Email		890
Scigliano	Laura		To whom it may concern, We oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. We also request an extension of the comment period from 30 days to 120 days. EXTENSION OF PUBLIC COMMENT DEADLINE The deadline for public comments should be extended from 30 days to 120 days to allow a fair and thorough review by the public. • The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. • Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. • Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. • The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. • The FEIS is 5,800 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. • A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.	Email		892

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			<p>IMPACTS TO PUBLIC LANDS The West Option is located perilously close to a wide array of public lands, including:</p> <ul style="list-style-type: none"> • Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). • County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. • Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. <p>IMPACTS TO WILDLIFE CORRIDORS The West Option:</p> <ul style="list-style-type: none"> • Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. • Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. • In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway. <p>IMPACTS TO NOISE, AIR, AND LIGHT POLLUTION The West Option would:</p> <ul style="list-style-type: none"> • Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. • Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area. • Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research. <p>IMPACTS TO THE ECONOMY The West Option, along with the entire proposed route from the border to Casa Grande would:</p> <ul style="list-style-type: none"> • Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. • Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others. • Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services. <p>IMPACTS TO PRIVATE PROPERTY The West Option would:</p> <ul style="list-style-type: none"> • Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north. <p>Thank you for taking this all into consideration. Sincerely, Laura Scigliano</p>			
Sconzert	Brad		<p>Please consider and approve this and the many other requests to extend the public comments period by an additional 90 days. The impact of this proposed project is incredibly far reaching and will have implications on the people, environment, and economy that will last for several decades. Certainly 30 days is an insufficient amount of time for the affected members of the public to review this information and properly and effectively voice their opinions let alone getting the information to them! Thank you in advance for your consideration of this request. For official record of public comments: After careful consideration, I am vehemently opposed the West Option to create a newly constructed highway through the Avra Valley. I am of course biased against this option since the route would directly cut through my own private property but that is hardly the sole reason I am opposed to the West Option. I am not fundamentally opposed to infrastructure development projects such as the I-11 highway construction, but I strongly feel that between the two options presented, there are obvious reasons why the West Option should not be chosen. Additionally, there are many good reasons why the East Option is well-justified to be chosen. The West Option through the Avra Valley would require irreversible disruption, destruction, or condemnation of private property, low-income communities, natural desert landscape, tribal lands, farm and ranch land, geological, and archaeological sites just to name a few. We need to start respecting nature and consider the impact we have had on it. I don't think this West Option would have the desired outcome of bolstering the local economy as it would encourage truck drivers and other travelers to completely bypass the Tucson metropolitan area. It would be spreading more pollution in the forms of carbon emissions, noise, and light 24-hours per day, every single day through the previously serene desert landscape. Trampling through hundreds of thousands of acres of virgin desert and condemning tens thousands of acres of private properties under eminent domain to build a highway is both irresponsible and unforgivable. Simply put, it is wrong. The East Option makes use of already existing roads and highways that can renovated, repaired, and improved to meet the growing needs of the public while effectively avoiding the detrimental impacts stated above. This is the very definition of sustainable growth which we as a society should be striving for. Making use of the footprint we have already left by selecting the East Option is the clear right choice, even if it's more costly or takes longer. It will drive economic support to the Tucson metropolitan area by not bypassing it completely (like the West Option would) and encourage a revitalization of our city through new opportunities for industries of all kinds. Advancements in vehicle safety such as collision avoidance systems and autonomous driving will only improve highway travel efficiency and reduce congestion. We do not need to pick an old solution to a modern problem and building a new highway to reduce traffic would be exactly that. It's lazy and outdated. We have the unique opportunity to build I-11 utilizing existing roads through Tucson with the East Option and make it the shining example of what a "Next Gen Highway" should be by including considerations for vehicles of the future. I would support the East Option as it the obvious, responsible, and sustainable choice. By utilizing and improving our existing roads and highways, we can both satisfy the requirements of this proposed I-11 project and avoid massive destruction to the Avra Valley. Attached: I've included a table to summarize these points in a clear and direct way.</p>	Webform	Sconzert_0150	150
Scott	Kendall		<p>Building the i-11 would destroy and interrupt wildlife as well as land that people who live in the Tucson basin and people who come from around the world to hike or explore Southern Arizona. The interstate would be seen and heard from the serenity of the Tucson mountains and many popular hiking trails in the area. It is important for residents of the Tucson area that this does not continue.</p>	webform		2449
Seaberg	Robert		<p>I oppose the I-11 route through Avra Valley because of the environmental damage it would cause. .Robert Seaberg Tucson, AZ</p>	Email		302
Seal	Kevin		<p>I am not opposed to the development and construction of Interstate 11, however, I am STRONGLY opposed to the routing of the Interstate through the Avra Valley on the west side of the Tucson Mountains. The significant negative impact it will have on some of the most diverse and pristine Sonoran desert landscapes, especially Saguaro National Park, renders this a terrible plan. It will cause irreparable damage to Saguaro NP, Tucson Mountain Park, and the entire Avra Valley region. As a resident of Arizona and a US citizen and taxpayer, I would like to register my strong preference that Interstate 11 be routed with Interstate 10 through the Tucson area, and that Interstate 10 be expanded in order to handle the additional traffic. In the wilderness, we are told (by the federal gov't, no less) to use campsites and locales that are already impacted so as to minimize the further destruction of habitat, and I see this in the same light. An Interstate 10 with 8 lanes in either direction is preferable to an Interstate 11 through Avra Valley. The Tucson area economy and all of Arizona is dependent on hundreds of millions of dollars in tourism income to thrive. Routing Interstate 11 through Avra Valley will fundamentally change the tourism options of all of west Tucson for the worse. Please do not do this.</p>	webform		1021
Secord	Emily	N/A - local Tucsonian	<p>Confused why \$ is being put towards destroying wilderness area/sacred Tohono lands instead of updating CURRENT infrastructure or helping local businesses after a GLOBAL pandemic????? We have one of the most unique ecosystems in the world and we're wrecking it for a new interstate that literally no one needs??? This NEEDS to be reconsidered.</p>	Webform		190

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Segal	Bob		I commented earlier about my opposition to the I-11 plan in its entirety. But I also want to make it clear that another reason I oppose this is for personal reasons, the West corridor plan through Pima county would go through my land and destroy it and everything I've done to build it up including all the neighbors I live here with. We have worked very hard to create an environmentally sensitive neighborhood in the area and this plan would destroy everything we've done.	Webform		350
Segal	Bob		First of all, the entire plan for an additional interstate highway is a ridiculous waste of money, resources and is ruinous to the environment: global climate change ring a bell? Clearly this is intended to make money and/or political capital for some specific individuals at the expense of every person, animal, plant and mineral in its path. So my advice is to drop the entire plan, now, before you (you meaning the forces behind this plan) waste anymore of taxpayer money. Second, since it seems that you don't give a damn about the biosphere and everything contained within it (which includes and you and the people and things you might actually care about), the least destructive option is to follow the existing I-19 and I-10 corridors, the East Pima County option. Again, and I cannot stress this enough, DROP THE ENTIRE I-11 PLAN!	Webform		352
Serraglio	Randy	Center for Biological Diversity	Please see attached request for an extension of the public comment period. Full comments will follow at a later date. RE: Request for comment deadline extension by 90 days for the I-11 Final Tier 1 Environmental Impact Statement To whom it may concern: The Center for Biological Diversity is requesting an extension of the public comment period for the Interstate 11 Final Tier 1 Environmental Impact Statement (FEIS) from 30 days to 120 days. This action falls squarely within the discretion of agencies conducting analysis of complex issues with a broad range of impacts that affect large areas or communities of interest. The Center has thousands of members in southern Arizona who would be potentially impacted by this decision, as well as an ongoing interest in maintaining wildlife connectivity, conserving public lands and addressing climate change, all of which are wrapped up in the analysis at hand. The I-11 Tier 1 FEIS and supporting materials contain thousands of pages, and it is simply not reasonable to expect the public to be able to gain awareness, access the document, review its contents, and make substantive comments within a 30-day time frame. The impacts of this proposal have the potential to permanently and radically change Pima County, the Tucson metro area and its surrounding environment. It is critically important that the public be given sufficient time to consider it carefully. Many agencies, from federal to state to local, routinely allow more time for public review of such complex analyses. This project is playing out over the course of decades, so there is no rationale whatsoever for squeezing the public comment period into such an inadequate time frame. The Arizona Department of Transportation should immediately announce an extension of this comment period to 120 days to allow for the public to fully consider its many complex impacts and substantively comment on the proposal. Thank you for your consideration. Randy Serraglio Southwest Conservation Advocate	Webform	Serraglio_CntrBio Diversity_0956	956
Serraglio	Randy	Center for Biological Diversity	RE: Request for comment deadline extension by 90 days for the I-11 Final Tier 1 Environmental Impact Statement To whom it may concern: The Center for Biological Diversity is requesting an extension of the public comment period for the Interstate 11 Final Tier 1 Environmental Impact Statement (FEIS) from 30 days to 120 days. This action falls squarely within the discretion of agencies conducting analysis of complex issues with a broad range of impacts that affect large areas or communities of interest. The Center has thousands of members in southern Arizona who would be potentially impacted by this decision, as well as an ongoing interest in maintaining wildlife connectivity, conserving public lands and addressing climate change, all of which are wrapped up in the analysis at hand. The I-11 Tier 1 FEIS and supporting materials contain thousands of pages, and it is simply not reasonable to expect the public to be able to gain awareness, access the document, review its contents, and make substantive comments within a 30-day time frame. The impacts of this proposal have the potential to permanently and radically change Pima County, the Tucson metro area and its surrounding environment. It is critically important that the public be given sufficient time to consider it carefully. Many agencies, from federal to state to local, routinely allow more time for public review of such complex analyses. This project is playing out over the course of decades, so there is no rationale whatsoever for squeezing the public comment period into such an inadequate time frame. The Arizona Department of Transportation should immediately announce an extension of this comment period to 120 days to allow for the public to fully consider its many complex impacts and substantively comment on the proposal. Thank you for your consideration. Randy Serraglio Southwest Conservation Advocate	Email	Serraglio_CntrBio Diversity_0897	897
Serrano	Brandy		As a lifelong Tucson resident, I highly oppose the West Preferred Alternative Option due to the damage it will have on our local ecosystem, residents, and communities. The 30 day comment period is also woefully insufficient for those who will be directly impacted by this decision to give proper feedback. I urge ADOT/FWHA to extend the comment period to 120 days and encourage them to abandon the West Preferred Alternative Option.	webform		2329
Sevic	Anna		Please think of the negative effects that this will have on wildlife and drinking water due to the impact this project will have.	webform		2454
Sevic	Anna		Please think of the negative effects that this will have on wildlife and drinking water due to the impact this project will have.	webform		2455
Sferra	Susan		Dear AZDOT, As a Pima County resident, taxpayer, and retired wildlife biologist, I oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). I live on the west side in the foothills of the Tucson Mountains, a special area where intact Sonoran Desert, public lands, wildlife, and the resulting tourism are valued over high density housing. I visit the Arizona-Sonora Desert Museum, Saguaro National Park, Ironwood National Monument, and Buenos Aires National Wildlife Refuge regularly and do not want my taxpayer dollars used to reduce the environmental and economic value of these southeastern Arizona treasures. The West Option would damage southeastern Arizona public lands, negatively affecting its wildlife and reducing the tourism value to visitors through fragmentation, noise, air, light pollution, and sprawl. No mitigation could offset these negative impacts. These public lands include Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County), Buenos Aires National Wildlife Refuge; County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan; and Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan and Reclamation mitigation lands for the Central Arizona Project. Building a freeway through or affecting these mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project. I do not want to pay a single dollar more for a project I do not support and that would obliterate the mitigation taxpayers already paid for. The West Option would sever critical wildlife corridors. Arizona species, including sensitive and federally listed species, are already impacted by fragmentation, light, and noise disturbance from existing projects. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges.	email		1772

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			<p>The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. The entire proposed West Option route from the border to Casa Grande would:</p> <ul style="list-style-type: none"> • Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. • Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others. • Lead to the inevitable cascading effects of sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services. • Lower property values and destroy the rural character of private property owners like me in the Tucson Mountains, Avra Valley, Altar Valley, Picture Rocks, and other Pima County areas. <p>In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. Please do not ruin southeastern Arizona with the I-11 West Option. Sincerely, Susan Sferra 1335 N Dusty Hollow Ct Tucson AZ 85745 602-881-4779</p>			
Shaddock	Karl		<p>The proposed routing for I-11 is seriously flawed and should be entirely abandoned. The routing will: 1. not help Tucson residents in any way - it will not meaningfully reduce congestion, improve speeds, or help connect places want to go to. 2. It will have huge impacts on protected places. Running so close to Saguaro National Park West and Ironwood National Monument will fundamentally degrade the preservation/conservation mission of those public lands. 3. reduce economic activity in the Tucson region. By creating an unnecessary bypass of the Tucson metro region, I-11 will directly reduce economic transactions in Tucson for minimal gains in transportation times. Additionally, by degrading public lands and the Sonoran Desert, I-11 will have a significant indirect impact on outdoor recreation economic activity and overall degrade the brand of the Tucson region. Such local branding is essential in the 21st Century as we see the ability to do jobs from anywhere increase - the fundamental economic development question becomes: "why here? Why would I want to live and play here since I can work from anywhere?"</p>	Webform		14
Shanks	Nick		<p>Please do not build a new highway next to Saguaro National Park, we are losing our wild desert lands. The "West option" unnecessarily threatens wildlife and our ability to experience the Sonoran Desert in its natural beauty. Please instead consider the "East option" and expand existing highway corridors.</p>	Webform		1533
Shapiro	Eve	Salutation*	<p>I request an extension of the public comment deadline for the Final Environmental Impact Statement from 30 days to 120 days. The FEIS is 5,800 pages long (including appendices) and 30 days is simply not enough time for public review. I am also opposed to the West Option through Avra Valley, as it will create undesirable environmental impacts.</p>	Webform		389
Sharka	Zachary		<p>This project risks too many negative outcomes. Affecting already endangered species, adding noise pollution to limit the amount of area local fauna need to hunt/graze and destroying more of the desert's delicate flora to create more road. This project feels completely unnecessary. Please cancel it.</p>	webform		2352
Shaw	Kitt		<p>Please extend the comment period to ensure the correct alterations are made.</p>	Webform		639
Shea	Christina		<p>Please extend the public comment period from 30 to 120 days. I am vehemently opposed to building a freeway through this important desert habitat... so close to the saguaro national park and the desert museum. This is a terrible proposal at a time when our environment is already stressed. We have treasures here unlike anywhere in the USA- why would we want to destroy it !</p>	webform		513
Sheldon-DiVito	Mary Jo		<p>Dear Sir/Madame: I have been a business woman in Tucson for 47 years. Tucson has not experienced the economic growth that Phoenix has. There are several reasons for this. Sky Harbor Airport has disseminated our airline service by making all flights go through Phoenix. Now we just have commuter planes to Phoenix. Fortunately, a couple airlines have direct flights to Tucson but the air service to Tucson is much worse now than it was in the 1970s. The Arizona State government is in Phoenix. All of the good jobs go to Phoenix now and our air travel is worse. Governor Ducey wants Tucson to get businesses like the Rosemont Mine which will provide 250-300 short term jobs and leave us with a giant open pit and polluted ground water. The mine will also use a large amount of our precious water. NOW ADOT WANTS THE NEW INTERSTATE TO GO AROUND TUCSON. WHAT WILL THAT DO TO OUR STRUGGLING ECONOMY? We are the second largest city in Arizona, a beautiful location surrounded by mountains. However, ADOT has a west route going through pristine desert - right next to the Desert Museum and a National Park along with local mountain parks. It is also where we store our water and contains much wildlife. This new route comes out just north of Tucson and hooks up with I 10. The environmental impact of the west route will be very costly. It would be much cheaper to expand the current I 10 through Tucson and Marana rather than bypass Arizona's second largest city. What is the State of Arizona trying to do to Tucson? Make it a ghost town like all the other old mining towns in Arizona. ADOT should improve I 10 so it isn't such a traffic nightmare. Phoenix has 5 lanes each way for their intercity freeways. The area of I 10 that is the problem is not the Tucson section of I 10 but more around Eloy Picacho Peak with the dust storms. Until recently parts of I 10 were two lanes and part may still be. I 11 is not going around the traffic nightmare that is Phoenix and if you don't want overuse and traffic issues on I 10 it is going to have to be further improved anyway. The California Inland Empire suffered economically when the Interstate went round them and they have not had a new road for a decade and before that the roads date back to the 1970s. It makes no economic sense to go around Tucson - it will hurt our economy and cost way more!! There may be special interests pushing this new route because they have purchased the land I 11 will go through and will provide amenities in a virgin area. Those amenities should be provided by Tucson. If there is any self dealing or corruption in this process it will be discovered but the west route makes no economic sense to Tucson. Just recently Tucson has a new Italian restaurant opening because the owners from Washington State went through Tucson on the Interstate, liked it and decided to stay. They would have gone around Tucson if the west route is chosen. You should give the comments from people who have lived in Tucson greater weight. Not snowbirds or recent retirees. This will affect the people's (who live and work in Tucson) future and Tucson's viability in the future. The west route costs more and is also a longer route. In summary, it will worsen Tucson's business outlook and cost way more money to take the west route around Tucson. It will disrupt pristine environments and wild life at a high economic cost. PLEASE USE THE EAST ROUTE. Sincerely, Mary Jo Sheldon-DiVito, Esq. CPA (inactive)</p>	Email		1209
Shen	Kathy		<p>I recently moved to Tucson/Arizona as I believed by seeing the Tucson mountains, Avra and Alter valley that there was foresight and care in planning here. The pristine area I live in has the Tucson mountains out my kitchen window. We have planted natural desert plants for pollinators, and naturally enhanced the 2 acres we reside on. I recently lost my daughter, my only child and this has been my only sanctuary. The birds, animals including the rattlesnakes also have this as their only sanctuary. We have options, they do not. What makes Tucson an attraction for native Tucsonians, visitors and retired boomers is this natural beauty and the easy access to true natural areas. Hiking in pristine nature is the number one activity for boomers who retire here. This is a big Tucson demographic that would be less than happy to have this area destroyed when there are alternatives. A freeway through a pristine desert has no viable mitigation, my sanctuary and many who consciously live rural would lose what they specifically looked for and decided to live in. Mitigation plans are just posturing. I cannot believe that incurring additional cost for this west option versus using the already available corridor for the east option makes sense. I am all for planned growth and I-10 is out my front door, I do not resent this because I understand there is a balance needed to manage a states native assets</p>	Webform		945

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			and ensure development continues to keep pace. If you were to segment the population of the individuals impacted and truly understand their desires by representation of these segments you would really understand what makes the most sense for the population that will be impacted and whom the city of Tucson is meant to represent. We pay taxes to be represented. I feel the city using a "pull" type of communication for a 30 day review window is not appropriate. Where is the push communication out into the affected communities? If I wasn't following this on IG brought forward by people other than the city of Tucson, I would not have known to comment. I think in this day and age transparency and strategic methods of communication and community involvement are the most apt and responsible route to create a progressive city. Thank you for allowing me to comment			
Shenefelt	Paul		As a resident of Pima County I believe ADOT/FHWA should ABANDON the West Preferred Alternative Option in Avra Valley. There are too many reasons for abandonment but desert preservation is my personal biggest concern. In fact, I don't see the need for I-11 at all. I think the money can be much better spent improving the existing infrastructure.	Webform		423
Shenkarow	Ellen M.		I would like an extension of the public feedback- there has not been enough time for the population to comment.	Webform		798
Shepherd	Amanda		Please place the new freeway on already developed land. This land has many wild animals and birds that already are seeing a declining numbers as well as declining habitat. Please consider already developed land. We travel to Tucson from Phx twice a month specifically for birds because of its unique extraordinary habitat.	Webform		56
Sheth	Niraj		My family and I moved to Tucson within the last year and immediately fell in love with this area. It is a magical place, not least of all because of the amazing Sonoran desert and its very special environment. We are strongly opposed to the Western Option for I-11 for the unnecessary costs to the taxpayer to build it and the damage it will do to one of the most unique biomes and environments in the world. I think the Eastern Option is a much more cost-effective solution. I-10 and I-19 through Tucson are rarely if ever congested. There is ample room for more traffic. In fact, given the importance of the artery for international trade, I've been surprised how open the highway is on a daily basis. In addition, I request that you extend the public comment period from 30 days to 120 days to give sufficient time for people to submit feedback for this weighty decision. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. For example, the Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – I do not think 30 days is sufficient for the public to adequately review this amount of information. Thank you for listening. I hope you take this into consideration.	Webform		1227
Shields	Ed	retired Veteran	"Build it and they will come." Sure as hell this is going to screw things up. Just go to the Desert Museum and look West. It will never be the same.	Webform		397
Shilko	Joshua		I used to live on North Sandario Road, just outside the boundary of Saguaro National Park West and next to the Central Arizona Project canal. When I first read that an Avra Valley route was being considered for I-11, I was shocked. When I realized it was so close to the park that it would require seizure of my home and property, and that of my neighbors, I was appalled. When I realized that it travels directly through the wildlife mitigation corridor - an area preserved specifically to combat the effects of encroaching construction, I was dumbfounded. I can't see any benefit to constructing I-11 on the proposed western route, but even if I could, they would certainly be outweighed by the staggering negative consequences of such construction.	Webform		725
Shinsky	Gregory		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. The enormous impacts to Southern Arizona can not be overlooked.	Email		2500
Shipek	Catlow		The West option will destroy open, natural, and scenic public land resources as well as jeopardize stored groundwater supplies which serve the Tucson region. Adding a freeway along this corridor will further promote urban sprawl and environmental impacts on a fragile landscape. The East option through the Tucson area, co-located, with existing road infrastructure, is preferred to minimize landscape loss, and reduce expenditures.	webform		1188
Shipley	Ross		I would like to request an extension of the deadline for the Final Environmental Impact Statement. The time allotted is simply no where near enough time for the public to be fully engaged in the project and comment process. I would like an extension from 30 days to at least 120 days. Additionally, I am fully against this project. Avra Valley is a unique place in Arizona with a wealth of open space, natural habitat, rare rural lifestyle, and ecological beauty. A freeway through the middle of this valley, abutted by a National Park, National Monument, and reservations, is a poorly thought out and insensitive bandaid to a greater transportation issue. Congestion in in the Tucson area on I10 could be resolved long-term through improvements in public transportation and rail, but only if ADOT were willing to make such investments. I would much rather see the money spent on this useless-in-the-long-term project used towards a broader public transit option, even if that project is substantially more expensive. I am fully against the the addition of a Tucson bypass route in Avra/Altar Valley, and I support the no-build option.	Webform		361
Sibayan	Mary		I am against another interstate in Arizona. I do not believe another interstate will be helpful to our state. It will increase fire danger, warming trends and destroy desert unnecessarily. I beg you to look at the bigger picture and the longer term welfare of our state and our country. Being born and raised in Arizona, a resident and tax payer, I really am interested in the long term health of this state. .	webform		853
sicilian	kaylee		Tucson is a beautiful city nestled in a valley of mountains only found in this desert. To disrupt the beauty of this landscape and the small town feel of Tucson for the sake of a highway is disgusting and extremely short sighted. I strongly urge a pivot away from this decision towards one that incorporates sustainability and a consciousness of the wildlife unique to our home. Protect our mountains and natural lands!!!!	webform		1955
Sienko	Philip		Yes, do build the corridor choosing the West Option in Pima County. It will curve past the northern end of the Sierrita Mountains, minutes from my house, on it's way to I-19 Sahuarita. It would save me a bundle of time and effort on my trips to Green Valley, besides not having to drive the roundabout way to and thru the south west side, city of Tucson for those trips.	webform		1174
Silins	Joe		Please use the existing public ROW along I-10 and I-19 for the proposed I-11 route, rather than routing it through sensitive desert habitat. Not only will utilizing existing right-of-ways be more efficient in terms of building on existing infrastructure, it will avoid the destruction of critical sensitive habitat and valuable environmental resources that are critical to Southern Arizona's environmental integrity and tourist industries.	webform		2401
Silliman	Catherine		Please figure out an alternative to destroying more desert where our precious saguaro thrive!!! This west side freeway is not needed and alternatives can be improving roads we already have. Thank you	Webform		132
Silva	Antonio		My wife and I live in the area of La Canada Drive and Toro Road in Sahuarita, AZ. I was just advised by a neighbor that the West Corridor will go through our properties. We moved to the area 20 years ago, raised our children and retired here. My main concern is how this will impact our investment in our forever home if exposed to a busy by-pass or forced to move. We would be hard pressed to find similar housing as we have now.	Webform		1714
Silva	Lourdes Ixtzai Castillo	Northwestern University	As a lifelong Tucson resident, I oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. I also request an extension of the comment period from 30 days to 120 days. There are a variety of reasons why I hold this stance, including, but not limited to: • The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. • Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. • The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. • Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. • The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. • The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. • Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and	webform		2279

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			Saguaro National Park would see reduced revenue and negative economic impacts. • The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. • Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. • In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.			
Silverman	Susan		I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects.	Webform		1552
Simkin	Deborah		This proposed interstate expansion may be necessary, but the land proposed to be used in the Tucson area destroys several areas of unique and irreplaceable terrain. There are other areas that can be used including the existing I19, I8 and I10 roads. Pushing through this plan will destroy protected lands, and the plant and wildlife that live on them. We must do better!	webform		1120
Siner	Nancy		Despite many concerns about the west option which of the I-11 project, it remains under consideration. I-11 through Avra Valley would be an environmental and economic disaster for southern Arizona and should not move forward.	Webform		681
Singer	Susan		Put me down as OPPOSED. I'm a native Californian and saw first-hand the effect of adding or extending new freeways/interstates had. They destroy habitat, pollute groundwater, introduce health-endangering emissions into the environment (1000ft to either side of the roadway! - read https://www.latimes.com/local/california/la-me-freeway-pollution-what-you-can-do-20171230.htmlstory.html), and INVITE the congestion I-11 seeks to avert. Perhaps Canada and Mexico feel the need to be "connected," but Arizona does not need (and doesn't have the water resources to sustain) the kind of growth an additional interstate would bring.	Webform		756
Sinner	Elizabeth		30 days is far too short a time to review such a long and detailed proposal, especially one that will destroy and endanger native wildlife and ecosystems.	Webform		925
Sipp	Carissa		The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment. You know this, we know this so why is this being pursued? Who stands to benefit? Not the people the project impacts for sure. You must know the impacts of this project are intergenerational. It is absolutely essential an extension is provide and at a minimum 120 days plus the 30 days of this shock value provided by this immediate need for response. This is the only way to provide the public with a full and fair opportunity to participate in this process. A huge majority of the impact of this project are communities who do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Please extend the time as requested - do not sweep the legs from the communities impacted by this short allowance of time during a resurgence of COVID-19 in the community as well. This is not a humane allowance of time given above reasons.	Webform		645
Sirkis	Jon		I urge you to grant a 120-day extension for the public comment period for the FEIS. The FEIS is almost 6000 pages long, and cannot be effectively reviewed and responded to by members of the public in less than 120 days. Also, I strongly oppose the I-11 West Option, as it will have a severely negative effect on the environment, tourism, and wildlife.	Webform		370
Sisk	Victoria		Please give a 90 day extension to review Environmental Impact Statement. This is a long, complicated document and I need more time to develop a nuanced understanding and opinion. Failing that, I am not in favor of any expansion of the highway at all. Destroying our desert habitat when it is already challenged by climate change is unacceptable, as is creating more private car infrastructure in the center of the city when the creation of I-10 already created long term, devastating displacement and a massive scar in the center of town. We should invest in a high speed train route between Phoenix and Tucson instead. Failing all that, I prefer an underground option. Good infrastructure is expensive and the money is better spent on sustainable, long-term options rather than short-term projects that exacerbate violent displacement and climate change.	webform		1124
Skinner	Jennifer	Party for Socialism and Liberation Tucson	This project would negatively affect the environment of the Sonoran Desert physically through water contamination, noise and air pollution, while hurting natural pathways for migrating wildlife. This project will also cause pollution near highly active hiking trails in the surrounding area. Do not follow through with this project as it will cause severe damage to the desert and it's inhabitants. There are other ways to improve on transportation, which you all are professionals and intelligent enough to design something that is sustainable and cost effective for the city and state. Thanks for considering!	webform		2418
Sklar	Lily		We as citizens are urging you to NOT proceed with construction of the west side highway- it will be catastrophic to major tourist attractions, destroy delicate ecosystems, and create both automobile and noise pollution.	webform		2047
Skomra	Joyce		[Blank Submission]	Webform		1591
Skow	Brian		I love to spend time in nature, and the Ironwood Forest National Monument is one of my favorite places in the state. The West option for I-11 would negatively impact many natural spaces, so I urge you to abandon it. Instead, use the East option.	Webform		1716
Slawson	Thomas		We oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by protected public lands and tourist attractions that will be irreparably harmed by a nearby freeway. We also request an extension of the comment period from 30 days to 120 days. <ul style="list-style-type: none"> • The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. • The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. • Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. • The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. • The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and alter the rural character of the Altar and Avra Valleys. • Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. Thank you for considering these comments. Thomas Slawson	email		819

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			4728 N Calle Lampara Tucson, AZ 85718			
Small	Patricia		Do NOT BUILD the highway through Avra Valley. Widen I-10 instead so more land isn't consumed by pave-ment and more wildlife disturbed.	webform		1189
Smith	Amanda		Building a brand new interstate has many impacts, but we need to realize that by putting this in the state and government will be removing people from their homes. Our community will suddenly have an increase in homeless families. Most of us living out here choose to do so together away from the hustle and bustle of the city. Placing an interstate in this area would force us all (those who do not have their properties bought out forcefully from under them) to live near an interstate, creating a hustle and bustle none of us want. None of this even keys in on the environmental impact. We have a beautiful desert that we all enjoy and want to preserve, but an interstate - with its destruction and poor air-quality - will destroy all of that. There will be native animals that are forced away from their homes and livelihoods. Humans are not the only living creatures on this earth, but building this interstate is a selfish, human-only way of viewing our world. We do not consider the impact our choices have on the natural creatures around us and, once more, we are proving we are just unwanted parasites to mother earth with our destruction. If this interstate has to happen, use the orange alternative. It saves money and creates less destruction. By using existing interstate lanes, there will be no need to waste money by building even more. This also keeps a large portion of our natural landscape intact and healthy as well as allowing families to keep their homes. Let's stop being selfish and only thinking about human lives and how to waste money. Take the money saved and put it toward environmental-thinking alternatives. Like cleaning up our air quality, improving our natural preserves, and removing the buffel grass out of our desert. We could do so much good with that money instead of destroying our wildlife and desert.	Webform		98
Smith	Andrew	Friends of the Sonoran Desert	I object to the unnecessary construction of a major freeway that will seriously fragment and subsequently harm the natural beauty and biological diversity of the Sonoran Desert.	Webform		337
Smith	Anna Nellis		To Whom It May Concern: We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. For instance, the West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you for registering and considering my comment.	Webform		731
Smith	Barbara D.		I do not think that the public has had ample time to comment on this proposal. Therefore, I request an extension of the public comment deadline for the Final Environmental Impact Statement from 30 days to 120 days. Since the FEIS is 5,800 pages long (including appendices), 30 days is simply not enough time for public review. 2. Further, I oppose the West Option through Avra	Webform		576
Smith	Ben		I had property within 1 mile of I-20 in South Carolina for several years. The constant noise was a terrible nuisance. I agree with Yavapai County and the City of Wickenburg - keep I-11 as far away from Vista Royal as possible. To that end keep it on the far west side of the new corridor UX. Ben Smith Vista Royale	Email		988
Smith	Brad		I oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects.	webform		2291
Smith	David B		Dear ADOT, Please accept this comment on the proposed I-11 project. First, I support the request by numerous Tucsonian individuals and institutions to extend the comment period by at least an additional 60 days. This is an important, major proposal having significant impacts. It deserves to be given as much time as reasonable for preparation and submission of comments. There is no need to rush it. Second, the CANAMEX corridor is a "Big Idea" with some superficial appeal, but little grounding in fact. The volumes of passengers and freight that actually travels all the way from Nogales to anywhere in Canada is truly minute, and could readily be accommodated on existing facilities. And the freight component can more efficiently be served by rail rather than by truck haulage. CANAMEX is a poor justification for any major roadway improvement, especially one requiring construction in a new corridor. Third, if a 'build' decision is reached, I strongly support the Eastern Option through Tucson. The West Option passes dangerously close to unique and irreplaceable natural and man-made resources: the Desert Museum, Saguaro National Park, Tucson Mountain Park, Tucson's water storage resources, Kitt Peak Observatory, Ironwood Reserve, and so on. All of these would be put at risk by a major highway travel corridor. Further, the Western Option does nothing to address Tucson's persistent traffic problems, namely, through traffic on I-10. The contribution of I-19 through traffic is relatively minimal to this problem. Tucson has been the victim of poor transportation planning and short-sighted ideas for decades. It really needs a northern I-10 bypass, at Interstate standards, but the opportunity to create a high-capacity 'beltway' was probably lost a generation ago. So, in the present circumstance, an upgrade of the present I-10 highway through Tucson would do much more to address our traffic issues than constructing a new corridor in the west that would be inaccessible, for all practical purposes, from the major population centers of Tucson and Pima County. The upgrade might include express lanes for through traffic, from the I-19/I-10 junction to the outskirts of Marana, perhaps built on elevated structures where and if necessary. Recent improvements at Ina Road, Rutherford and Prince, as well as the Aviation Highway/I-10 connector, will do much to address traffic flow on and to Route I-10. But much more could be done, such as replacing and widening the rail underpass at Grant Road. In closing, let me note that I am a professional city planner, and have participated in the development of numerous EIS documents for highway, mass transit, aviation and seaport projects, both in the US and internationally. Thank you for considering my comments, and I look forward to your response. David Smith Tucson dvdrsmith@gmail.com	webform		488
Smith	Harriet	Friends of the Sonoran Desert	I oppose the construction of the I-11 freeway through Avra Valley. I oppose both the destruction of Sonoran Desert to build the freeway and the increased strain on our water resources that will result from future development along the proposed freeway. NO to I 11!	Webform		345
Smith	Heather		Please do not put Interstate 11 thru the beautiful and fragile Sonoran Desert! The impact it would have on wildlife and on the enjoyment of the natural beauty of these wild and rare places would be irreversible.	webform		2328
smith	joanna		the current proposed route for hwy 11 cuts through too many sacred lands and national to parks and would be detrimental to tucson. i do not support this proposal.	webform		1956
Smith	Joseph		Hello,	Email		2536

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			Although I live in Arlington, Virginia, I have spent many wonderful weeks in Saguaro National Park, the Arizona-Sonora Desert Museum, and surrounding areas. In addition, I have fond memories of photographing reptiles in Avra Valley. I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. Thank you. Sincerely, Joseph L. Smith			
Smith	Kelly L		The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. The overarching message we encourage in your comments is that ADOT/FHWA should ABANDON the West Preferred Alternative Option in Avra Valley. It's a beautiful area and must not be impacted by an interstate!	webform		1100
Smith	Logan		People have not not enough time to decide on this, especially those of lesser means, which the west corridor greatly impacts. We need more time to decide on this in general, but the west corridor would be a travesty. The desecration of the sacred Tohono O'odham land would likely effect baby generations to come and the wildlife surrounding. Please do not build the west corridor.	webform		2016
Smith	Logan		[Blank Submission]	webform		2019
Smith	Mrs.		Give us an extension of the public comment deadline for the final EIS from 30 days to 120 days. I have spoken to several people that would be impacted by this, and they had not even heard about it. The FEIS is 5,800 pages long including appendices and that takes time to review. I completely oppose the West Option through Avra Valley! Instead, improve the existing I-10 and I-19. This will cost \$25 Billion less and is much more sustainable. This will have much less negative impact on our TOURISM draws such as Saguaro National Park, Desert Museum, Ironwood National Monument, Tucson Mountain Park, Gates Pass, Tohono O'odham tribal lands, and petroglyphs. Interstate 11 through Avra Valley would be a disaster for Sonoran Desert wildlife, wildlife habitats, and wildlife linkages. Also, our Tucson water supply located right next to where the West option would go. Rural areas in Avra Valley would suffer tremendously. Approximately 1,000 to 2,000 men, women, and children would have to relocate from their ranches and homes. Some of these ranches and homes have been in families for several generations. With the high cost of housing these days, Replacements would be VERY expensive! Many of these folks are UNABLE to qualify to purchase another home!	webform		468
Smith	Shauna		As a resident of Picture Rocks, I'm very concerned/upset with the FHA & ADOT's plans to build a major interstate thru our rural community. What a waste of time, tax dollars and resources! Improve the infrastructure we already have (I-10) before you dump billions of dollars into an additional interstate like I-11 that's uncalled for! We don't need to build a roadway dedicated to moving goods from Mexico to Canada. That can be done on existing highways during non-peak hours of travel, just as they do now. Not to mention the increased crime, pollution, drug smuggling, human smuggling, traffic, light pollution, noise pollution, emissions, and assholes this highway will create in the once quiet community of Avra Valley. I am 100% against ANY form of interstate 11. Do your existing job of up-keeping and upgrading Interstate 10! Get the hell out of our community!	Webform		1561
Smith	Sophie		I am concerned about the environmental impact this will have on the city of Tucson and the surrounding areas. This project will compromise water supply, it will further displace wildlife some of which are endangered, it will rip through the beautiful natural landscape of Tucson leaving pollution in its wake. Why not focus on the many other road construction projects around the city that need to be finished?	webform		2422
Smith	Virginia		The comment period is too short for people to reasonably view all the documents related to this project. The West route option should be abandoned - it will permanently destroy some of the last pristine desert around Tucson. We are currently building a house in Pima County mainly because there is so much untouched land around Tucson that should be preserved for future generations!	Webform		273
Smoyer	Gabrielle		Construction of I-11 in the west area would have extreme environmental impact if it would to take place. It would negatively affect the Tohono O'odham Nation as well. I abhor this idea.	webform		2442
Snyder	Donna S		As a homeowner on Tucson's west side, I urge you to choose the I-10 option for the proposed I-11 route. The environmental impact of I-11 running through our beautiful Sonoran Desert in this area will be devastating and irreversible. I know many citizens and organizations are commenting and pleading with you to adopt the I-10 option. They are far more eloquent and informed than I am. But I feel compelled to add my voice on this matter and urge you to do the right thing for the Sonoran Desert and for future generations. Thank you for your consideration.	webform		1193
Soltis	Rachel		To Whom It May Concern: I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. Thank you, Rachel Soltis 3437 E. Elida Street Tucson, AZ 85716	Email		2563
Soo	Anna		Do NOT have I-11 go anywhere within 30 miles of saguaro national park. That is not okay in any way.	webform		1986
Sophiea	Eric		The I-11 corridor is a terrible idea and I am strongly opposed to it. It is terrible for wildlife that moves between the Silverbell and Tucson Mountains, that will lose many of their natural corridors. It's terrible for people seeking a quiet experience in Saguaro National Park West. It's terrible for the watershed and aquifer in the Avra Valley area, where much of Tucson's water is pumped from. It's a terrible idea to instigate EVEN MORE sprawl into the desert. It will ruin the sunset views from Gates Pass and the Tucson Mtns, which are an important attraction to people living in and visiting Tucson. There are better solutions that don't involve impacting more land. The proposed construction of over 750 new lane miles of freeway, much of it through relatively open and natural desert, in order to save 9 miles of driving from Nogales to Wickenburg, is not in the best interest of Southern Arizona. Routing traffic into what is currently important wildlife habitat and recreational space, rather than through already impacted urban areas seems ridiculously short sighted. Focusing on widening and improving the current I-10 corridor is a sustainable, long term solution that is good for this community, and protects our most important, limited, natural resources. As someone who has lived in Tucson my entire 45 years of life, I am ashamed that this proposal has gotten as far as it has. It will dramatically reduce the quality of life here.	Webform		222
Sorg	Isabel		Please extend the period for public comment from 30 days to 120. This project has the potential to be extremely impactful and deserves more consideration. The proposed project would irreversibly impact natural resources and encourage urban sprawl into the Tucson Mountains. Building a freeway through Bureau of Reclamation mitigation lands violates the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. It would be more costly in dollars and environmental destruction to build in the west than to co locate with i19 and i10.	webform		2313

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Sorgentoni, DO	Samantha		PLEASE DO NOT BUILD THIS HIGHWAY. Preserve what little we have left of beautiful natural earth. We do not need to encourage more automobile traffic/travel. This is a step in the wrong direction in so many ways. PLEASE.	webform		2081
sosa	Alexis		Do not build this highway. This would endanger our water supply, pollute and and desecrate our desert, greatly threaten already endangered species. The people of Tucson DO NOT want this road.	webform		2415
SOSNA	CARL		Tucson needs an alternate to I -10, I-11 would be a good option.	webform		1177
soule	jeremy		Document attached. Interstate 11 Pro's & Con's The pro's are: less traffic in I-10 Tucson Corridor. The argument that this will reduce accidents is false, Driver inattention is a real problem not highway congestion. Az chapter of the Nat Safety council reports there were 57,514 distracted driver crashes in Az in 2018. I-11 construction will create jobs. Actually false, most assuredly the construction project will be awarded to an out of state contractor and any local construction jobs would be at best temporary. The Cons are: Destroyed views from Gates Pass, Tucson Mtn. Park/Saguaro Nat. Park West Light pollution from I-11 and the supporting Gas Plazas and Fast food outlets. Noise pollution in Avra and . Adverse conditions for Wildlife and threat of death from vehicle impact. Destruction of a way of life for rural county residence. Increase in crime to area residence due to ease of get-a-way on freeway. (this has been documented in other parts of the country). The argument that I-11 will spur development in Avra Valley is true but at what cost? An increase of tax base comes with an increase of infrastructure costs. We can never tax our way out of spiraling infrastructure costs (how well is this working for NYC where apartments are selling for hundreds of millions of dollars....). One possible solution would be to use existing rail line to move freight from Nogales Az to Casa Grand Az where it could be of loaded to semi-trucks. Thank You. Jeremy Soule 55yr. resident Pima County	webform	soule_1869	1869
Sowle	Brian		Do NOT run I-11 through the Avra Valley. It would pave a lovely area with hardly any people.	Webform		230
Spaulding	Rebecca		Please, please do not use our hard earned tax dollars to build another highway through our desert. People can exercise some patience, drive a little longer, and enjoy the *GORGEOUS* views. We can't afford to put our dwindling water resources at risk, and damage done to the desert cannot be undone! There is very little Sonoran desert in our country. We need to preserve it as much as is humanly possible. Maybe widen the existing highway on the way to Vegas to make it safer, but if anyone needs a more direct route, they are free to use an airport.	webform		1878
Spieß	Carrie		This project should be scrapped there is no reason for it other than to destroy our beautiful desert. Instead take the money and widen I-19 and repair I-10. People are struggling enough these days without losing their homes and land to a pointless highway.	webform		2416
Spinler	Kalyca		Please do not consider building this interstate highway through the Picture Rocks and Avra Valley area. As a former resident of Tucson, who returns for visits as often as I can, I feel that the convenience of another highway is not worth the destruction of the land and it's wild inhabitants.	webform		2097
Spotts	Richard		I strongly oppose the West Option through Avra Valley. It would cause significant adverse direct, indirect, and cumulative impacts. There are much less damaging feasible alternatives. We need to pursue sensible and sustainable solutions. Thank you very much for your consideration.	Webform		587
Sprague	Tiffany		I am writing to urge you to abandon the Preferred Alternative West Option for I-11 in southern Arizona. This alignment would have irreversible and substantial negative impacts on natural resources, public health, and our economy. The direct impacts to wildlife and habitat would be astronomical in the form of habitat destruction, direct mortality during construction and due to roadkill, and more. Additionally, the indirect and cumulative impacts would cause irreparable harm to species in this area and the overall landscape. Even with mitigation measures, this roadway would fragment important landscapes and movement corridors. In addition, its alignment near protected areas would greatly diminish the ecological value of those lands and create small islands of protected areas, rather than a connected landscape. The effects on human health and our economy would also be significant. The amount of pollution generated by traffic using this roadway was not adequately considered in the EIS, nor was its impact on the protected public lands that all people can enjoy. This project would also contribute substantially to climate change, which is not adequately addressed in the EIS but has huge ramifications for natural and human systems, including health and economy. I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. Thank you, Tiffany Sprague	Email		2531
Spring	Marine		More roads = less wild life so necessary for the eco system and more heat. We are at a time where earth needs to be respected to prevent major climate change and destruction.	Webform		227
Sredl	Michael		Dear AZDOT, As a Pima County resident, taxpayer, and retired wildlife biologist, I oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). I live on the west side in the foothills of the Tucson Mountains, a special area where intact Sonoran Desert, public lands, wildlife, and the resulting tourism are valued over high density housing. I visit the Arizona-Sonora Desert Museum, Saguaro National Park, Ironwood National Monument, and Buenos Aires National Wildlife Refuge regularly and do not want my taxpayer dollars used to reduce the environmental and economic value of these southeastern Arizona treasures. The West Option would damage southeastern Arizona public lands, negatively affecting its wildlife and reducing the tourism value to visitors through fragmentation, noise, air, light pollution, and sprawl. No mitigation could offset these negative impacts. These public lands include Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County), Buenos Aires National Wildlife Refuge; County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan; and Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan and Reclamation mitigation lands for the Central Arizona Project. Building a freeway through or affecting these mitigation lands would violate the purpose for which	Webform	Sredl_1623	1623

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			<p>these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project. I do not want to pay a single dollar more for a project I do not support and that would obliterate the mitigation taxpayers already paid for.</p> <p>The West Option would sever critical wildlife corridors. Arizona species, including sensitive and federally listed species, are already impacted by fragmentation, light, and noise disturbance from existing projects. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges.</p> <p>The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. The entire proposed West Option route from the border to Casa Grande would:</p> <ul style="list-style-type: none"> • Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. • Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others. • Lead to the inevitable cascading effects of sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services. • Lower property values and destroy the rural character of private property owners like me in the Tucson Mountains, Avra Valley, Altar Valley, Picture Rocks, and other Pima County areas. <p>In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.</p> <p>Please do not ruin southeastern Arizona with the I-11 West Option.</p> <p>Sincerely, Michael Sredl</p>			
St John	Julie		<p>The East option is the most feasible and economical; the West option is the most egregious in terms of its destruction of natural and human resources:</p> <p>PUBLIC SAFETY: The City of Tucson opposes the West option as it places the freeway adjacent to the City's major water supply,</p> <p>OUR ECONOMY: The West option would seriously impact the jewels of the West side — The Desert Museum and Saguaro National Park — not just degrading their beauty and appeal to visitors, but their (and Tucson's) tourist revenues,</p> <p>FISCAL SENSE: The East option will cost less as it would use the existing highway infrastructure of I-10 and I-19,</p> <p>PRESERVING ECOLOGICAL INTEGRITY: Not only would essential wildlife linkages be destroyed by the West option, but no amount of mitigation would offset the negative impacts of pollutions (noise, air, and light) or the concomitant urban sprawl/frontage road development,</p> <p>LEAVE SOMETHING FOR THE NEXT GENERATIONS: The Sonoran Desert is a treasure we can protect and save for our children and the generations that follow. There is no other place like it on earth. I implore you to look into your hearts and re-imagine the wonder you felt when you experienced a landscape bigger than yourself. We have one such jewel; please do not throw it away.</p> <p>Thank you for your consideration, Julie St John 31 year resident of Tucson AZ</p>	email		1842
St John	Sophia		Please DO NOT put a highway here. There will be trash everywhere, noise, pollution and it will ruin our desert.	Webform		789
St. Germain	Erin		I am writing to express my opposition to the West Route which will disrupt established neighborhoods and houses in Sahuarita. I appreciate the importance of this project, but not at the expense of anyone's homes anywhere along the route.	Webform		1673
Stahl-Wert	Emma		As a Tucson resident who is intimately familiar with the west side of the Tucson Mountain's, I know unequivocally that the 11 western route will destroy acres of valuable desert ecosystem and ruin the communities spread out throughout that area. There's no reason for that Corridor to cut a new path through fragile desert landscapes and it should be moved back into the urban core following existing transportation routes. There's no gain in efficiency here. Who's dollars are pushing this agenda? It's wrong and you know it.	Webform		843
Staley	Terry		<p>We have the following comments on the I-11 Corridor Final Tier 1 EIS: • The alignment of the Buckeye to Wickenburg corridor as described in Section 6.3.5, specifically the section adjacent to the Vista Royale residential area, is a significant improvement. The alignment now appears to run approximately 1.1 mile west of the Vista Royale properties per Figure 6-12, or perhaps 1.4 miles west as shown on Figure E8-0. This shift westward will help mitigate visual and audible impacts to these existing residential areas, while avoiding the various water tanks (constructed impoundments) in this area. • We support the use of a Tier 2 traffic noise analysis (as noted in Section 3.8) for this area, as this would be a "new alignment where a substantial noise increase... would be likely". • Appendix E-9 which discusses "Visual Effects on Selected Viewpoints and Landscapes" inappropriately identifies this area as Types LU 5 and LU 15. While the revised westerly alignment may imply this, it does ignore potential remaining impacts to the rural residential areas of the Vista Royale and Nine Irons developments (Type LU 6). It states that "Travelers along Highway 93 would be the primary viewers of the project", but this is incorrect. An interchange which will surely be required at the intersection of I-11 and Highway 93 would be a multi-story affair with the attendant high-mast lights for nighttime illumination / safety. This new lighted interchange built in an existing dark-sky area will certainly be visible for miles, with impacts to these residential areas. Keeping the interchange as far west as practical, and the use of shielded low-impact lighting should be promoted and receive further study in the Tier 2 NEPA analyses. • Measures will still be required to mitigate impacts to local wildlife species such as deer, javalinas, coyotes, tortoises, etc., that populate this area. Wildlife crossings under the interstate or other mitigation structures should be considered at appropriate intervals. This would be an improvement over the existing Highway 93 roadway which does not incorporate these features.</p>	Webform		239
Stancil	David		The ADOT should ABANDON the west preferred alternate I-11 route through Avra Valley.	webform		1954
Stanford	Elaine		Fix the existing freeways. Stop tearing up pristine desert and destroying habitats for wild and endangered animals. We do not need more construction in the Avra Valley.	webform		1077
Staub	Frank		7-18-21 These are some of the many people who could lose their homes if interstate 11 is built west of the Tucson Mtns. That would be wrong. It would also be wrong to destroy so much unspoiled desert and productive farmland. If I-11 must be built in southern Arizona, please put it on land already developed, along the existing freeways I-10 and I-19.	Webform	Staub_0012	12
Staub	Frank		If interstate 11 is built west of the Tucson Mountains, the desert in the attached picture, which is part of a designated wildlife corridor, plus much more like it, will be damaged or destroyed forever. So will many homes and the rural character in this part of the state. If Interstate 11 must be built, please do so by expanding the existing interstates.	Webform	Staub_0021	21
Staub	Frank		If interstate 11 is built west of the Tucson Mountains the desert pictured in the attached picture, plus much more like it, will be damaged or destroyed forever. So will many homes and the rural character in this part of the state. If Interstate 11 must be built, please do so by expanding the existing interstates.	Webform	Staub_0022	22
Staub	Frank		If interstate 11 is built west of the Tucson Mountains the desert pictured here, plus much more like it, will be damaged or destroyed forever. So will many homes and the rural character in this part of the state. If Interstate 11 must be built, please do so by expanding the existing interstates, I-10 and I-19. Sincerely, Frank Staub	Webform	Staub_0052	52
Staub	Frank		<p>Some of the birds at home on the proposed route for Interstate 11 west of the Tucson Mountains.</p> <p>It would be wrong to destroy so much unspoiled habitat and productive farmland, plus the homes of so many people.</p> <p>If I-11 must be built in southern Arizona, please put it on land already developed, along the existing freeways I-10 and I-19.</p> <p>Sincerely, Frank Staub</p>	email	Staub_0080	80

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Staub	Frank		These are some of the many people who could lose their homes if interstate 11 is built west of the Tucson Mtns. That would be wrong. It would also be wrong to destroy so much unspoiled desert and productive farmland. If I-11 must be built in southern Arizona, please put it on land already developed, along the existing freeways I-10 and I-19. Sincerely, Frank Staub	email	Staub_0082	82
Staub	Frank		If interstate 11 is built west of the Tucson Mountains the desert pictured here, plus much more like it, will be damaged or destroyed forever. So will many homes and the rural character in this part of the state. If Interstate 11 must be built, please do so by expanding the existing interstates, I-10 and I-19. Sincerely, Frank Staub	Email	Staub_0084	84
Staub	Frank		(Sorry I forgot the picture w my previous comment.) Four lanes of concrete would pass from side to side across this frame if Interstate 11 is built west of the Tucson Mountains. If I-11 must exist, please put it on land already developed, along the existing freeways I-10 and I-19, as well as I-8 in Hidden Valley.	Webform	Staub_0093	93
Staub	Frank		Four lanes of concrete would pass from side to side across this picture if Interstate 11 is built west of the Tucson Mountains. If I-11 must exist, please put it on land already developed, along the existing freeways I-10 and I-19, as well as I-8 in Hidden Valley.	Webform		94
Staub	Frank		Four lanes of concrete would pass from side to side across this frame if Interstate 11 is built west of the Tucson Mountains. If I-11 must exist, please put it on land already developed, along the existing freeways I-10 and I-19, as well as I-8 in Hidden Valley. Sincerely, Frank Staub	email	Staub_0105	105
Staub	Frank		This petroglyph, left by a prehistoric nomad, lies smack in the middle of the proposed corridor for Interstate 11. It might be spared because it sits on a small rocky hill. But then it would be right next to the busy highway. And the silence that surrounded this cryptic symbol, the same silence experienced by the ancient artist who carved it, would suddenly be gone forever. If I-11 must exist, please put it on land already developed, along the existing freeways I-10 and I-19, as well as I-8 in Hidden Valley (location of this picture). If you would like to see pictures of people, animals, landscapes, etc that would be affected if I-11 is built through Avra Valley and Picture Rocks, and on the currently proposed route away from I-8 in Hidden Valley, please go to: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost Sincerely, Frank Staub	email		108
Staub	Frank		This petroglyph, left by a prehistoric nomad, lies smack in the middle of the proposed corridor for Interstate 11. It might be spared because it sits on a small rocky hill. But then it would be right next to the busy highway. And the silence that surrounded this cryptic symbol, the same silence experienced by the ancient artist who carved it, would suddenly be gone forever. If I-11 must exist, please put it on land already developed, along the existing freeways I-10 and I-19, as well as I-8 in Hidden Valley (location of this picture).	Webform	Staub_0116	116
Staub	Frank		Carrie and Eric found the perfect house. As Carrie says they 'aren't city people'. So this neighborhood, 45 minutes from Eric's job at the Phoenix airport and blessed with little crime seemed ideal. This was the rural environment they wanted for raising their children, Genevieve and Brenden, in safety, and close to wild nature. But three months after buying their dream home they were surprised with terrible news. No one told them they had chosen a spot inside the designated corridor somewhere within which Interstate 11 might be built. The road could miss them and take out other houses instead. But then they'd be living next to a noisy interstate – not what they bought into. If Interstate 11 must be built, please do so by expanding the existing interstates, I-10, I-19, and I-8.	Webform	Staub_0148	148
Staub	Frank		If interstate 11 is built west of the Tucson Mountains the desert pictured here, plus much more like it, will be damaged or destroyed forever. So will many homes and the rural character in this part of the state. If Interstate 11 must be built, please do so by expanding the existing interstates, I-10, I-19, and I-8.	Webform	Staub_0220	220
Staub	Frank		If interstate 11 is built west of the Tucson Mountains the desert pictured here, plus much more like it, will be damaged or destroyed forever. So will many homes and the rural character in this part of the state. If Interstate 11 must be built, please do so on land that has already been developed, by expanding the existing interstates, I-10, I-19, and I-8. Sincerely, Frank Staub	Email	Staub_0246	246
Staub	Frank		Carrie and Eric found the perfect house. As Carrie says they 'aren't city people'. So this neighborhood, 45 minutes from Eric's job at the Phoenix airport and blessed with little crime seemed ideal. This was the rural environment they wanted for raising their children, Genevieve and Brenden, in safety, and close to wild nature. But three months after buying their dream home they were surprised with terrible news. No one told them they had chosen a spot inside the designated corridor somewhere within which Interstate 11 might be built. The road could miss them and take out other houses instead. But then they'd be living next to a noisy interstate – not what they bought into. If Interstate 11 must be built, please do so by expanding the existing interstates, I-10, I-19, and I-8. To see other Images from my I-11 photo project: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost Sincerely, Frank Staub	Email	Staub_0263	263
Staub	Frank		Mesquite bosques can be monotonous places of cracked earth and untidy trees. The Brawley Wash in Pima County south of Avra Valley Road is such a place. The Mesquites, rooted deeply in its soil live more than a hundred years and offer benefits to wildlife typical of a mature forest - food, shady spaces to nest and perch, and the special quiet that occurs only among old trees. If ADOT follows through with a proposal to build Interstate 11 west of the Tucson Mountains this venerable oasis will be compromised. If I-11 must be built, please put it on land already developed, along the existing freeways I-10, I-19, I-8. To see more pictures of what is threatened if I-11 is built west of the Tucson Mountains: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost	Webform	Staub_0281	281
Staub	Frank		Mesquite bosques can be monotonous places of cracked earth and untidy trees. The Brawley Wash in Pima County south of Avra Valley Road is such a place. The Mesquites, rooted deeply in its soil live more than a hundred years and offer benefits to wildlife typical of a mature forest - food, shady spaces to nest and perch, and the special quiet that occurs only among old trees. If ADOT follows through with a proposal to build Interstate 11 west of the Tucson Mountains this venerable oasis will be compromised. If I-11 must be built, put it on land already developed, along the existing freeways I-10, I-19, and I-8. To see more pictures of what is threatened if I-11 is built west of the Tucson Mountains: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost Sincerely, Frank Staub	Email	Staub_0300	300
Staub	Frank		Scores of well-kept houses will be taken down if Interstate 11 is built west of the Tucson Mountains. So will some funky structures such as this neglected little strawbale shack. Maybe it was the small beginning of someone's dream for a home in the desert, a dream they may still have. Please allow this and other dreams to remain alive. If I-11 must be built, put it on land already developed, along the existing freeways I-10, I-19, and I-8.	Email	Staub_0314	314

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			To see more pictures of what is threatened if I-11 is built west of the Tucson Mountains: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost Sincerely, Frank Staub			
Staub	Frank		Scores of well-kept houses will be taken down if Interstate 11 is built west of the Tucson Mountains. So will some funky structures such as this neglected little strawbale shack. Maybe it was the small beginning of someone's dream for a home in the desert, a dream they may still have. Please allow this and other dreams to remain alive. If I-11 must be built, put it on land already developed, along the existing freeways I-10, I-19, and I-8. To see more pictures of what is threatened if I-11 is built west of the Tucson Mountains go to: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost	Webform	Staub_0366	366
Staub	Frank		It takes time for a saguaro cactus to grow long, twisted arms. These venerable giants may have little time left. Not because they're old. But because they lie in the proposed corridor for Interstate 11 west of the Tucson Mountains. They could be moved. But there are so many like them that it would cost a fortune, and large, transplanted saguaros rarely survive more than 5 years. If Interstate 11 must be built, please put it on land already developed, along the existing freeways I-10, I-19, and I-8. To see more pictures of what lies in the proposed path for I-11 through Avra Valley, Picture Rocks, and Hidden Valley: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost Sincerely, Frank Staub	email	Staub_0435	434
Staub	Frank		It takes time for a saguaro cactus to grow long, twisted arms. This venerable giant may have little time left. Not because it's old. But because it lies in the proposed corridor for Interstate 11 west of the Tucson Mountains. It could be moved. But there are so many like it that it would cost a fortune, and large, transplanted saguaros rarely survive more than 5 years. If I-11 must be built, please put it on land already developed, along the existing freeways I-10, I-19, and I-8. To see more pictures of what lies in the proposed path for I-11 through Avra Valley, Picture Rocks, and Hidden Valley: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost	webform	Staub_0459	459
Staub	Frank		Brian says he's always lived where "I don't have someone next to me". It's important to this third generation Arizona native to be able to step outside and see big sky views without any traffic noise. But the quiet seclusion of his neighborhood may soon be destroyed because his home lies within the proposed corridor for Interstate 11. Brian doesn't understand why "they want to put the road through here where so many people live". Lots of people don't understand it, and lots of people are, like Brian, in danger of losing their homes. If Interstate 11 must be built, please put it on land already developed, along the existing freeways I-10, I-19, and I-8. To see more pictures of what lies in the proposed path for I-11 through Avra Valley, Picture Rocks, and Hidden Valley: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost Sincerely, Frank Staub	webform	Staub_0510	510
Staub	Frank		Brian says he's always lived where "I don't have someone next to me". It's important to this third-generation Arizona native to be able to step outside and see big sky views without any traffic noise. But the quiet seclusion of his neighborhood may soon be destroyed because his home lies within the proposed corridor for Interstate 11. Brian doesn't understand why "they want to put the road through here where so many people live". Lots of people don't understand it, and lots of people are, like Brian, in danger of losing their homes. If Interstate 11 must be built, please put it on land already developed, along the existing freeways I-10, I-19, and I-8. To see more pictures of what lies in the proposed path for I-11 through Avra Valley, Picture Rocks, and Hidden Valley: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost Sincerely, Frank Staub	email	Staub_0517	517
Staub	Frank		Purple martins are one of America's favorite birds. The Sonoran desert version of this big swallow has a special attraction in the birding world because, according to Tucson Audubon, it's so "vastly understudied". Science needs to fill large gaps in the knowledge about their nesting, migration, and wintering grounds. Alas, they aren't common. And the cavities they need for nesting can be hard to find. One place you can find martins is in and around old woodpecker holes in big saguaros such as this on the proposed route for Interstate 11 west of the Tucson Mountains. If Interstate 11 must be built, please put it on land already developed, along the existing freeways I-10, I-19, and I-8. To see more pictures of what lies in the proposed path for I-11 through Avra Valley, Picture Rocks, and Hidden Valley: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost	Webform	Staub_0535	535
Staub	Frank		Thick, stream-side plants are hard to find in the desert. Just ask the two wild ducks that flew off when I arrived at this scene on the Santa Cruz River north of Marana. Here the water crosses a proposed route for interstate 11, meaning a huge, superhighway bridge would dominate this bit of wildness. If I-11 must be built, please put it on land already developed, along the existing freeways I-8, I-10, and I-19. To see more pictures of what lies in the proposed path for I-11 through Avra Valley, Picture Rocks, and Hidden Valley: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost	Webform	Staub_0585	585
Staub	Frank		All of the plants in this picture could be scraped away if Interstate 11 is built west of the Tucson Mountains. If Interstate 11 must be built, please put it on land already developed, along the existing freeways I-10, I-19, I-8. To see more pictures of what lies in the proposed path for I-11 through Avra Valley, Picture Rocks, and Hidden Valley: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost	Webform	Staub_0652	652
Staub	Frank		All of the plants in this picture could be scraped away if Interstate 11 is built west of the Tucson Mountains. If Interstate 11 must be built, please put it on land already developed, along the existing freeways I-10, I-19, and I-8. To see more pictures of what lies in the proposed path for I-11 through Avra Valley, Picture Rocks, and Hidden Valley: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost Sincerely, Frank Staub	email	Staub_0696	696
Staub	Frank		Thick, stream-side plants are hard to find in the desert. Just ask the two wild ducks that flew off when I arrived at this scene on the Santa Cruz River north of Marana. Here the water crosses a proposed route for interstate 11, meaning a huge, superhighway bridge would dominate this bit of wildness. If I-11 must be built, please put it on land already developed, along the existing freeways I-8, I-10, and I-19. To see more pictures of what lies in the proposed path for I-11 through Avra Valley, Picture Rocks, and Hidden Valley: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost Sincerely, Frank Staub	email	Staub_0708	708
Staub	Frank		Purple martins are one of America's favorite birds. The Sonoran desert version of this big swallow has a special attraction in the birding world because, according to Tucson Audubon, it's so "vastly understudied". Science needs to fill large gaps in the knowledge about their nesting, migration, and wintering grounds. Alas, they aren't common. And the cavities they need for nesting can be hard to find. One place you can find martins is in and around old woodpecker holes in big saguaros such as these on the proposed route for Interstate 11 west of the Tucson Mountains.	email	Staub_0720	720

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			If Interstate 11 must be built, please put it on land already developed, along the existing freeways I-10, I-19, and I-8. To see more pictures of what lies in the proposed path for I-11 through Avra Valley, Picture Rocks, and Hidden Valley: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost Sincerely, Frank Staub			
Staub	Frank		Another morning of Sonoran desert stillness, just as it's been almost every day for millennia. Now imagine a four-lane superhighway passing through this spot or very close to it. That could happen if Interstate 11 is built along the proposed route west of the Tucson mountains, close between 2 national parks, across designated wildlife corridors, and over what is now property owned by scores of citizens. If Interstate 11 must be built, please put it on land already developed, along the existing freeways I-10, I-19, and I-8. To see more pictures of what lies in the proposed path for I-11 through Avra Valley, Picture Rocks, and Hidden Valley: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost	Webform	Staub_0722	722
Staub	Frank		A hope and a dream. That's what Emmitt and Leila have. A dream of living in their new house being built west of the Tucson Mountains. And the hope that Interstate 11 won't happen, at least not along the route proposed to go through Avra Valley and Picture Rocks. If it is, their home could be destroyed. Or at best, a four-lane superhighway would dominate their wild desert view, and cross one of Pima County's designated wildlife corridors. If Interstate 11 must be built, please put it on land already developed, along the existing freeways I-10, I-19, and I-8. To see more pictures of what lies in the proposed path for I-11 through Avra Valley, Picture Rocks, and Hidden Valley: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost Sincerely, Frank Staub	Webform	Staub_0744	744
Staub	Frank		A hope and a dream. That's what Emmitt and Leila have. A dream of living in their new house being built west of the Tucson Mountains. And the hope that Interstate 11 won't happen, at least not along the route proposed to go through Avra Valley and Picture Rocks. If it is, their home could be destroyed. Or at best, a four-lane superhighway would dominate their wild desert view, and cross one of Pima County's designated wildlife corridors. If Interstate 11 must be built, please put it on land already developed, along the existing freeways I-10, I-19, and I-8. To see more pictures of what lies in the proposed path for I-11 through Avra Valley, Picture Rocks, and Hidden Valley: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost Sincerely, Frank Staub	email	Staub_0807	807
Staub	Frank		Another morning of Sonoran desert stillness, just as it's been almost every day for millennia. Imagine a four-lane superhighway passing through this spot or very close to it. That could happen if Interstate 11 is built along the proposed route west of the Tucson mountains, close between 2 national parks, across designated wildlife corridors, and over what is now property owned by scores of citizens. If Interstate 11 must be built, please put it on land already developed, along the existing freeways I-10, I-19, and I-8. To see more pictures of what lies in the proposed path for I-11 through Avra Valley, Picture Rocks, and Hidden Valley: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost Sincerely, Frank Staub	email	Staub_0814	814
Staub	Frank		Regarding I-11, here is a more direct link that provides several different ways to give comments. The link I gave you will lead you there but this one will be quicker. Sorry if there was any confusion. http://i11study.com/Arizona/ContactUs.asp?fbclid=IwAR0ForeFXMLsyIOOszl111gXddmeHJwLRju06PUEp5B-XwYN-NXfDlytYQ Remember, the deadline is August 16th. Your voice counts. In the previous EIS ADOT promoted only the Picture Rocks/Avra Valley option. Now, thanks to the large public protest, they're giving equal weight to routing Interstate 11 along I-10 and I-19.	email		846
Staub	Frank		Last light of day on an old cholla cactus that could be destroyed if Interstate 11 is built along the proposed route west of the Tucson Mountains. The highway could be exactly here, or it could be very close. If Interstate 11 must be built, please put it on land already developed, along the existing freeways I-10, I-19, and I-8. To see more pictures of what lies in the proposed path for I-11 through Avra Valley, Picture Rocks, and Hidden Valley: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost	webform	Staub_0861	861
Staub	Frank		Last light of day on an old cholla cactus that could be destroyed if Interstate 11 is built along the proposed route west of the Tucson Mountains. The highway could be exactly here, or it could be very close. If Interstate 11 must be built, please put it on land already developed, along the existing freeways I-10, I-19, and I-8. To see more pictures of what lies in the proposed path for I-11 through Avra Valley, Picture Rocks, and Hidden Valley: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost Sincerely, Frank Staub	Email	Staub_0885	885
Staub	Frank		Sinagua Road is scenic and peaceful. It's also part of a designated wildlife corridor and the home address for half a dozen families. If Interstate 11 is built on ADOT's proposed corridor west of the Tucson Mountains, a 400-foot wide swath will be bulldozed across it from side to side through each of these scenes. If I-11 must be built, please put it on land already developed, along the existing freeways I-10, I-19, and I-8. To see more pictures of what lies in the proposed path for I-11 through Avra Valley, Picture Rocks, and Hidden Valley: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost?fbclid=IwAR0mEabuKawQOBs_X-xOqTafPJTQRsiASif4zFMwXp9YnAzWfZBWo5nPY Sincerely, Frank Staub	Email	Staub_0896	896
Staub	Frank		Sinagua Road is scenic and peaceful. It's also part of a designated wildlife corridor and the home address for half a dozen families. If Interstate 11 is built on ADOT's proposed corridor west of the Tucson Mountains, a 400-foot wide swath will be bulldozed across it from side to side through each of these scenes. If I-11 must be built, please put it on land already developed, along the existing freeways I-10, I-19, & I-8. To see more pictures of what lies in the proposed path for I-11 through Avra Valley, Picture Rocks, and Hidden Valley: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost?fbclid=IwAR0mEabuKawQOBs_X-xOqTafPJTQRsiASif4zFMwXp9YnAzWfZBWo5nPY	Webform	Staub_0961	961
Staub	Frank		This secluded meadow on the Santa Cruz River Flood plain north of Marana, Arizona has two problems. One is the blanket of yellow-flowered London rocket flowers, an invasive that crowds out the native plants. The other is that parts of it may be scraped away to build Interstate 11. If Interstate 11 must be built, please put it on land already developed, along the existing freeways I-10, I-19, and I-8. To see more pictures of what lies in the proposed path for I-11 through Avra Valley, Picture Rocks, and Hidden Valley:	Email	Staub_0992	992

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost Sincerely, Frank Staub			
Staub	Frank		Four palo verdes and an ironwood helped these saguaros reach maturity. Now the nurse trees and their cactus partners lie in the proposed corridor for Interstate 11 west of the Tucson Mountains. More and more people are realizing that it would be wrong to scrape away so much wild desert and the stories it has to tell. Please, If Interstate 11 must be built, put it on land already developed, along the existing freeways I-10, I-19, and I-8. To see more pictures of what lies in the proposed path for I-11 through Avra Valley, Picture Rocks, and Hidden Valley: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost Sincerely, Frank Staub	Email	Staub_1002	1002
Staub	Frank		Edna and Butch did everything right. They both worked hard all their lives, raised a family, and owned a home in a Tucson subdivision. In 2009 they found a fine house out of town where they could enjoy the quiet in their well-earned retirement. It was a place with plenty of dirt roads to ride their ATVs and a good place for their children and grandchildren to visit and enjoy the desert. Two years ago they learned that their "one last home" lies in the proposed corridor for Interstate 11. Please, If Interstate 11 must be built, put it on land already developed, along the existing freeways I-8, I-10, and I-19. To see more pictures of what lies in the proposed path for I-11 through Hidden Valley, Avra Valley, and Picture Rocks: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost	webform	Staub_1032	1032
Staub	Frank		This mature saguaro and its palo verde nurse tree lie in the proposed corridor for Interstate 11 west of the Tucson Mountains. More and more people are realizing that it would be wrong to scrape away so much wild desert and the stories it has to tell. Please, If Interstate 11 must be built, put it on land already developed, along the existing freeways I-10, I-19, and I-8. To see more pictures of what lies in the proposed path for I-11 through Avra Valley, Picture Rocks, and Hidden Valley: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost	webform	Staub_1056	1056
Staub	Frank		This secluded meadow on the Santa Cruz River Flood plain north of Marana, AZ has two problems. One is the blanket of yellow-flowered London rocket flowers, an invasive that crowds out the native plants. The other is that parts of it may be scraped away to build Interstate 11. If I-11 must be built, please put it on land already developed, along the existing freeways I-10, I-19, & I-8. To see more pictures of what lies in the proposed path for I-11 through Avra Valley, Picture Rocks, and Hidden Valley: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost	webform	Staub_1093	1093
Staub	Frank		One of many old saguaros in the proposed corridor for Interstate 11 west of the Tucson Mountains. Even when these giants are moved they rarely survive long. Plus, there are so many big saguaros along the western I-11 route that it would cost a fortune to move them all. Please, If Interstate 11 must be built, put it on land already developed, along the existing freeways I-8, I-10, and I-19. To see more pictures of what lies in the proposed path for I-11 through Hidden Valley, Avra Valley, and Picture Rocks: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost	webform	Staub_1128	1128
Staub	Frank		One of many old saguaros in the proposed corridor for Interstate 11 west of the Tucson Mountains. Even when these giants are moved they rarely survive long. Plus, there are so many big saguaros along the western I-11 route that it would cost a fortune to move them all. Please, If Interstate 11 must be built, put it on land already developed, along the existing freeways I-8, I-10, and I-19. To see more pictures of what lies in the proposed path for I-11 through Hidden Valley, Avra Valley, and Picture Rocks: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost Sincerely, Frank Staub	email	Staub_1135	1135
Staub	Frank		Have you ever built a house? It can be difficult. But, if you build it the way you want it, and love being there more than anyplace else on earth, the thought of its destruction can be too much to bear. So please understand what Helen and Eric are going through now. They did most of the labor to construct their dream home by themselves during the 1990s as funds became available. Now Interstate 11 may replace it, or at least cut through the peaceful desert and designated wildlife corridor near their porch. Please, If Interstate 11 must be built, put it on land already developed, along the existing freeways I-10, I-19, and I-8. To see more pictures of what lies in the proposed path for I-11 through Avra Valley, Picture Rocks, and Hidden Valley: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost	webform	Staub_1145	1145
Staub	Frank		Please, If Interstate 11 must be built, put it on land already developed, along the existing freeways I-8, I-10, and I-19. To see more pictures of what lies in the proposed path for I-11 through Hidden Valley, Avra Valley, and Picture Rocks: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost	webform	Staub_1184	1184
Staub	Frank		Snyder Hill Road, southwest of Tucson, is undeveloped, scenic, and open. The washboard gives you a reason to slow down and look at the sky. Now imagine an Interstate Highway crossing the section of Snyder Hill Road pictured here. That could happen if I-11 is built along the proposed route west of the Tucson Mts. Please, If Interstate 11 must be built, put it on land already developed, along the existing freeways I-8, I-10, and I-19. To see more pictures of what lies in the proposed path for I-11 through Hidden Valley, Avra Valley, and Picture Rocks: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost Sincerely, Frank Staub	Email	Staub_1208	1208
Staub	Frank		Have you ever built a house? It can be difficult. But, if you build it the way you want it, and love being there more than anyplace else on earth, the thought of its destruction can be too much to bear. So please understand what Helen and Eric are going through now. They did most of the labor to construct their dream home by themselves during the 1990s as funds became available. Now Interstate 11 may replace it, or at least cut through the peaceful desert and designated wildlife corridor near their porch. Please, If Interstate 11 must be built, put it on land already developed, along the existing freeways I-10, I-19, and I-8. To see more pictures of what lies in the proposed path for I-11 through Avra Valley, Picture Rocks, and Hidden Valley: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost Sincerely, Frank Staub	Email	Staub_1218	1218
Staub	Frank		This is a follow-up to my previous comment regarding Snyder Hill Road. I took this picture from the same spot as the picture of the ATV with dust behind it, but this one is looking east instead of west. Both pictures show the section of Snyder Hill Road that is within the proposed I-11 Corridor through Picture Rocks and Avra Valley. My question is: Would millions of taxpayer dollars be spent on a bridge so that this relatively minor road could cross I-11? Or would the road end here at the new interstate. I wonder. Please, If Interstate 11 must be built, put it on land already developed, along the	webform	Staub_1338	1338

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			existing freeways I-10, I-19, and I-8. To see more pictures of what lies in the proposed path for I-11 through Avra Valley, Picture Rocks, and Hidden Valley: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost			
Staub	Frank		Here stand four generations of the McGuinness clan on land that has been the family focal point for over 40 years. Some live here in three lovely homes representing countless hours of time and energy. It's where the extended family gathers every Sunday to share food and learn what's new in each other's lives. But these precious acres are in danger of being paved over by Interstate 11. Please, if Interstate 11 must be built, put it on land already developed, along the existing freeways I-10, I-19, and I-8. To see more pictures of what lies in the proposed path for I-11 through Avra Valley, Picture Rocks, and Hidden Valley: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost	Webform	Staub_1485	1485
Staub	Frank		Jackie and Corey are proud of the big saguaros and other native plants on their land. And they love the natural beauty of the surrounding desert. They bought the property because they wanted a peaceful life in a rural setting far away from noisy traffic. But their quiet neighborhood may soon change if interstate 11 is built on the proposed route west of the Tucson Mountains. The four-lane highway would run just beyond their backyard fence. Please, if Interstate 11 must be built, put it on land already developed, along the existing freeways I-10, I-19, and I-8. To see more pictures of what lies in the proposed path for I-11 through Avra Valley, Picture Rocks, and Hidden Valley: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost	Webform	Staub_1594	1594
Staub	Frank		Cholla cactus don't get a lot of love. But they're an important part of the Sonora desert ecology. Very large chollas are typical of an unspoiled desert habitat such as that pictured here in the proposed western corridor for Interstate 11. Please, if Interstate 11 must be built, put it on land already developed, along the existing freeways I-10, I-19, and I-8. To see more pictures of what lies in the proposed path for I-11 through Avra Valley, Picture Rocks, and Hidden Valley: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost	Webform	Staub_1691	1691
Staub	Frank		Cholla cactus don't get a lot of love. But they're an important part of the Sonora desert ecology. Very large chollas are typical of an unspoiled desert habitat such as that pictured here in the proposed western corridor for Interstate 11. Please, if Interstate 11 must be built, put it on land already developed, along the existing freeways I-10, I-19, and I-8. To see more pictures of what lies in the proposed path for I-11 through Avra Valley, Picture Rocks, and Hidden Valley: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost Sincerely, Frank Staub	email	Staub_1783	1783
Staub	Frank		Jackie and Corey are proud of the big saguaros and other native plants on their land. And they love the natural beauty of the surrounding desert. They bought the property because they wanted a peaceful life in a rural setting far away from noisy traffic. But their quiet neighborhood may soon change if interstate 11 is built on the Arizona Department of Transportation's proposed route west of the Tucson Mountains. The four-lane highway would run just beyond their backyard fence. Please, if Interstate 11 must be built, put it on land already developed, along the existing freeways I-10, I-19, and I-8. To see more pictures of what lies in the proposed path for I-11 through Avra Valley, Picture Rocks, and Hidden Valley: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost	email		1788
Staub	Frank		Thirty days is not enough time for the public to comment on a highway that could cause scores of people to lose their homes, hundreds more to find themselves living next to a noisy interstate, long stretches of wild desert to be scraped away, countless old saguaros (like this one which stands in the middle of the western I-11 corridor) to be destroyed, and wildlife pathways to be suddenly cut off to the creatures whose ancestors have used them for millennia. Think about it. These changes would be forever. There would be no going back. Four lanes of concrete would permanently bisect one of America's great rural landscapes. Please extend the I-11 comment period for an additional 30 days, or preferably 60. It's vital that you hear from every person who has an opinion about such a drastic change to our earth's fragile surface. Thanks for your attention. Sincerely, Frank Staub	email	Staub_1802	1802
Staub	Frank		Here stand four generations of the McGuinness clan on land that has been the family focal point for over 40 years. Some live here in three lovely homes representing countless hours of time and energy. It's where the extended family gathers every Sunday to share food and learn what's new in each other's lives. But these precious acres are in danger of being paved over by Interstate 11. Please, if I-11 must be built, put it on land already developed, along the existing freeways I-10, I-19, and I-8. To see more pictures of what lies in the proposed path for I-11 through Avra Valley, Picture Rocks, and Hidden Valley: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost Sincerely, Frank Staub	email	Staub_1803	1803
Staub	Frank		In that this is the last day of the thirty-day comment period this may be my final message to you. All I can say is, try to imagine each of the environments in these pictures, all of which are within the proposed western corridor of Interstate 11, scraped away by heavy machinery. I hope you'll keep that thought in mind when you chose the highway's path. To see more pictures of what lies in the proposed route for I-11 through Avra Valley, Picture Rocks, and Hidden Valley: https://www.frankstaub.com/Folders/Here-Today-Projects-I-11-Bike-Ranch-Villages-at-Vigneto/Interstate-11-What-Would-be-Lost Sincerely, Frank Staub	email	Staub_1805	1805
Steele	Ethan		I do not support the proposed Avra Valley I-11 route. Make the current I-19 and I-10 wider and/or build an elevated section through the densest section in Tucson. The Avra Valley route will on grow it's own commercial activities along it until it mirrors the current I-10, all at severe environmental costs. Also, how about encouraging trucks heading to/from Mexico to do the majority of travel during evening hours to reduce congestion.	webform		1953
Stensrud	Jefferson		For some many (far too many) months, the issue of the possible construction of an additional/alternative interstate freeway, identified as the I-11 ("Aye-yi-yi...") corridor has been bandied about. This potential scar through the landscape is a preposterous idea that has no merit whatsoever! Native American communities are adamantly opposed to it. Many other populations of people--far beyond the nearby N.I.M.B.Y.s [living directly in Avra Valley] --believe it to be the atrocity it is [too far away from any city to truly be of benefit, and too close to sacrifice the natural well-being of the desert landscape in its entirety]. The natural world which doesn't speak in a language most humans are capable of comprehending would be most detrimentally impacted by this plan. I know that a "West Option" and a separate "East Option" for the I-11 have been proposed to try and make the idea of this new federal project somehow more palatable and at the same time try to instill a possible either-or scenario to insure some alternate universe opportunity in the event that one plan of action/route were to come crashing down. Either one (and both) of these plans need to be vaporized before they get any more attention! Don't waste any more of your own or anyone else's time/effort/energy. There is writing on the wall, if you're capable of reading and attending to it! Additionally, hear this important message! The economics of the country and the various states through which this division would be passing cannot bear the extensive costs that would be incurred by trying to construct this monstrous	webform		1179

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			embarrassment. The nation seemingly can't maintain the current infrastructure across the country, there is no way your institutions can take on this additional expenditure and make it valid. Oh, yes, and don't forget the National Debt now exceeds 28 trillion dollars and is growing by the second!!! Why should the rest of the country have to pay for this? There is no rational way that I-11 can be built!!! This ridiculous I-11 concept should be completely done away with and not considered any further from this point forward!!! Naturally, Jefferson J. Stensrud 1621 W. Montenegro Drive Pima County, Arizona 85704 e-mail: jeffstensrud@gmail.com phone: (520) 576-7878 August 11, 2021			
Stensrud	Jefferson		For some many (far too many) months, the issue of the possible construction of an additional/alternative interstate freeway, identified as the I-11 ("Aye-yi-yi...") corridor has been bandied about. This potential scar through the landscape is a preposterous idea that has no merit whatsoever! Native American communities are adamantly opposed to it. Many other populations of people--far beyond the nearby N.I.M.B.Y.s [living directly in Avra Valley] --believe it to be the atrocity it is [too far away from any city to truly be of benefit, and too close to sacrifice the natural well-being of the desert landscape in its entirety]. The natural world which doesn't speak in a language most humans are capable of comprehending would be most detrimentally impacted by this plan. I know that a "West Option" and a separate "East Option" for the I-11 have been proposed to try and make the idea of this new federal project somehow more palatable and at the same time try to instill a possible either-or scenario to insure some alternate universe opportunity in the event that one plan of action/route were to come crashing down. Either one (and both) of these plans need to be vaporized before they get any more attention! Don't waste any more of your own or anyone else's time/effort/energy. There is writing on the wall, if you're capable of reading and attending to it! Additionally, hear this important message! The economics of the country and the various states through which this division would be passing cannot bear the extensive costs that would be incurred by trying to construct this monstrous embarrassment. The nation seemingly can't maintain the current infrastructure across the country, there is no way your institutions can take on this additional expenditure and make it valid. Oh, yes, and don't forget the National Debt now exceeds 28 trillion dollars and is growing by the second!!! Why should the rest of the country have to pay for this? There is no rational way that I-11 can be built!!! This ridiculous I-11 concept should be completely done away with and not considered any further from this point forward!!! Naturally, Jefferson J. Stensrud 1621 W. Montenegro Drive Pima County, Arizona 85704 e-mail: jeffstensrud@gmail.com phone: (520) 576-7878 August 11, 2021	Email		1210
Stensrud	Jefferson J.		For some many (far too many) months, the issue of the possible construction of an additional/alternative interstate freeway, identified as the I-11 ("AYE-YI-YI...") corridor has been bandied about This potential scar through the landscape is a preposterous idea that has no merit whatsoever! Native American communities are adamantly opposed to it. Many other populations of people--far beyond the nearby N-I-M-B-Y.s [living directly in Avra Valley] --believe it to be the atrocity it is [too far away from any city to truly be of benefit, and too close to sacrifice the natural well-being of the desert landscape in its entirety]. The natural world which doesn't speak in a language most humans are capable of comprehending would be most detrimentally impacted by this plan. I know that a "West Option" and a separate "East Option" for the I-11 have been proposed to try and make the idea of this new federal project somehow more palatable and at the same time try to instill a possible either-or scenario to insure some alternate universe opportunity in the event that one plan of action/route were to come crashing down. Either one (and both) of these plans need to be vaporized before they get any more attention! Don't waste any more of your own or anyone else's time/effort/energy. There is writing on the wall, if you're capable of reading and attending to it! Additionally, hear this important message! The economics of the country and the various states through which this division would be passing cannot bear the extensive costs that would be incurred by trying to construct this monstrous embarrassment. The nation seemingly can't maintain the current infrastructure across the country, there is no way your institutions can take on this additional expenditure and make it valid. Oh, yes, and don't forget the National Debt now exceeds 28 trillion dollars and is growing by the second! Why should the rest of the country have to pay for this? There is no rational way that I-11 can be built!!! This ridiculous I-11 concept should be completely done away with and not considered any further from this point forward!!! Naturally, Jefferson J. Stensrud 1621 W. Montenegro Drive Pima County, Arizona 85704 e-mail:jeffstensrud@gmail.com phone: (520) 576-7878 August 11, 2021	mail	Stensrud_2600	2600
Stephens	Cory		I strongly oppose the I 11 corridor. As a resident this would have a substantial impact on my neighborhood in particular. This would be a huge negative impact to our property values. This would also have a substantial impact on surrounding neighborhoods that are of low economic stature. I feel the state would use the power of Eminent Domaine to force these residents from these properties giving them far less than what their properties are worth in this high valued market. Having this corridor to accommodate trucking makes no sense. Those who live in this area chose to live here to be in a quiet and peaceful setting away from highways and large thoroughfares.	webform		1342
Stern	Patricia		Please extend the public comment deadline for the final EIS to 120 days. 30 days is insufficient for interested parties to review the 5800 pages.	webform		446
Stern-Eilers	Estelle		[Blank Submission]	Webform		152
Steuter	Don	Sierra Club	Please extend the comment deadline to 3 months, this Final Tier 1 EIS is far too extensive and important to expect the public to provide quality, informed comments in 30 days.	Webform		395
Stevenson	Julia		My family and I visit Arizona frequently and value the great beauty of your landscape and the wealth of wildlife you are fortunate to have. But you must preserve all of this responsibly. The Interstate 11 project as proposed will have serious environmental impacts on wildlife, on Tribal lands and on local communities. Firstly, you must abandon the "West Preferred Alternative Option in Avra Valley". This is a landscape bordered by treasured and protected public lands and iconic tourist attractions- to place a freeway nearby will cause irreparable harm to all of this and violate the purpose for which these lands were set aside. It would sever critical wildlife corridors, it would cause significant noise air and light pollution and encourage urban sprawl thereby destroying the rural character of these Valleys. All of this would be terrible to allow to occur. Please discard the "West Preferred Alternative Option in Avra Valley" Lastly, a 30 day comment period is woefully insufficient to allow for proper vetting and consideration, so please extend it to 120 days. Thank you	webform		1131
Stewart	Nancy		I strongly feel that the proposed I11 corridor from Nogales to Casa Grande is unnecessary and redundant. Using existing infrastructure (I19 and I10) is more economically sound, and environmentally appropriate. A travel corridor utilizing I10 to Casa Grande then north toward Wikenberg along the L, N R and U proposed route is a reasonable use of existing infrastructure and efficient land use for this project. I do not support routes that impact the Sonoran NP or the Sonoran Desert NM	Webform		629
Stewart	Wes		I am opposed to the proposed route through Avra. Unfortunately, the comment period is too short and I have been unable to formulate a detailed response. Therefore, I request that the comment period be extended for 90 days to give me and others sufficient time to make our views known.	webform		2318
Stinnett	Ashley		Whom It May Concern: Please consider extending the period of review to 120 days, so the community and experts can have more time to review the extensive material in order to better understand the I-11 proposal. I value our community and the local environment and this matter should be deeply researched and its impacts understood before taking action. Thank you. Ashley Stinnett	Webform		736
Stirling	Patrick		Two points - extend the comment period, and abandon the West Preferred Alternative Option. The review period is insufficient, given the amount of documentation to be reviewed, and the extreme impact of the project, which will be multi-generational. Please extend the review period to 120 days. The West Option is terrible. It will negatively impact the Altar/Avra valley region permanently. In addition to the obvious and immediate environmental impacts, it will be an eyesore for the entire region. One of Tucson's major tourism attractions, the Desert Museum, overlooks the proposed route. Traffic on I10 is not nearly bad enough to warrant an entire new freeway. Compared to most other metro freeway systems, there's very little rush hour, and for most of the day (and all night) traffic is light. Where there are problems, these could be address with local measures: the East Option is vastly preferable. I've attached a more detailed document from the Coalition for Sonoran Desert Protection.	Webform	Stirling_0724	724

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Stock	Sandra		The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.	webform		1172
Stocker	Andrew M		Our family opposes the West Option through Avra Valley. This option would negatively impact the region, both economically and environmentally. Please decide on another option as we the people of Arizona and Pima County do not want a freeway built in this area. Please do not waste taxpayer's hard-earned money on the West Option. Consider a different option. Thank you.	webform		1030
Stocker	Bethany		I oppose the interstate going through Avra Valley. That would be detrimental to our community and wildlife. It would hurt Tucson's economy and as an employee of a mom and pop restaurant, we need tourists to stop here, not go around us.	webform		1118
Stoddard	William	Highlander Sports	I am a resident of Sahuarita and cannot begin to understand how it would even be contemplated to have established residences uprooted for the development of a highway. Especially when there is an unlimited amount of land surrounding the area in question that is completely void of any residences at all. I have no desire to have an interstate in my back yard. I would venture to say that the legal battles alone would delay construction for several years. I really hope that the middle of Sahuarita does not become I11. Please consider other options.	Webform		1538
Stoeckel	Carl		Subject: Please abandon the Preferred Alternative West Option for I-11 in southern Arizona. During the early round of presentations, it seemed abundantly clear that the Avra valley route damages an iconic natural environment while dispersing heavy traffic, pollution and noise. Further, your research has made abundantly clear that a dedicated throughroute coterminous with I-10 through metro Tucson serves the purpose at a cost some \$16m less than the disputed Avra Valley route. Do not do this! I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. Carl Stoeckel Tucson, Arizona	Email		2540
Stone	Jason		I wish to state my opposition to the proposed route of Interstate-11 going through Avra Valley. This route would be an eyesore and destroy the pristine desert environment around Saguaro National Monument and the Desert Museum for generations to come. Adding dedicated lanes to Interstate-10 is the only sensible and reasonable solution.	Webform		1751
Stoner	Grace	Arizona-Sonora Desert Museum	I would like to request an extension to this comment period. 30 days is too short a time to review this proposal.	webform		1166
Stover	Brian		Out of all the places to put the I-11, if we even need an I-11, that's where you choose to put it? WTF AZDOT, W..T...actual....F?	webform		509
Stover	Dave		I just recently brought my daughter out to this beautiful area for her to go to high school. I would love for the rest of my family to come out here to grow up. Is not to be ruined by a huge interstate freeway instead of the beautiful wildlife and treasures that currently exist.	Webform		1554
Strasburg	Jack	WE, The World	The FEIS is 5,800 pages long (including appendices) and 30 days is simply not enough time for public review. This freeway would be a disaster for Sonoran Desert wildlife, wildlife habitat, wildlife linkages, and rural communities in Avra Valley.	webform		511
Stromberg	Christy		I oppose all routes if I-12	webform		1339
Stromberg	Julie		Construction of Interstate-11 from Nogales to Wickenburg is ill-advised and short-sighted. The interstate will cause destruction of valuable habitat (Sonoran Desert vegetation) and disrupt migration of animals. It should not be built.	webform		2371
Stuhr	Joanne		I'm writing to state my strong objection to the proposed Interstate 11!! Infrastructure, including transportation, is vitally important, but this is not the way to address the issue. The primary elements that make Tucson a desirable place to live are pristine open space, untouched desert, areas to hike, bike and enjoy scenic beauty. We do not want the ghastly and permanent scar of an interstate highway and all that accompanies it demolishing the serenity of what remains of our untouched lands. The most beloved place for Tucsonans to watch the sunset is from Gates Pass. Instead, we would be watching the flow of trucks and the ruination of O'odham sacred sites and unique natural beauty. Destroying sacred lands is not what we need. Devastating our fragile Sonoran Desert is not what we need. More cars is not what we need. Let's support light rail as a possibility. Even a "stack" over the present roadbed of Interstate 10 would be preferable to befouling the precious west desert. We SAY NO!!! Joanne Stuhr Tucson, AZ 520-661-7220 st.joan@comcast.net	email		1144
Stuhr	Joanne		I'm writing to express my strong objection to the proposed Interstate 11!! Infrastructure, including transportation, is vitally important, but this is not the way to address the issue. The primary elements that make Tucson a desirable place to live are pristine open space, untouched desert, areas to hike, bike and enjoy scenic beauty. We do not want the ghastly and permanent scar of an interstate highway and all that accompanies it demolishing the serenity of what remains of our untouched lands. The most beloved place for Tucsonans to watch the sunset is from Gates Pass. Instead, we would be watching the flow of trucks and the ruination of O'odham sacred sites and unique natural beauty. Destroying sacred lands is not what we need. Devastating our fragile Sonoran Desert is not what we need. More cars is not what we need. Let's support light rail as a possibility. Even a "stack" over the present roadbed of Interstate 10 would be preferable to befouling the precious west desert. We SAY NO!!!	webform		1191
Stula	Fred	Friends of Saguaro National Park	FOSNP opposes the West Preferred Alternative Option in the Avra Valley of the I-11 corridor from Nogales to Wickenburg based on the myriad of negative impacts with would have on Saguaro National Park and calls on the Arizona Department of Transportation and the Federal Highway Administration to drop all further consideration of this route in favor of the East Preferred Alternative Option that will co-locate I-11 on the existing transportation alignments through Tucson. July 26, 2021 Interstate 11: Final Tier 1 Environmental Impact Statement Comments Friends of Saguaro National Park (FOSNP) is an official not-for-profit fundraising partner of the National Park Service, created to help preserve, protect, and enhance the fragile environment and unique cultural heritage of the Sonoran Desert at Saguaro National Park. We help protect natural and cultural resources, preserve native landscapes, promote environmental education, improve recreational	webform	Stula_FOSNP_04 75	475

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			<p>trails, enhance visitor experiences, strengthen community partnerships, and build environmental stewardship for Saguaro National Park through philanthropy, education, volunteerism, and public awareness.</p> <p>FOSNP participated in the Stakeholder Engagement Meetings at the invitation of the Arizona Department of Transportation and the Federal Highway Administration in March and April of 2018.</p> <p>FOSNP opposes the West Preferred Alternative Option in the Avra Valley of the I-11 corridor from Nogales to Wickenburg. This corridor would:</p> <p>Negatively impact thousands of acres of protected public lands including Saguaro National Park, Ironwood Forest National Monument, Tucson Mountain Park, and the Central Arizona Project's Tucson Mitigation corridor.</p> <p>Cut through sensitive habitat recommend for protection by Pima County's Sonoran Desert Conservation Plan, sever critical wildlife movement corridors, block all animal migration from the Tucson Mountains to the west, disturb an unknown number of important archeological sites, impede washes, negatively impact surface water flows, and increase the spread of invasive plants.</p> <p>Degrade the visitor experience at Saguaro National, which generates \$100 million in tourism. I-11 in the Avra Valley would eliminate the natural quiet, destroying the scenic viewsheds, threatening the survival of native wildlife species and polluting the air in a national park that is afforded additional federal protections by the Wilderness Act of 1964.</p> <p>Bisect the 2,514-acre Tucson Mitigation Corridor of the Bureau of Reclamation, nullifying the purpose for which it was preserved and would be contrary to the management guidelines that explicitly prohibit development on these lands.</p> <p>Break Pima County's long-established and consistent public policies to preserve open space, protect wildlife habitat and movement corridors, and conserve the Sonoran Desert ecosystem by developing within the 1-mile Buffer Overlay Zone (Chapter 18.67, Pima County Town Code).</p> <p>Be contrary to the purposes for which the Tucson Mountain District of Saguaro National Park was established in 1961, to protect these lands "unimpeded" for future generations to enjoy.</p> <p>FOSNP believes that our community will experience economic benefits from increased trade between the United States and Mexico. To facilitate that goal, we support the East Preferred Alternative Option to co-locate I-11 on the existing transportation alignments (I-10 and I-19) by making improvements such as upgrades, expansions, and redesign. This will address the outlined I-11 project purpose, needs, and help to reconnect Tucson's downtown communities that were divided during the initial construction of I-10.</p> <p>FOSNP opposes the West Preferred Alternative Option in the Avra Valley of the I-11 corridor from Nogales to Wickenburg based on the myriad of negative impacts with would have on Saguaro National Park and calls on the Arizona Department of Transportation and the Federal Highway Administration to drop all further consideration of this route in favor of the East Preferred Alternative Option that will co-locate I-11 on the existing transportation alignments through Tucson.</p>			
Stupel	Sonja		<p>As a citizen in the Tucson area, please accept these comments regarding the siting of I-11. First, I recommend siting this by combining it with I-10, I-19 and I-8, using already developed land. This makes sense from a "Growing by Design" perspective - whenever possible land that is more altered should be the choice for needed further development and land that is less, or not, developed should not be considered. This should result in net cost savings, preservation of rural and suburban lifestyles, and conservation of ecologically important land, habitat, views and environmental tourism sites.</p> <p>Second, I urge you to extend the comment period. These are very important decisions, and a minimum of ninety days should be available to provide comments.</p>	webform		2152
Sudano	Kathleen		<p>Thanks for giving me an opportunity to comment.</p> <p>#1 We definitely need an extension as the document is very large and our community needs a chance to review. 30 days NOT sufficient.</p> <p>#2 My household prefers the East option. There is already a route. Please connect with I-19 and I-10 and protect our fragile desert.</p> <p>Kathleen Sudano Tucson, AZ</p>	email		519
Sullivan	Dawn		<p>1. I think you need to extend the public comment deadline for the Final Environmental Impact Statement to 120 days. The environmental impact statement is huge and we, the public, need more time to read it all. Thirty days is not enough time for public review. 2. Without reading the full Environmental Impact Statement, I am already opposed to the West Option through Avra Valley. That area is an important natural corridor for wildlife in that area due to the location being near Saguaro National Park, Tucson Mountain Park, and the Desert Museum. This route will negatively impact our enjoyment of the area and the lives of the animals who call it home.</p>	webform		452
Sullivan	Jonathan		<p>I am against the West route. It will negatively impact the local wildlife where and better route is offered to the east</p>	Webform		907
Sullivan	Kameron		<p>Why build a corridor for I-11 when the I-19 can't be properly maintained and taken care of? The I-19 is one of the most deadly freeways you can take, especially in the green valley/sahuarita area, do not make it worse by adding a second interstate. Not to mention that you would be destroying peoples homes, taking alot of the natural and beautiful land that sahuarita has to offer all for a few mins saved on drive time.</p>	Webform		1236
Sullivan	Patrick		<p>Tucson is an area surrounded with much natural beauty. Upon first arriving in Tucson this is one of the main reasons I stayed. One of these areas that is attractive not only to me but to many visitors and residents is the Avra Valley area. Much of this area and many areas west of the Tucson Mountains are relatively untouched areas with amazing beauty and wildlife. It is appalling that the State of Arizona would decide to place a new interstate into this area. I am all for the I-11 project. A roadway exists between the northwest portion of the Phoenix MSA through Wickenburg, and on to the AZ border with Nevada. Expanding this roadway so that it is interstate-grade is a great idea. It is the idea of building a whole new roadway west of I-10 south of the Phoenix MSA that I have concerns about. As mentioned above, one main concern is the impact on the environment and the rural character of these areas. Couple this with the proposed freeway to the east of I-10 to act as a connector between the Tucson MSA and the eastern parts of the Phoenix MSA and you are now destroying two largely untouched areas of natural areas that are both beautiful and full of biodiversity. Add into the fact that the western area (Avra Valley and west of the Tucson Mountains) is home to Saguaro NP and the Sonoran Desert Museum. These are attractions that are large draws for the City of Tucson. Though this proposed western route may add better connectivity to these they do so at the detriment of the character and purpose of these attractions. Further concerns are that much of the existing roadway (I-10) in the state is in need of significant upgrades in safety and capacity. Living in southeast Tucson I travel I-10 between Valencia Road and Park Ave. many times per week. This area has long been neglected and is way beyond the point where 2 travel lanes in each direction are safe and able to handle the traffic demand. Though the state has finished their analysis they are proposing a 20-year plan of upgrades. This area is rapidly growing and needs attention now, not in the next 20 years. I-10 between Phoenix and Casa Grande is another area needing rapid upgrades. I'm aware that due to much of this interstate being in the Gila River Tribe's land that the state needed to obtain permission to upgrade these areas and I know that plans are in process to start widening the bridge across the Gila River as soon as 2023 with plans to widen I-10 from the Loop-202 to Riggs Rd. not far behind but this is another area that needs full upgrades now. Instead, the state decides to upgrade I-17 north of Phoenix and proposes not one but two new freeways to parallel I-10, one to the west and one to the east. These corridors will then compete with I-10 for scarce funding and resources. We in Tucson are used to being shortchanged by the state - we get one traffic interchange upgraded every few years (widening one whole mile of interstate) while Phoenix gets whole entire stretches of multiple freeways widened at a time - to the detriment of our safety, mobility, and economic growth. But, this proposed alignment of I-11 west of Tucson is a disaster ecologically, environmentally, and is a burden the state should not take on. Instead, focus on improving what you have already to meet the demands of the future. Thank you.</p>	Webform		205
Sullivan	Shannon L		<p>The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of</p>	webform		2029

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			text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response			
Surasky	Steve		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage	Email		2526
Sutor	Sean	Texas Tech University	For eight years I worked on numerous Department of Transportation projects where our job was to identify where construction would minimize impact to natural and cultural resources. I know what the reports for such projects look like, and they are difficult to read and digest even for those who have compiled them. The time allotted for public commentary on a project that will impact so many natural and human communities is insufficient. Currently, I study wildlife corridors and habitat/land fragmentation. The proposed alignment for Interstate 11 will degrade the land through which it runs. It will degrade natural resources, destroy cultural resources, and detract from the aesthetic beauty and historic integrity of these lands. New highways bring new threats to wildlife which are already struggling to persist in an already heavily modified landscape. The ranges of desert species of special interest and of numerous protection statuses, including the endangered bighorn sheep, will be further fragmented by Route 11. Highways are barriers that are difficult to physically cross, but also deter wildlife from crossing. They also discourage species from inhabiting land adjacent to it, creating a greater area of impact than the proposed alignment and construction easement/limits. The proposed alignment also traverses land in which most of the human inhabitants are low-income and minorities for which the impacts of the alignment will be disproportionately greater. Wildlife and human communities will be degraded for a highway that is simply not necessary. Please provide more time for folks to inform themselves on what this project means, and please consider abandoning the western option for this proposed project. Thank you for reading and your consideration.	webform		2346
Swadley	Virgil		I need more than the 30 days to read through the report and comment on it. Please allow more time for this review! It could take me 90 days (of my available time) to reach an informed position. Thank you.	Webform		552
Swadley	Virgil		I oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. The West Option would cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. It would significantly encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. The freedom to move about is important to improve the biodiversity and support the long-term viability of fragile species. In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. There would be negative economic impacts to Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park. The West Option would negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability to conduct research.	Webform		1553
Swartz	Deborah		I am against the West/Avra Valley Pima County alternative for several reasons. It seems that putting a road through such pristine desert will bring major development along it and destroy the natural habitat for the wild animals that live there. The alternative along the existing I-10 corridor would have none of these negative impacts. Please remove the West/Avra Valley alternative from consideration. In addition, I urge you to increase the comment period on the EIS to 120 days to provide adequate time to review such a long document.	Webform		1602
Swyers	Elsa		Comments are in the uploaded file. The situation has not changed. The need to drop the I-11 plan through the Avra Valley is greater than ever. ENVIRONMENTAL EFFECTS The proposed I-11 Highway through the Avra Valley is an environmental travesty. The protection of this area began back in 1929 with the establishment of Tucson Mountain Park. Here there are numerous trails for hikers, equestrians, and non-motorized bikers. Saguaro National Monument was initially set aside on the east side of Tucson in 1933. The Tucson Mountain District (Saguaro National Park West) was added to the monument in 1961 and the Monument was designated a National Park in 1994. The Arizona Sonora Desert Museum was founded in 1952 and is considered one of the top 10 museums in the country according to TripAdvisor.com. It is probably the top attraction for Tucson visitors. Across the valley is Ironwood Forest National Monument established in 2000. Do people who come to visit these natural areas want to look out on an interstate highway? Along the proposed pathway is the Tucson Mitigation Corridor to mitigate the effects of the Central Arizona Project canal. To suggest that there could be underpasses or bridges that would effectively replace this corridor show a lack of understanding of the potential effects of proposed I-11 on the migration patterns of wildlife across the Avra Valley. In addition, the destruction and damage of animals and their homes and the plant life would be irreparable. There is widespread concern about pollution. For those who visit the natural areas west of the Tucson Mountains and those who have chosen to live a rural lifestyle in the Avra Valley the constant traffic noise along with the air pollution would destroy the beauty of the valley. How long before someone would say "We used to be able to see Baboquivari Peak and Kitt Peak from here. Now they can't even count on clear nights at Kitt Peak Observatory." Also it is my understanding that the City of Tucson's major water supply could be threatened by the highway. The failure to stop this proposal at the Tier 1 level suggests the decision makers are not listening very well. Please stop this proposal/preferred route of I-11 through the Avra Valley at Tier 2. Do not waste taxpayer dollars with additional pursuit of this ill-advised plan. The co-location with I-10 and I-19 is the only reasonable approach. And I'm quoting the Arizona-Sonora Desert Museum mission statement which in spirit supports no I-11 in the Avra Valley: "The mission of the Arizona-Sonora Desert Museum is to inspire people to live in harmony with the natural world by fostering love, appreciation, and understanding of the Sonoran Desert." Respectfully submitted, Elsa Swyers	Webform	Swyers_0548	548
Swyers	Elsa		This critical decision requires more than 30 days for public comments. Please increase the response time to 120 days!	Webform		549
Swyers	Elsa		To the I-11 Decision Makers - With all the input you have received it is clear that it is time to permanently stop the travesty of I-11 through the Avra Valley! The concerns about the environment, the Tucson water supply, the impact on the Tucson business community, the existing Brawley Wash Floodplain, plus the will of the people have all been sent and recorded. Please listen once again. I am in full support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. Respectfully, Elsa Swyers	Email		2558
Sylvester	Virginia		Please do not destroy this beautiful desert area, in Avra Valley. There has been too much destruction of AZ open desert over the years. Put the freeway through more populated areas.	Webform		3

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
T	Jeanie		Do NOT build another freeway through Sahuarita. You would be destroying homes that have been here for decades, as well as lives of those people in them. Our family bought our home off El Toro specifically for the property and still being in town, which you can't find anywhere else in Sahuarita. You have to drive far to find any property. These homes have been here since the 70s and are very sought after. Because of the mine, Sahuarita doesn't have much room for growth- especially anywhere with property. There is literally nowhere else in the city that offers a living environment like we have here. Please just use the freeway that is already there for your corridor without displacing thousands of residents.	webform		1114
Tabili	Laura		I oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. I also request an extension of the comment period from 30 days to 120 days. KEY TALKING POINTS · The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. · Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. · The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. · Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. · The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. · The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. · Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. · The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. · Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. · In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.	Webform		763
Tabili	Laura		The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.	Webform		764
TAGLIERI	COLETTE		This appears to 100% violate the Sonoran Desert Conservation Plan. Widen I10 and leave the desert alone!! There is no place on Earth like our desert, once gone, gone forever. This truly makes me sick, the utter selfishness and greed. Find a better way for all of us, our future depends on it!	webform		1330
Taschuk	Eugene G		Please abandon the I-11 West option. The stacking option (in the I-10 corridor) is far superior. The needless destruction of the wildlife habitat, scenic beauty, and serenity of the area west of Gates Pass would be unforgiveable. I am a resident of Armory Park and there could be some negative effects such as increased noise if the I-10 stacking option is used, but this pales compared to the adverse effects that would be felt by human and wildlife populations affected by the West option. I would also hope that reasonable noise abatement considerations (rubberized asphalt, noise barriers, etc.) will be made for the stacked option.	Webform		1708
Taylor	Charles		Talking Points for Written Comments on the Tier 1 Interstate 11 FEIS Opposition to the West Preferred Alternative Option BACKGROUND We oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. We also request an extension of the comment period from 30 days to 120 days. KEY TALKING POINTS · The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. · Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. · The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. · Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. · The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. · The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. · Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. · The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. · Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. · In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. EXPANDED TALKING POINTS EXTENSION OF PUBLIC COMMENT DEADLINE The deadline for public comments should be extended from 30 days to 120 days to allow a fair and thorough review by the public.	email	Taylor_0709	709

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			<ul style="list-style-type: none"> The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The FEIS is 5,800 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. <p>IMPACTS TO PUBLIC LANDS The West Option is located perilously close to a wide array of public lands, including:</p> <ul style="list-style-type: none"> Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. <p>IMPACTS TO WILDLIFE CORRIDORS The West Option:</p> <ul style="list-style-type: none"> Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway. <p>IMPACTS TO NOISE, AIR, AND LIGHT POLLUTION The West Option would:</p> <ul style="list-style-type: none"> Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area. Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research. <p>IMPACTS TO THE ECONOMY The West Option, along with the entire proposed route from the border to Casa Grande would:</p> <ul style="list-style-type: none"> Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others. Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services. <p>IMPACTS TO PRIVATE PROPERTY The West Option would:</p> <ul style="list-style-type: none"> Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north. <p>FOR MORE INFORMATION, visit our action webpage at: https://www.sonorandesert.org/learning-more/interstate-11/ **We are actively working on our full set of comments and will make an announcement on our social media channels and our website when they are available.** Facebook * Instagram * Twitter * CSDP website</p>			
Taylor	Connie	AAF	We at some point have to stop more people From moving here and leave Avra Valley the way it is ! Our water system is functioning as designed, no to I-11 it's not for the betterment of our community and apparently some people are going to make lots of money if it's built ! I don't care about the rich people but I do care about my community and it's future ! NO to I-11 !!!!!	Webform		183
Taylor	Eric		Please abandon the Avra Valley West option for the new freeway. You'll be running it through some of the last pristine desert near Tucson and far too close to Saguaro National Park West. This is currently one of my favorite hiking and biking areas near Tucson and I feel like another entire freeway only 40 or 50 miles from I-10/I-19 is crazy. Especially in an era where we're trying to switch away from fossil fuels anyway. Also, for those wishing to comment more extensively, please consider extending the comment period to 120 days to allow them sufficient time to read and understand the entire (extremely long!) proposal. Thank you.	webform		1101
Taylor	Karen		I am against the building of I-11. This is an area that has flooding issues. We don't need more problems. Also we want our desert to remain natural	Webform		66
Taylor	Kelly		I am opposed to the West Option through the Avra Valley and it should be abandoned. - I11 through the Avra Valley would totally destroy the tourist experience at Arizona Sonora Desert Museum, a tourist attraction that generates millions of dollars each year for our economy. - I11 through the Avra Valley would also destroy the outdoor tourist experiences in Saguaro National Park – West. Why would people come to breathe the fumes of gasoline, hear the noises of an interstate, and view the ugliness of this road while hiking in the park? Again, a tourist attraction generating millions for our state. - I11 through the Avra Valley would be paving through one of the last swaths of the Sonoran Desert. Once it's gone, it's gone. Gone for future generations. - I11 through the Avra Valley would violate the Pima County Board of Supervisors' Resolution 2007-343 which 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." Yes, this construction would create jobs. But if ADOT would refocus on the roads that we already have in Arizona that are in desperate need of repair, jobs would be created for years and years. We should repair what we have already and not engage in constructing another road that we cannot maintain. And what growth projections is this based on? Even if they had been done yesterday, they would be irrelevant as in these uncertain times, we cannot project what the next decade will bring, never mind the next 25 years! This is not "goodbye to 2020" and "hello to 2021 and now everything will be fine and back to normal". We will be living this chaos and change in our politics, economics, social structures, etc. for many years to come. Our economy has been battered by the global pandemic, our climate crisis is looming (including access to WATER), and wealth inequities are worsening. Even the Second Quarter 2021 Forecast Update by UofA indicates that the Arizona recovery process has been uneven and the pandemic will continue to influence the pace of recovery, and that the travel and tourism sector has a long way to go. And considering that only 53.2% of the people in our state have been vaccinated, we have a long, rough road ahead of us. The West Option of Interstate 11 is overall a BAD idea. I do not and will not support any efforts to move this road forward.	Webform		768
Taylor	Kelly		First of all, please extend the commentary deadline for the Final Environmental Impact Statement from 30 days to 120 days. The FEIS is 5,800 pages long (including appendices) and 30 days is simply not enough time for public review!!	Webform		771

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Taylor	Kenneth		The Pima County East option should be removed from consideration. The I-10 corridor is already FULL and any further lanes will impact either the Santa Cruz River Park, or historic barrios, or both. The barrios have been subjected to damage from past developments and further loss of these historic communities would be disgraceful. Automobile pollution in the Tucson downtown area is already a problem and the addition of further vehicle traffic will add to the problem. Rather than add economic and other benefits to the adjacent communities, complexity and congestion will be a negative influence. Reject the Pima County East Option.	Webform		1729
Taylor	Lisa		Extremely concerned about the environmental impact of proposed area of planning by ADOT and FHWA for the corridor from Wickenburg to Tucson/Nogales. Least impact preferred nearest current highways. Our desert areas with wildlife, flora & fauna have vastly shrunk already. Quality of life issues are affected by neighbors and all residents & visitors, affecting the tourism industry. Goes without saying, the effects of climate change, lack of water and needing to focus on green energy, electric cars; all changes that are affecting us now, not just in the future that would change the use of the highway system getting away from fossil fuel's. Cost \$? & affects.	Webform		60
Taylor	William		The West Option for Interstate 11 through the Avra Valley should be abandoned immediately!	Webform		767
Teiser	Judy		I am requesting that you extend the time period when the public may review and respond to the Final Tier 1 Environmental Impact Statement and Preliminary 4(f) Evaluation of the proposed Interstate 11. Also I prefer the East option which is an enhancement to I-10. The proposed West option comes too close to the Saguaro National Park West and the Arizona Sonora Desert Museum. I believe both these world class desert attractions would be negatively impacted by the noise, congestion and pollution the nearby traffic of the proposed I-11 would bring to the area.	webform		875
Tellman	Barbara		I am totally opposed to the Nogales to Wickenburg route through the Avra Valley.	Webform		979
Tenace	Tina & Michael	Valley View Acres residents	My husband and I do not want any part of I-11 west of the Tucson Mountains. We, as well others, live out here for the peacefulness and beauty of the Sonoran Desert. We do not want the traffic, highway noise nor the industrial atmosphere that this will bring to our quiet neighborhood.	webform		487
Tepper	Carol		I strongly feel that the proposed highway, if it is to be built, should be built in a developed transportation corridor, not on undeveloped land that is wildlife habitat.	webform		859
Terhaar	Jim		It makes more sense to widen I 19 and ! 10 than to build a new roadway through a desert area with no available services. It will disrupt families and their properties that they will not receive fair compensation. I know it has affected my family in the past. Any disruption along existing roadways was something that families and business could have reasonable forseen. It would be reasonable to build a connector to I 8 north of Marana getting through traffic that is going West and North off I 10 through Phoenix.	Webform		1572
Teufel	Brooke	Edge High School	Hello. My name is Brooke Teufel, and I live and work as an educator in Tucson, Arizona. I am writing to express my deep concern about the proposed construction of Interstate 11. I would like to begin by stating that the 30-day comment period not a insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. Importantly, many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who, for the most part, have limited access to the traditional means by which federal EIS processes are advertised and published. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. In looking at the impact of the West Option on the landscape, it would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. The public lands that will be negatively affected include federal lands (Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County); county lands (Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan); and Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. I am also extremely concerned about the environmental degradation the West Option would create. There would be significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. The project would also encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. The project would also negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research. Furthermore, building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. The I-11 would directly cross through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project. The impact of Interstate 11 on wildlife is also detrimental: it would sever important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway. As a born-and-raised Tucsonan who loves the outdoors, beyond harboring deep concerns over aforementioned detriments to the lands, people, wildlife, and resources of the Sonoran Desert, I also have concerns about our water supply, as well as a few economic effects of the project. In 2019, the people of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. This potential threat is thus unacceptable, the project is not worth the risk to our water supply. Additionally, I wish to avoid negative effects on Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park. These are important social and educational hubs in Southeast Arizona. They would see reduced revenue and negative economic impacts, and this is not acceptable. Thank you for taking the time to read my letter and my concerns about the effects of I-11 on the people, wildlife, environment, water, air quality, economies, and general wellbeing of the Sonoran Desert west of the Tucson Mountains. Sincerely, Brooke Teufel teufelbrooke@gmail.com 520.342.4370	webform	Teufel_2438	2438
Tham	Kristie		To the stakeholders and involved parties of the I-11 freeway, The Interstate 11 project that would connect Nogales to Wickenburg has come to my attention, as the project will take place near my hometown of Tucson. I am surprised to find the public feedback submission window to be only 30 days. This project has not been advertised to the local communities and I would suggest your committee begins by contacting local news such as KGUN 9 news and The Arizona Daily Star. This construction will affect Tucsonans and other nearby residents of Oro Valley, Sierra Vista, and Green Valley. I would like to think many of those residents would like to take a closer look at the plans for another highway that connects us to Las Vegas and Phoenix. As a lifelong Tucsonan, I am concerned about the location, the environmental damage and the economic impact of the I-11 expansion to Nogales. The I-11 will run next to the I-10 Phoenix-Tucson highway that already exists for drivers to use. This highway expansion can further connect us to Nevada and efficiently increase commute for shipping and travel, but we already have the I-10 to connect us to Nogales and Phoenix. This expansion in Pima County seems redundant. The new expansion will also cause long lasting environmental damages to the desert in the initial clearing of wildlife and the long term air pollution from vehicle emissions. The highway expansion will be visible and audible to locals and tourists who visit our natural landscapes for outdoor recreation. As tourism has slowed due to public health safety, Tucsonans would appreciate an assessment projecting the economic impacts of the I-11 expansion before any construction. During this Covid-19 pandemic, I would hope that this highway construction will contract with local businesses, labor and source material to construct the I-11. As I am not an expert in the environment or economy, I would like the discussion period to be extended to those who are knowledgeable and in the community. The feedback and decision making process will be informed and fair to Pima County residents. Because the impacts of this project are going to be multigenerational, I would like an extension to provide the whole public with a full and fair opportunity to participate in this feedback. The current method to visit your website and read through the plans to create this highway during the small time frame is very inaccessible to the wider Tucson community. Residents who have lived here the longest and paid years of state taxes should be reached out to, along with the many demographics of this city. Just from reading what I can under such short notice circumstances, I see that many of the communities impacted by the "Preferred Alternative Options" are racial minorities and low-income people. And the "Western Alternative" through Pima County is proposed on traditional Tohono O'odham lands where tribal members have limited internet access and computers to find your website. I openly disagree with the "Western Alternative" as the Native American reservation should not be used for state property like a freeway.	webform	Tham_2005	2005

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			Not all Tucsonans have access to their own computer, wifi, or have the luxury of time to comb through the EIS documents about I-11 planning. Many may not even drive a car for your new highway. The people most impacted by highway construction need to have a better way to communicate with those in charge of the I-11 project. This information should be advertised and published openly in community centers where focus groups and community outreach can be held. Both proposed alternatives will have disproportionate adverse effects on minorities and low income residents and we must give them the appropriate communication avenues to hear their feedback. Thank you for your time and consideration, Kristie Tham Tucson Resident			
Thomas	Joe	Tortolita Alliance	I am a member of the Tortolita Alliance and I oppose the FEIS West Option. I support TA's comments.	Webform	Thomas_1739	1739
Thomas	Joseph C		ADOT/FHWA should ABANDON the West Preferred Alternative Option in Avra Valley. Expanding the I19 / I10 corridor is much preferred to minimize impact on the precious Sonoran Desert environment around Saguaro National Park, Ironwood National Monument, Arizona Sonoran Desert Museum, and related areas.	Webform		582
Thomas	Joseph C		I request an extension of the public comment deadline from the current 30 days to a longer 120 days	Webform		583
Thomas	Robin B		I strongly believe that limiting the review of proposals to 30 days is much too short of a time period to allow thoughtful review. I suggest that at least a 120 day time period be allowed. With that being said, I am vehemently opposed to the West option through Avra Valley, Ironwood National Monument and potentiality Tohono O'odham tribal lands. I believe that it is not a necessity to continue to build freeways where reasonable routes already exist and in this particular case ruin natural resources that can't be replaced, i.e. our Sonoran desert. Please remove the West option from consideration.	Webform		580
Thomas	Ryann		I would like the proposed I11 route that cuts through Sahuarita to be permanently removed from consideration. We do not want a bypass. The bypass will kill the economy in Sahuarita and Tucson. It will also displace many of the families that creates Sahuarita. Generations of families have returned to Sahuarita because it is a safe, clean, community with land that is close to town. These people are staying in the community, inline many of the people who live in the planned communities who use it as a stepping stone. The proposed freeway will destroy that area, bring unwanted hotels and their unsavory clientele. It will also destroy our fragile desert lands and national parks.	Webform		1693
Thompson	Brian		I am a resident of Pima County and I wholeheartedly oppose building a new freeway through Avra Valley. I oppose this course of action because I do not wish to see virgin desert razed and all rthe other inevitable development that will follow. The City of Tucson already has the infrastructure in place to support I-11. Please retrofit I-10 to accommodate the new freeway needs. From what I understand, this is the cheaper option anyways. Please no more development for developments sake. We need to grow in our already established footprint, not grow out through the desert like a cancer. Thank you for your consideration.	webform		1344
Thompson	Glenda		I am writing to express support for the NO BUILD ALTERNATIVE for the I-11 Freeway. I am not convinced of the economic need for this freeway, particularly through the Tucson area. I travel the existing I-10 freeway frequently through Tucson and have never seen traffic that I would consider as very heavy. Slowdowns are rare and usually due to accidents or construction. The marginal decrease in travel time from Nogales to Wickenburg does not justify the large cost and environmental impact of this freeway. I am particularly OPPOSED to the WEST PREFERRED ALTERNATIVE through the Avra Valley near Tucson. There are many reasons to oppose this route but chiefly among them are: • It will have a significant adverse effect on the free migration of wildlife in nearby conservation areas. Among these are: Tucson Mountain Park, Saguaro National Park, Pima County conservation areas, and Ironwood National Monument. No amount of wildlife throughways can rectify the result of bisecting this nearly contiguous natural area with a freeway. • Noise will be significantly increased for visitors to the above conservation areas - both from traffic and from commercial development that is sure to follow. Even far from the freeway, noise will be an ever-present violation of the natural sounds of these parks. • Light pollution from traffic, interchange lighting, and future development will certainly adversely impact the darkness of night skies along the route. This area of Arizona is a destination for amateur astronomers and professional astronomers at Kitt Peak National Observatory. The Tier 1 environmental report claimed that the WEST PREFERRED OPTION would have no impact on Kitt Peak. That can not be true because any additional sky shine will be detrimental to scientific research at this facility and future development could significantly reduce the sites usability. The United States Government and Universities have made large investments in this site and this investment should not be compromised. Building this freeway would be a tragedy to the environment and wildlife. Thank you for your consideration. Glenda F. Thompson 6410 N. Van Ark Rd. Tucson, AZ 85743	email		1388
Thompson	Joe		This doesn't make any sense from a utility stand point. First a slow speed train is being proposed from Tucson to Phoenix. Second, we can't afford the upkeep on the highways we have. Third, destruction of pristine environment is forever. And, highways always, always create development which means housing, shopping, secondary roads, airports and more destruction.	Webform		648
Thompson	Joe		This is a very serious project and more time to consider it is necessary. Please extend the comment period to 120 days so the public can be fully heard.	Webform		651
Thompson	Leo		This project would be extremely upsetting to local wildlife, as well as disturbing already fragile eco systems and disrupting hiking trails. If violating sacred Indigenous land is not enough to persuade you against the building of the freeway, consider how the disruption to the hiking trails would lower tourist foot traffic to Arizona trails and result in the disruption of monetary gains for many local businesses. Additionally, the response/comment window should be extended from 30 days to 90 days.	webform		2408
Thornton	Jackie		This new highway will destroy many endangered species in their natural habitats, go straight through a main water line, and cause too much trouble to be good!	webform		2186
Thornton	William		In 2019 public hearings were held in Tucson and Marana on a proposed I-11 route in Avra Valley. Hundreds of us spoke against it and I do not recall one single comment in favor. We thought ADOT might yield to the overwhelming opposition and drop any further plans for the Avra Valley route. Boy were we wrong. Reasons for opposing the Avra Valley route remain the same. One proposal places the highway within a mile of the Arizona Sonora Desert Museum and the Tucson Mountain unit of Saguaro National Park, two of the crown jewels that bring visitors and their money to Tucson. The development that inevitably follows any new highway would increase the size of Tucson's Urban Heat Island and place further demands on our aquifer. Wildlife crossover/unders could, to some extent, mitigate the disruption of migration routes, but there's no mitigation for the noise, exhaust fumes, and night lighting the highway would bring. We spoke loudly and clearly in 2019. We don't want, don't need, and can't afford I-11 in Avra Valley. It's time to bury this ill- conceived monstrosity for once and for all. William Thornton 2955 E. Chula Vista Dr. Tucson, AZ 85716 Tel: (520) 795-6028 E-mail: cactusworld@msn.com	Email		297
Thornton	William	Friends of Ironwood Forest	The proposed I-11 freeway through Avra Valley is a terrible idea on many levels. One proposed route is less than a mile from the Arizona Sonora Desert Museum and the Tucson Mountain Unit of Saguaro National Park, two of the crown jewels that bring visitors and their money to Tucson. Crossover/unders could, to some extent, mitigate the damage to wildlife migration routes but there is no	Webform		393

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			mitigation for the noise, exhaust fumes, and night lighting the highway would bring. New development that inevitably follows any new highway would expand Tucson's urban heat island and accelerate depletion of our aquifer. We don't want, don't need, and can't afford I-11 in Avra Valley.			
Timin	(Maria) Val	Cero	Please halt this project immediately and extend the time for community review and input by at least 90 days. Construction of this scale deserves to be evaluated by all stakeholders. The project has clear negative impacts to our city, surroundings, and wildlife. The natural environment, wildlife, people, and businesses and organizations deserve better.	webform		2002
Tinkler	Doug		Looks good, let's get started. It seems that the west option would be the cheapest and cause the least traffic problems during construction. It makes a lot of sense to have the long haul truckers drive around Tucson instead of through it.	Webform		1635
Titone	Theresa		I can not believe this Interstate proposal has is even under consideration. The interstate highway would destroy some on the most beautiful sections of Arizona. The Avra Valley is so beautiful, and it seems a crime to do anything but leave it alone. Please, at the very least, extend the comment period. Maybe then you will hear the people crying to stop this outrage.	Webform		750
Tobias	Cynthia		Tucson is prized for the beautiful natural areas surrounding it. We should not destroy untouched natural areas to build a highway. Do not build it through Avra Valley and Picture Rocks. Put it with the I19 - I10 corridor. Cynthia Tobias	email		1798
Todd	Patty		Pima County Regional Flood Control District recently sent residents of the Avra Valley the 2021 Floodplain Management Plan and the Brawley Wash Floodplain Area and Emergency Vehicle Access plan. The Brawley Wash watershed, as stated by Pima County Flood Control, "is the largest watershed within Pima County and is comprised of 442,629 acres" and contains "76,385 acres of Special Flood Hazard Area." The route of the I-11 West Option in Pima County will be constructed in this special flood hazard area as well as a sheet flood area. This July has been the wettest on record and flooding has been extensive in the west side of the Tucson Mountains and in the Avra Valley. Future monsoon seasons could see more events such as this one. Based on the hydrology of the Avra Valley it is a great folly to consider the West Option in Pima County. The only option should be the East Option in Pima County using the current I-10 corridor.	Webform		1504
Todd	Patty		The I-10 corridor through Tucson has now been identified as a Preferred Alternate Option. This East Option should be the Preferred Alternative and not a Preferred Alternative Option. Do not put the freeway through the Avra Valley. Drop any more consideration of the West Option in Pima County.	Webform		1512
Toigo	Katelyn		I oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. Some of the reasons I oppose this option are: The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. This option directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally recognized Sonoran Desert Conservation Plan.	webform		2250
Tolton	Diana		Dear Transportation Government Officials, Please allow substantial time for adequate review of the I-11 improvement project so that the communities impacted as well as the environmental impact can be thoroughly evaluated and the appropriate recommendations for modification etc can be provided etc. Arizona has the most beautiful and precious ecology on Earth. We must preserve it for ourselves and for future generations. Please slow down! Many lives and natural resources are at stake! Sincerely, Diana Tolton Tucson, Az 520-440-4663	email		522
Toney	Emily		I would prefer I-11 never happens but if it MUST go forward, please do not use undeveloped land and use the land already developed along I-8.	Webform		92
Toomey	Paula		To Whom It May Concern: I am requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Paula Toomey	Webform		274
Toomey	Paula J		To Whom It May Concern: I am opposed to the proposed Interstate 11 Tier 1 Final Environmental Impact Statement, Nogales to Wickenburg. My husband and I moved to the Tucson area because the land surrounding Tucson consists of untouched desert wilderness areas which should be treated as a state treasure. As I work in the field of hydrology, there is no question that Arizona should NOT be building new communities in the desert landscapes. A dire warning was released to the media today regarding our state and the shortage of Colorado River water. Any new communities as a result of urban sprawl will be competing with the water needed to sustain current homes and remaining natural habitats. Water is limited! The FEIS identifies two possible Preferred Alternatives: a West Option through Avra Valley AND an East Option that co-locates I-11 with I-19 and I-10 through the Tucson region. Along with these options is the very real possibility that we will soon have a passenger train between Phoenix and Tucson. We will be taking the train and hopefully enjoying the remaining beauty of Arizona. My full response is included as an attachment. To Whom It May Concern: I am opposed to the proposed Interstate 11 Tier 1 Final Environmental Impact Statement, Nogales to Wickenburg. My husband and I moved to the Tucson area because the land surrounding Tucson consists of untouched desert wilderness areas which should be treated as a state treasure. As I work in the field of hydrology, there is no question that Arizona should NOT be building new communities in the desert landscapes. A dire warning was released to the media today regarding our state and the shortage of Colorado River water. Any new communities as a result of urban sprawl will be competing with the water needed to sustain current homes and remaining natural habitats. Water is limited!	webform	Toomey_2035	2035

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			<p>The FEIS identifies two possible Preferred Alternatives: a West Option through Avra Valley AND an East Option that co-locates I-11 with I-19 and I-10 through the Tucson region. Along with these options is the very real possibility that we will soon have a passenger train between Phoenix and Tucson. We will be taking the train and hopefully enjoying the remaining beauty of Arizona.</p> <p>I submit these important points in my opposition to the Interstate 11 Tier 1 Final Environmental Impact Statement, Nogales:</p> <ul style="list-style-type: none"> • The 30-day comment period was insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. • Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. • The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. • Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. • The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. • The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. • Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. • The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. • Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. • In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. 			
Toomey	Sean		<p>I agree with The Pima County Board of Supervisors in its opposition to a proposed route for Interstate 11, a planned highway expansion proposal to connect Nogales to Wickenburg before joining existing highways on route to Nevada. The proposed route for the highway through the Avra Valley and Picture Rocks areas could have injurious effects on Sonoran Desert landscapes west of the Tucson Mountains and place new financial pressures on local governments. A new highway near or through Pima County on any new route, would promote urban sprawl, causing local governments to incur large financial responsibilities for new infrastructure costs, and force major changes to existing county land-use and zoning designations. I am concerned about the proposed I-11 west route for its proximity to the Saguaro National Monument, Ironwood Forest National Monument, and Bureau of Reclamation's Central Arizona Project Canal Mitigation Corridor. Such a highway alignment would likely promote development close to these protected areas. Additionally, the route would conflict with county floodplain management efforts and the policies established in the county's Sonoran Desert Conservation Plan if allowed to run through undeveloped and minimally developed areas of desert. The west route of I-11 also would have the effect of diverting traffic from highway-adjacent businesses in the Tucson metro area that rely on revenue from Interstate motorists, the board noted. Rather than construct costly new highways through shrinking Sonoran Desert landscapes, Arizona should be expanding capacity and developing multimodal transportation facilities in existing transportation corridors to sustainably accommodate projected increases in freight while providing for much-needed passenger rail traffic.</p>	webform		2012
Tourtellot	Frances		<p>Please do not run a highway through beautiful Avra Valley. It is a terrible idea and would inflict horrible damage on a spectacular valley.</p>	webform		1280
Tourtellot	Frances		<p>I am opposed to having I-11 running through Avra Valley. The parks and Arizona-Sonoran Desert are places to love and enjoy nature and highways are anathema to this lovely area.</p>	Webform		1520
Trahan	Alex		<p>The i-11 project will negatively impact many things, and the opportunity for Public comment was very hidden. Effecting: Saguaro National Park, Arizona-Sonora Desert Museum, Tucson Mountain Park, Gates Pass, Tucson Mitigation Corridor (protecting wildlife movement), and Ironwood Forest. The environmental impacts include: Proximity to the Central Arizona Project (Tucson's main source of drinking water) and contamination from vehicle pollutants; Impacting several endangered species; Fragmenting a diverse and vibrant wildlife habitat; Hurting noise, light, air quality, and visual character for the protected lands of Saguaro National. Thus, I do not want I-11 to be constructed here.</p>	webform		2289
Trainor	Matthew L		<p>Don't build the road through there, just improve the ones you already have. Stop rebuilding them every 2 years and decide on a better plan for your existing roads. You're falling into corporate greed and their pockets are ever so deep.</p>	webform		1187
Trang	Brittney		<p>ADOT/FHWA should ABANDON the West Preferred Alternative Option in Avra Valley. The communities that will be devastated by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have severely adverse effects on these populations. A 30-day comment period is not enough time to review the extensive document, let alone bringing awareness to the public of the opportunity to review and comment on the project. The public and the communities that will be most affected need adequate time to be notified via ground mail or other means.</p>	webform		1178
Trang	Brittney		<p>To the I-11 Tier 1 EIS Study & ADOT Communications Team:</p> <p>I'm very disappointed to hear of the highway options and the fact that the public ONLY has 30 days to review and comment. As a public health professional and active community member, I request an extension for a 120-day comment period. A 30-day comment period is not enough time to review the extensive documents, let alone bring awareness to the public of the opportunity to review and comment on the project. The public and the communities that will be most affected need adequate time to be notified via ground mail and other means. The amount of time is just one piece. What are you doing to adequately educate, survey, collect comments from the community in a way that is accessible? The communities that will be devastated by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Have you considered who has internet access and who is able to sift through thousands and thousands of pages? The way this project is being rolled out is inconsiderate and shameful as-is, and even more so considering the large opposition from those who are able to make comments and send emails. Please extend the period to 120 days. Both proposed alternatives will have severely adverse effects on these populations. Many of the issues will have long-lasting, significant impacts on our community which we have ALREADY see in the Tucson community from the I-10 ravaging through communities. Extend the period to 120 days, then ADOT/FHWA should at least consider ABANDONING the West Preferred Alternative Option in Avra Valley.</p> <p>--</p> <p>Sincerely, Brittney Trang Master's of Public Health</p>	Email		1211
Trangmoe	Dani Rose		<p>I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage.</p>	Email		2556

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			I am an ecology student and avid hiker here in Tucson, I know that this highway route is detrimental to wildlife passages and outdoor recreation opportunities in the Sonoran desert. Our local wildlife (much of which is endemic to the area) is already put at risk by human activities in the Tucson area, and the last thing we need is this highway blocking off crucial passages and water supplies in our desert. If the ecological reasons are not enough for you to reconsider the preferred alternative west option, the recreational impacts should be. Saguaro National Park West, Tucson Mountain Park, and the Sonoran Desert Museum are priceless natural areas for recreation and education, and disturbing them with a highway is a permanent detriment to our city. Please think of the future generations of Tucson residents who would like to enjoy these invaluable resources.			
Traphagen	Myles	Wildlands Network	Wildlands Network opposes the West Option of the Proposed Alternatives in Pima County. We support the East Option that utilizes the existing Interstates 10 and 19. The West Option will cause extreme habitat fragmentation and disable several crucial wildlife corridors, as well as compromise multi-decadal conservation plans by Pima County, Bureau of Land Management and National Park Service. The West Option will also displace and essentially bulldoze and raze the homes of hundreds of families. In addition to costing billions of dollars, the West Option will actually add additional mileage to the Interstate 11 system. The West Option is 56 miles and the East Options 49 miles. How can a 7 mile increase in the route be justified? See attached map. Traffic congestion needs to be relieved along the existing Interstate 10 route through Pima County for the 1 million residents that reside here. Building a new freeway that will disrupt communities, fragment habitat, and cause additional noise and light pollution only exacerbates the problems of suburban expansion. Improving the existing infrastructure of Interstates 10 and 19 is a sound, common sense alternative that will help maintain the quality of life that Pima County has strived to achieve and preserve.	webform	Traphagen_WildlandsNetwork_1927	1927
Trecartin	Constance		I do not support I-11 because of the destruction it will cause to the natural environment. I do support expanding I-19 and I-10.	Webform		1599
Tremel	Sandahl		Thank you for building this! Arizona needs more roads to support and continue our growth!	Webform		215
Triadan	Daniela		In these times of dramatic climate change I am opposed to building a new interstate highway, which instead of trying to minimize car and truck use will actually increase both. We all know if you build the roads the cars will come. It is high time that Arizona is thinking of alternative transportation. I strongly advocate a high speed rail connection from Tucson to Phoenix and to improve the freight rail lines that already exist, including electrification of these lines. A high speed rail connection between Tucson and Phoenix could significantly alleviate the congestion of I-10. The budget for a new interstate highway may go some way to do that.	Webform		1752
Trinidad	Susan		I strongly oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. Take a deep breath and rethink this project - Please. Susan Graham	email		1362
Tripoli	Terre		To Whom it may concern: We moved to 651 N. Double TJ Ranch Road from Chicago three months ago to avoid the congestion, greed and politics of big city life only to discover that the proposed I-11 freeway represents the worst combination of all of these disturbing aspects. We are vehemently opposed to the destruction of one of the most important ecosystems in the world. There are no rationales for the displacement of residents, destruction of animal habitat, air, ground and aesthetic pollution, except for the greedy lust for money. Millions upon millions of dollars have been poured into I-10 and I-19. Complaints about these freeways being too crowded are ridiculous. Having driving daily on congested major expressways and tollways in Illinois, Illinois freeways makes Tucson freeways look like a country lane. The proposal for I-19 is a flagrant slap in the face of those who envisioned and fought to protect this fragile and vital area over eighty years ago. We are firmly committed to do what it legally takes to prevent the construction of I-11. Those involved in promoting the construction of I-11, which would cut a repulsive swath of destruction and sheer ugliness, will never have an argument strong enough to convince us otherwise. In conclusion, the rest of the world will look on this multi-billion-dollar fiasco as the "sham and shame of Arizona." **the attached photo is directly in the site line of proposed I-11 Sonoran Desert from our home	email	CohenTripoli_0847	847
Tripoli	Terre C		To Whom it may concern: We moved to 651 N. Double TJ Ranch Road from Chicago three months ago to avoid the congestion, greed and politics of big city life only to discover that the proposed I-11 freeway represents the worst combination of all of these disturbing aspects. We are vehemently opposed to the destruction of one of the most important ecosystems in the world. There are no rationales for the displacement of residents, destruction of animal habitat, air, ground and aesthetic pollution, except for the greedy lust for money. Millions upon millions of dollars have been poured into I-10 and I-19. Complaints about these freeways being too crowded are ridiculous. Having driving daily on congested major expressways and tollways in Illinois, Illinois freeways makes Tucson freeways look like a country lane. Attached is a photo of a plaque on Gates Pass telling the story and mission of Tucson Mountain Park. The proposal for I-19 is a flagrant slap in the face of those who envisioned and fought to protect this fragile and vital area over eighty years ago. We are firmly committed to do what it legally takes to prevent the construction of I-11. Those involved in promoting the construction of I-11, which would cut a repulsive swath of destruction and sheer ugliness, will never have an argument strong enough to convince us otherwise. In conclusion, the rest of the world will look on this multi-billion-dollar fiasco as the "sham and shame of Arizona." **The attached picture is looking directly into the proposed path site line.	webform	Tripoli_0872	872
Trosper	Maryjean		Please stop this insanity. We have I-19 that is available to add lanes. The destruction of the environment, along with our families homes is too big a price to pay. Our community will be torn apart, people who have lived here their whole lives, gone. Our property values with 2 highways, bordering a large numbers of homes, will plummet. Speaking of price, the cost of this project is over the top. Spend this money on maintaining our existing highways. The No Build Alternative, is the best possible solution for all the communities this project will negatively impact, including our environment.	webform		1158
Trosper	Matthew		Waste of money? We should be fixing and maintaining I-19. All that is a mess with turns ground levels, protected a Plants&animals not to mention the disaster it would create for people living anywhere close to a noisy big needed. We have a freeway that needs upgrades not a whole new system quite wasting money studying a new freeway. Leave Sahuarita out for good. Thank you for your time	webform		1156
Trosper	Tim		I am NOT in favor of the West option but would prefer a no build alternative you can not maintain the existing roads as they are just make I-19 a three lane freeway to Nogales and be done.	webform		1152
Trosper	Yolanda		Thank you for your time. I hope you read this message through the eyes of my children. We have four beautiful boys who love Jesus their family and Earth. OUR home is our little slice and every day we tend to our garden, we feed our chicks and we let our dogs roam free on OUR property. We finally have our American dream and your project threatens it! And affects so many other families; like my in-laws. My children's grandparents who are also within the RED ZONE. My husband their Dad grew up in that home we gather there whenever possible. Two doors down is my brother-in-law's house; he and his family share a home just across the way from us. It took us 15 years or so to find our property. One we could call home for the rest of our days. We have planted trees with the hope and intent of seeing them grow as we are and come near our final days. I am trying to find a justifiable reason for a new way through. Something that is worthy not just for convenience or greed. Peace is coming home in the midst of the worlds chaos; to your family, to your property. We are trying to live the dream so many seek and that so many want to destroy. To find that my own state has been planning to do the same for so many years and most likely on behalf of investors; sickens me. To see that National Monuments and tribe land will be suffocated between two major thru-ways is insanity. This is a request to cease all planning through the West. This is a challenge for your engineers to do better! Let's be the state that preserves their natural habitats. Please reconsider using land owned by the town and the Pecan factory. Although the trees are beautiful they require 3-6 gallons of water a day. They don't produce pecans until they're 10 years old and most of their pecans go overseas. How does this help our community? Recently land sold to Saudi so they can grow alfalfa and send it overseas. How does that help Arizona? It's time to think about water usage. Do we need so many pecan trees? Do any of our leaders care about this state? The Earth, Sustainability? Do any of you? I can not express what a disappointment this all is. I am saying NO to the West alternative. No to the wasting of funds and resources. No to destroying National monuments by isolating them. We have the God given right to the American dream and the pursuit of happiness. YT. The picture I've included is of some of our family; with in your Red Zones.	webform	Trosper_1947	1947

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Troupe	Chris		This is absolutely ridiculous I purchased my home in January of 2019 and was never told that there would be a interstate coming through my living room. We bought this home as a forever home for our kids to build life long memories and some day bring there kids here to also make memories. We have done so much to make this house our home and my wife and I even got married in our front yard in 2020. Now all that will be ripped out do you can build a interstate that no one will use. Your going to uproot all these families and all their memories for a road that isn't needed when there are so many other options to get from Mexico to Las Vegas . It really seems like a huge waste of money and resources. I feel like I was lied to because I never found out about this until months after I moved in. I'm so upset that every thing I worked so hard for could get taken away from me. Please please please find a alternate route .	Webform		208
Trowbridge	Max		The desert museum in Tucson is the most memorable part of my time in Arizona	webform		1102
Trudgett	Anna		For the good of our communities I request ADOT to extend the time to comment on the environmental impact of the public review of the I -11 to 120 days!!!! Cure timeline is too short for a thorough review.	Webform		608
Truebe	Sarah		Please extend the comment period to allow us to all learn more about the potential impacts.	Webform		922
Trueblood	Amanda		To Whom It May Concern: I am writing to OPPOSE the West Preferred Alternative Option in Avra Valley for I-11, and to request that you extend the comment period from 30 days to 120 days. The West Option is located very close to a variety of public lands, including Federal, County, and Tribal lands, & this option would have a very detrimental effect on these lands & the people/wildlife who live on them. There are several important wildlife corridors in this area & this option would directly cross through the Tucson Wildlife Mitigation Corridor that was created as mitigation for the CAP canal. The West Option would cause a lot of pollution for the affected lands, including a protected Wilderness area in Saguaro National Park. It would also contribute to far-flung sprawl in Avra Valley and West of the Tucson Mountains, which would further damage the environment in those areas. Given how detrimental the West Preferred Alternative Option would be, I strongly believe you should expand your comment period from 30 to 120 days to give more people the time & opportunity to comment on it. Since this option would also cut through Tribal lands of the Tohono O'odham Nation where many tribal members have limited Internet access, they may have not yet had the time or opportunity to be able to comment on this proposal. Thank you for your time & consideration of this matter.	Webform		1523
Trumbo	Jan		Hello, First, I would like to request an extension to the comment period. 30 days is not enough to consider such a long document. I oppose the West Option through Avra Valley. We need to preserve untouched open space for the long term future, and keep our urban sprawl confined to the already-inundated Tucson basin. Regards, Jan Trumbo	Webform		748
Tuber	Dr. Jack		I will keep my statement short. We are living in a world of finite resources and we are not managing them well. Plant and animal species are becoming extinct or threatened almost daily. Isn't it time we begin listening to the scientists? Isn't it time we stop and think what the right thing to do is to preserve our planet? I oppose any freeway planning or construction within the Avra Valley. Thank you	Webform		978
Tucek	Bob		Putting a new road through the boondocks is a really dumb idea. Rather spend the money improving I-10 through Tucson. Nobody needs an "emergency route" through the sticks.	webform		1322
Tucker	Mia		The proposed highway would cut directly through Saguaro National Park and native land. We do not want this highway, please invest in clean energy public transportation to benefit us all.	webform		1924
Tuell	Cyndi	Western Watersheds Project	<p>Please see the attached comments submitted on behalf of the staff, members and supporters of Western Watersheds Project.</p> <p>Thank you, Cyndi Cyndi Tuell Arizona & New Mexico Director Western Watersheds Project 738 N. 5th Ave, Suite 206 Tucson, AZ 85705 cyndi@westernwatersheds.org www.westernwatersheds.org 520-272-2454</p> <hr/> <p>To Whom It May Concern: The following comments are submitted on behalf of the members and staff of Western Watersheds Project (WWP) who are concerned with the management of our public lands and are in addition to the letter submitted by the Coalition for Sonoran Desert Protection, to which WWP is a signatory. WWP is a nonprofit organization dedicated to protecting and restoring western watersheds and wildlife through education, public policy initiatives, and legal advocacy. With over 15,000 members and supporters throughout the United States, including Arizona, WWP actively works to protect and improve upland and riparian areas, water quality, fisheries, wildlife, and other natural resources and ecological values. WWP's staff and members are concerned with the management of public lands throughout Arizona, including the lands unlaying and adjacent to the proposed I-11 corridor. Our staff and members regularly visit the area, including the Sonoran Desert National Monument, Ironwood Forest National Monument, and other adjacent Bureau of Land Management managed lands and State Trust Lands) and enjoy the wildlife restoration and recreational values these public lands provide. We appreciate the opportunity to provide comments on the Interstate 11 Tier 1 Final Environmental Impact Statement (FEIS), Nogales to Wickenburg. In the short period of time we have had to review the nearly 6,000 pages of Final Environmental Impact Statement and appendices, we have identified the following missed issues:</p> <ul style="list-style-type: none"> • The analysis does not accurately reflect the current status of the Sonoran desert tortoise as a candidate species protected by the Endangered Species Act, not simply a species protected by a Candidate Conservation Agreement. • There is no analysis of the cumulative impacts of this project in relation to livestock grazing occurring in the project area. • All action alternatives should include a provision that would allow for the retirement of livestock grazing on adjacent lands as mitigation for any construction and motorized use impacts. • There is no analysis of the safety of this corridor through open range for any alternative. How many vehicles will collide with livestock on I-11? How many people will die as a result? What are the fiscal impacts of these collisions to: ranchers from livestock losses and necessary fencing; individuals or companies who are involved in the collisions and insurance companies for those individuals and companies; state, county, and local governments for emergency responses to those livestock-vehicle collisions. • To correct the analysis related to impacts associated with livestock grazing, and for all alternatives, the GIS analysis should include a layer with livestock grazing allotments adjacent to the proposed routes. The Study Team must then disclose: the number of allotments; whether those are federal, state, or private allotments; how many permittees/lessees/ranchers would be impacted; how many livestock would be grazing adjacent to the I-11 corridor; the cumulative impacts related to the spread of invasive, non-native plants exacerbated by the construction and use of I-11 in concert with the livestock grazing impacts to the spread of invasive, non-native plants; And, if an alternative other than the No Build alternative is selected, what mitigation opportunities exist by retiring livestock grazing in the corridor? <p>We appreciate the opportunity to submit these comments. We request that all information used as part of the decision-making process for this project be posted online in a publicly available manner that allows open access for all members of the public during all comment and objection periods for this project.</p>	email	Tuell_WWP_1850	1850
Tuell	Cyndi	Western Watersheds Project	<p>Please see the attached comments of the Coalition for Sonoran Desert Protection.</p> <p>Western Watersheds Project incorporates and fully endorses these comments as an attachment to our own comments submitted this same date.</p>	email	Tuell_WWP-CSDP_1857	1857

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			Thank you, Cyndi Tuell Arizona & New Mexico Director Western Watersheds Project 738 N. 5th Ave, Suite 206 Tucson, AZ 85705 cyndi@westernwatersheds.org www.westernwatersheds.org 520-272-2454			
Tull	Andrew		The east option is clearly the preferred option of the vast majority of the people who would be affected by the proposed highway. To proceed with the west option would be in defiance of the will of the constituents it seeks to provide for. The west option is proposed with complete disregard for the indigenous nations, wildlife, and ecosystems that call the area home. However, I'm not shocked that such a plan is going forward despite its staunch opposition; such is the nature of these invasive projects.	webform		2165
Turner	George		I vote for either no new interstate or building it on already developed land like on I8, I10 and I19. The is too little wild land left and we need to keep it. Also, any new construction should include animal over or underpass crossings.	Webform		543
Tyarks	Ryan		Absolutely not.	webform		2324
Unmacht	Jim	Arizona Sportsmen for Wildlife Conservation	Attached our Arizona Sportsmen for Wildlife Conservation comments on the I-11 Corridor Final Tier 1 EIS. Jim Unmacht Executive Director Arizona Sportsmen for Wildlife Conservation RE: Interstate 11 Corridor Final Tier 1 Environmental Impact Statement (EIS) Arizona Sportsmen for Wildlife Conservation (AZSFWC) is a 501c-3 non-profit organization dedicated to wildlife conservation, habitat work, youth recruitment and retention, as well as educating outdoor enthusiasts on issues important to their passions. AZSFWC consists of 38 member, affiliate, and associate groups that reach across the spectrum of hunting, angling, shooting, outdoor recreation, and businesses from across Arizona. Our member groups represent more than 16,000 people from Arizona. We appreciate the opportunity to provide review comments on the Final Tier 1 EIS for the Interstate 11 (I-11) corridor, located between Nogales and Wickenburg Arizona. AZSFWC understands the need to upgrade existing transportation infrastructure in order to improve mobility of people and goods across the state while ensuring safety of motorized travel. However, projects of this magnitude have enormous potential to cause irreversible and irretrievable impacts to wildlife populations, wildlife habitat, and recreational access. We therefore consider it crucial that the planning effort pay special attention to protection of these resources and opportunities. From a conservation standpoint, the most significant issue at hand is the impact of new highway corridors and alignments. These result in a direct loss of wildlife habitat within and along the development footprint, along with habitat fragmentation and interruption of wildlife movements (connectivity). Our organization is also very concerned about maintaining the integrity of ranches and other working lands, which also provide important wildlife habitat and recreational opportunity on the project area. Finally, while difficult to predict and quantify, new Interstate Highway corridors facilitate adjacent commercial and residential development that can further degrade wildlife habitat and recreational opportunities. Given these concerns, AZSFWC considers it essential that the I-11 corridor be co-located along existing transportation routes. From that perspective, we appreciate and support the decision to co-locate the I-11 segment between Buckeye and Casa Grande along Interstate 10 and State Route 85. We understand that the Tier 2 EIS will consider 2 alternative options (East and West) along the southern portion of the corridor and this analysis will address wildlife and recreation access issues (noted above) and be done in cooperation with the Arizona Game and Fish Department (AZGFD). That said, we are extremely concerned about and firmly opposed to the West option that traverses the Altar and Avra Valleys. That alignment has massive adverse impacts that will be difficult or impossible to mitigate. Of particular concern is fragmentation and degradation of areas previously identified as having critical conservation value. These include the AZGFD Arlington, Robbins Butte, and Powers Butte Wildlife Areas and the Tucson Mitigation Corridor (all of which fall under protections provided by Federal Highway Administration Section 4(f) regulations), as well as Conservation Lands System lands that form the backbone of the Sonoran Desert Conservation Plan. AZSFWC looks forward to a robust analysis in the Tier 2 EIS. We request that the analysis and mitigation commitments outlined in Chapter 7 of the Tier 1 EIS be carried forward into the final Record of Decision. However, there is an apparent contradiction between two of these commitments that requires clarification. Number T2-Biological Resources-1 (EIS Page 7-11) indicates that the analysis will "Continue to work with AZGFD to determine compensation for the loss of wildlife habitat." Number MM-Biological Resources-3 (EIS Page 7-13) states that mitigation will include "Discuss[ing] the need for habitat compensation with AZGFD during the Tier 2 process," per AZGFD Commission and Department policy. We support the former statement, which acknowledges that habitat loss will occur and appropriately compensated. The latter statement, however, creates considerable uncertainty about that commitment and must be revised for consistency. AZSFWC and 29 of our member organizations (see attached list) appreciate the opportunity comment on the project.	email	Unmacht_ASWC_1853	1853
Urias	Lee		I think the proposed highway would cause further devastation to our already hurting environment. we dont need any new highways.	webform		1941
V	Daniela		As a native Tucsonan, I want to urge planners to choose the East Option in Pima County, NOT the West Option.	webform		2067
Vahl	William		I know widening the existing I-10 alignment through Tucson is expensive, however, I think this is a far better solution than creating a new freeway alignment west of the Tucson Mountains. Plowing a new freeway through this untouched (or mostly untouched) valley is unnecessary and has a very high cost in terms of loss of native habitat, peace, & tranquility in this slowly developing valley.	Webform		1608
Valdes	Gene		This is a two-fold comment. The first is to reiterate what the overwhelming majority of those of us who live in Southern Arizona are saying: do not consider the #1 Preferred Route which would take the I-11 Corridor right through some of the most spectacular scenery in the United States. It is not only wrong, it is unwise from an economic standpoint. People come here from all over the world to see the Saguaro National Monument and the Arizona Sonora Desert Museum and all of the other natural wonders in that area. They won't if it is ruined, which is what the preferred route will do. Second: it is unfair, after two years since the last comment period closed, to give us all only 30 days to comment. There are many among us who will want to study both proposed routes carefully and to make detailed, researched comments. To do this in the middle of the summer (and with an incorrect email in your first announcement) is disrespectful and would lead one to presume that our comments don't matter. Please extend the deadline. Thank you. Gene A Valdes Tucson AZ	Email		309

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Valdes	Gene		I am totally opposed to the first option for this project (West, through Avra Valley and Sahuarita). You should note that the entire community of Sahuarita turned out for a special Town Council Meeting to register their opposition as well, and of course the Sahuarita Town Council and Mayor are on record as being opposed to it as well. If this project must be built, it should be built on existing roadways, not through one of the most beautiful areas in Arizona.	webform		2048
Valdovinos	Luz		I am against the I-11 Final Tier EIS. Disturbing the preserved wildlife would impact all of the animals and fauna native to this area as well as create both real pollution and noise pollution to trails nearby. As we see more damage coming from global warming we should realize that we need to preserve more land and not build over it. Especially land that also impacts the water of both humans and animals. There has to be another way to finish this road. I ask that you consider that instead	webform		2137
Valentine	Ruby May		I don't think a highway should be constructed through the Sonoran desert, this will harm local wildlife and disrupt an ecosystem, it's also dangerously close to Tucson's water supply which could contaminate our water potentially endangering the lives of countless people, choosing to build this highway is a grave mistake.	webform		1998
Van Belkum	Hannah		I am in opposition to the construction of a highway through the Sonoran Desert due to the environmental impacts it would have, including jeopardizing Tucson's water supply with its proximity to the Central Arizona Project, minimizing diverse wildlife habitats and impacting already endangered species, and contributing to pollution of light, noise, and vehicle exhaust in protected lands, including the Saguaro National Park West, Tucson Mountain Park, the Arizona-Sonoran Desert Museum, Ironwood Forest National Monument, Gates Pass, and the Tucson Mitigation Corridor. In light of the recent IPCC report, I am quite alarmed that further highway infrastructure will exacerbate human induced climate change. We have a responsibility to protect this land, and building this highway puts us and the earth in further jeopardy. I very much encourage you to not build this highway.	webform		2082
Van Roekel	Kate		The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.	Webform		1728
Van Woerkom	Jessica		For the portion west of Tucson, adjacent to the national park will not aid in the traffic that Tucson residents deal with as a whole. Destroying vast tracks of natural land in low populated areas does not serve the larger community of Tucson, harms our already fragile ecosystem, threatens our water resources and caters only to big business that will not generate support for already established local businesses. I am ashamed that Pima county is even considering allowing I-11 to be located so near to saguaro park west. We need an expanded freeway through downtown with carpool lanes, an extension of the suntram and solar. I would imagine city council would want to have travel through our 1-10 corridor to promote more tourism (gem show, tour de Tucson, etc) and to boost the local economy through the already existing corridor. To divert traffic to the west side of the park is idiotic and backwards thinking. We are smarter than this. I strongly oppose any new freeway development that does not tie into I-10 directly. Just try getting on the freeway from Starr pass, speedway, grant or orange grove at 5pm. We need to improve our existing infrastructure, not abandon it and cater to truckers coming in and out of Mexico. We could build a lane on I-10 (second story perhaps) that is specifically for non-stop traffic. Do not tear up the desert for this.	Webform		122
Vance	Devin		I've spent time in Chicago, Boston, and San Francisco. A lot of people often think that an additional road will help to alleviate traffic congestion. While it might initially, there will eventually be more people just purchasing more vehicles. This is a fact, historically. The only real answer to reducing traffic is to make driving less appealing. We do this by reducing roads and parking, not expanding upon it.	webform		2163
Vandeven	Raynor		Please extend the comment period from 30 days to 120 days. 30 days is not enough time for the impacted communities to review all of the information in the proposal. I am also against the project entirely, particularly the West option. This destroys habitat, cuts off migration routes and wildlife corridors, relocates many homes and communities and would have a negative economic impact on Tucson. Please don't do this!!!	Webform		730
Vandeven	Raynor		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. Thank you!!	Email		2486
Vanek	Melanie		Hello, please do not go through with the West option through Avra Valley as this will negatively impact the environment as well as the inhabitants in that area. Thank you.	webform		2409
Vanover	David		I was born and raised in Tucson and would absolutely hate to see something like I-11 infringe on the well being of our national parks and desert ecosystem. I believe there should be improvement on what has already been destroyed before designing more inefficient highway structures. I was opposed to the mining of Santa Rita and I am opposed to this. I am native citizen of Tucson Arizona and in my opinion I-11 is completely unnecessary!	webform		2268
Vaughn	Kurt		The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.	Webform		632
Veglia	Cynthia		Dear Madame and Sirs, I live near this beautiful area, is this really necessary? I would ask that you please reconsider and not destroy the eco system of this area. Also we are talking about a new rail system, perhaps with that in mind you decide not to disturb the protected vegetation and animals on your current projected plans. I am a native Tucsonian and a current Copper member of the Arizona Sonoran Desert museum and a national park pass holder. Thank you and Sincerely Mrs. Cynthia Veglia	webform		447
Veith	Alison		I have only just today (8/16) learned of the proposed I-11 project, and the two proposed routes—West or East. It feels very crucial to express just how much I believe there will be a much stronger benefit to the Interstate being built on the Eastern route and in-line with Tucson Airport, allowing more of the Eastern Tucson residents more seamless and fluid access to I-10 to the North or South. Viewing the proposed path going West around Saguaro Natl Park does not provide nearly enough traffic relief and increased flow for existing population and likely growth moving forward. With the existing I-19 to I-10 freeway, I do not see how building I-11 to the near West of that is as useful as looking to the East for I-11. Sure it will be more of an imposition on current residents than the proposed Western addition, but humans and residents are highly adaptable, and in 25 years, having another interstate on the East will be so much more reasonable for the Tucson as a metro area. Building to the West will, in my opinion, do little to support the need for the densest areas of Tucson residents easier access to the I-10 to Phoenix. Instead it is building massive infrastructure through some of the most gorgeous and pristine desert in the country and the world. I genuinely do not see how it serves a traffic flow need as much as the proposed I-11 eastern route. Thank you for your time reading.	Webform		1431
Velasco	Lucas		Please do not build this freeway and extend the deadline for discussion from 30 to 120 days. This freeway will cause irreparable damage to the unique Sonoran desert ecosystem	Webform		942

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Velez	Ruby	University High School political action club	This highway would significantly impact the endangered species in the Sonoran Desert and contribute to the already devastating climate change effect. A better option would be to improve on the existing railway system to avoid destroying more endangered habitat and provide more sustainable transportation options.	webform		1899
Vella	Gary	Supporting & Promoting Ethics for the Animal Kingdom (SPEAK)	Our animal protection organization adamantly opposes the proposed West Preferred Alternative Option described in the Tier 1 FEIS for Interstate 11. Concurrently, we request an extension of the public comment period from 30 days to 120 days to allow a reasonable time frame for the general public --- and particularly the minority and low-income populations residing in the Corridor Study area who would be most affected --- to access, absorb, and respond to the 5,800 pages of documents related to the proposed West Option. Our organization's primary concern is the destruction of affected wildlife habitat in a pristine area that has, to this point, been protected from devastation by development. It is unconscionable to think that critical wildlife corridors between the Tucson Mountains and the Ironwood Forest National Monument and the Waterman Mountains would be allowed to be encroached upon by the proposed West Option. Said proposal also crosses the Tucson Wildlife Mitigation Corridor; a project specifically designed to mitigate the area's negative impacts of the CAP Canal construction. From a proximity standpoint, the West Option would inevitably have a negative impact on the Saguaro National Park West --- particularly the protected wilderness area --- as well as county-owned lands such as Tucson Mountain Park and open-space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. The Tucson City Council, the Pima County Board of Supervisors, and the Sahuarita Town Council have all officially opposed the West Option in recent years, as has the vast majority of the Tucson-area population. It is clear that the potential for ecological damage on a local scale has not gone unnoticed by the citizenry. Our area's ecotourism would also suffer greatly should a freeway route be constructed west of the Tucson Mountains. The view of uninterrupted desert valley west of Gates Pass would forever be altered in a way that could never be reversed or mitigated. (On a personal note: My family and I always take our out-of-state guests to Gates Pass for some hiking and a stunning sunset view. It is truly one of Tucson's notable tourist attractions.) Needless to say, the West Option would invite ensuing westward urban sprawl that the Tucson community has diligently and appropriately avoided to this point. We need to protect our wilderness areas that surround Tucson!	webform		2112
Vera	Darlene and Andy		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. Respectfully submitted, Darlene and Andy Vera 11965 W. Calle Pima Tucson, AZ. 85743	Email		2491
Verdin	Laura		Please proceed with the EAST option for highway 11 to limit development to areas already effected by human activity.	webform		2121
VerDuin	Cynthia	On behalf of Tucson Audubon Society	Please limit your invasion of the natural desert and find a way to expand the current highway system to meet the demand.	webform		1065
Veres	Emily E		As a resident of Pima County I strongly oppose the building of another highway and the destruction of more natural land. Instead I would like to see residential traffic diverted away from the I10 through the use of a high speed railway between tucson and Phoenix. This would lessen the environmental impact and the danger of so many drivers on the road. Additionally by allowing for an alternative form of travel the existing roadway would then become free for commercial use.	Webform		214
Verhougstraete	Marc		ADOT/FHWA should ABANDON the West Preferred Alternative Option in Avra Valley. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access to have their voice heard.	Webform		1223
Verrett	Jazmyn		Unneeded. Will harm environment and will be by many homes, families and I live around the area where it is planned to b	Webform		1452
Vida	Julie		Please if I-11 must be built, put it on land already developed, along the existing freeways I-10, I-19, and I-8 not on undeveloped land!!!!	Webform		739
Villa	Angela		I am not sure why the State of Arizona and Federal agencies continue to destroy public lands and rural areas where people call home and farm to produce food for the people of the United States. This freeway, yet another just miles form existing freeways, is a waste of money's Nd resources. You have tour 2000' swath, you have stickies and flood control done along the 85/I-8 corridor. Without destroying more. We have dream maps of historical locations, Union Pacific, wilderness and more, yet the city of Maricopa and Mobile push for this and you forgo all the comments form the people who live and work along the proposed route. You refuse to listen to anyone but the government agencies (cities) who want nothing more than these lands for high density development and their tax base. I along with hundreds of not thousands or more Have spell out about this and yet you refuse to acknowledge. So much for the s Enid route of 238, so much for petroglyphs along the route, so what for the people who live and produce food along the route. You refuse to use the existing route that can easily make a viable transportation route. The concept that you would even consider this is ridiculous.	Webform		285
Villa	Krystine	Child and Family Resources	Please build interstate 11 on the east side of the city and not in the west side. Please preserve the natural landscape and habitat of the desert.	webform		2086
Villa	Robert	Tucson Herpetological Society	Subject: Interstate 11 Tier 1 EIS The Tucson Herpetological Society (THS) was founded in 1988, its purpose: <ul style="list-style-type: none"> • To promote the discovery and dissemination of knowledge concerning the biology of amphibians and reptiles in general and the herpetofauna of the Sonoran Desert and the State of Arizona in particular. • To encourage conservation of wildlife in general and of amphibians and reptiles in particular. • To promote public awareness and appreciation of amphibians and reptiles through education. • To facilitate fellowship among persons of southern Arizona and Mexico with a common interest in herpetology. The Society, with approximately 200 members, issues a quarterly professional publication, The Sonoran Herpetologist, and is proud to include several active and retired herpetologists with expertise on the reptiles and amphibians (herpetofauna) of southern Arizona and northern Mexico. This letter is a supplement to the letter we submitted previously pointing out our concerns about the potential impacts of construction of a new freeway through the Avra Valley on amphibian and reptile species (the herpetofauna) and their habitats. We attach a copy of that letter which details our specific objections to location on the I-11 corridor in the Avra Valley due primarily to the habitat destruction, extreme risks to extant native species, and especially to the disruption of the corridors that currently provide a significant degree of species movements needed for both annual and long term habitat utilization. We also attach our species list for those species we insist should be considered during any mitigation process. We continue to support the broad and strong concerns about I-11 indicated by the Coalition for Sonoran Desert Protection, notably including connectivity issues between mountain-centered desert preserves. Again, we note that: <ul style="list-style-type: none"> • Avra Valley and Santa Cruz Flats support high biodiversity of amphibians and reptiles and other desert species, contributing to quality-of-life there and in Tucson generally. • The "preferred" I-11 route through the Avra Valley uses mostly natural open space, much of it publicly owned. 	email	Villa_TucsonHerpetologicalSociety_1825	1825

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			<ul style="list-style-type: none"> • I-11 will therefore cause large-scale destruction and fragmentation of valley habitat. • This will lead to widespread local population and species extinctions in these valleys. Our position remains to ensure the sustainability of populations of native species and their habitats in the Avra Valley and associated mountains, the I-11 must not be built there. <p>Sincerely, Robert A Villa President</p>			
Villalba	Veronique		The disregard for the environment is atrocious. The Sonoran desert is a unique ecosystem with many beautiful awe inspiring endemic species such as the saguaro cactus. The proximity to the central arizona project (CAP) is terrifying as underground water is a major source of CLEAN water to Tucson and its surrounding cities and towns. Arizona is unique to survive in such a desert and the people survive on the water stored by CAP. The threat to the integrity of CAP is a direct threat to the population of Arizona. Rain water harvesting is not viable for a replacement as the state has been in a drought for many years. The effect of the visibility of the road would also harm the tourism of the state as many trails will become polluted by the air pollution of the cars creating smog as well as the sound pollution of the cars. Which can also pose a threat to many wildlife animals such mountain lions, coyotes, javelinas and smaller mammals and rodents. There are no benefits to the ecosystem by the creation of this road and the health and safety of the Arizona population are greatly threatened. Any forseen economic benefits will not outweigh the harm it will create. Please consider dropping this proposal and instead using the budget to upgrade the current highways/interstates. With the continuous decrease of wildlife habitat our ecosystems are becoming more valuable and are to be taken care of with as little human interaction as possible! Please do not create this road.	Webform		1499
Villar	Rodrigo		Greetings, I am opposed to the proposed I-11 interstate extension. The fragile environment and historic Tribal lands are a tremendously valuable resource. The freeway would be damaging to both the environment and the cultural treasures of the Sonoran Desert.	Webform		367
Villar	Rodrigo		Greetings, I am opposed to the proposed I-11 interstate extension. The fragile environment and historic Tribal lands are a tremendously valuable resource. The freeway would be damaging to both the environment and the cultural treasures of the Sonoran Desert.	Webform		372
Villarreal	Sandra		The proposed West Option for the I-11 would be detrimental to the desert landscapes and wildlife that make Tucson a city worth living in and visiting. The project would not only require bulldozing of pristine Sonoran Desert, but would affect the Tucson Mountains and Saguaro National Park through increased noise and light pollution. Myself and all of my colleagues and peers HIGHLY oppose this option. The proposed project would remove a huge part of the uniqueness and charm of this city, and we urge you to reconsider. Do not turn Tucson into another city that does not value its wild landscapes. Sandra Villarreal, Ph.D.	webform		2379
Villasenor	Monica		I am deeply concerned with the proposed location in relation to Tucsons main drinking water source, the Central Arizona Project Aqueduct. I truly hope you value our community's health and safety over profit. There isn't a need for additional interstates but there will always be a need for clean & safe to drink water in the dry desert. Please consider saving our communities drinking water.	webform		2009
Vincent	Peggie Jo		Please extend the public comment deadline for the FEIS from 30 days to 120 days so that not only those who have the expertise to review it will have time to do that, but that the general public will have time to access the report and learn the important points of the report that will affect them. The FEIS is an important document that needs to be shared not only with those in direct contact with the proposed I-11 freeway, but the whole Tucson community. The proposed freeway will have a lasting effect on the health and well being of the Tucson area and a review of the environmental impact statement should be available for more than the 30 days allowed.	webform		462
Vincent	Peggie Jo		<p>I oppose the proposed route through Avra Valley for I-11. Please see my submission that I uploaded below</p> <p>The proposed Interstate 11 Route through Avra Valley is a solution looking for a problem. This is not a project that grows out of local needs .Instead, putting a freeway through Avra Valley creates many problems.</p> <p>Interstate 11 in Avra Valley: would disrupt wildlife corridors. would destroy the unique experience for people visiting the Desert Museum or Saguaro National Park West. would increase light pollution affecting Kitt Peak Observatory would be a concern for a toxic spill affecting the city's water supply in Avra Valley. would probably cost the taxpayer more than the alternative along Interstates 10 and 19.</p> <p>These are just some of the reasons that the freeways (10 and 19) going through Tucson would make more sense as gateway to Nogales.</p> <p>The Arizona Sonora Desert is a unique environment and should be protected from those who have no knowledge of its uniqueness and the necessity to protect as of much of it as possible. Destroying miles of plants, animals, insects and historic features and creating a pollution filled corridor with the mountains in the middle of it is a very troubling thought</p> <p>The present I-10 and I19 corridors give access to both Mexico and Canada and the economic vitality of the Tucson area is strong. Interstate 11 is not needed and should not be constructed through Avra Valley.</p>	Webform	Vincent_0605	605
Virdee	Prabjit S	Mute Swan	I urge planners to choose the East Option in Pima County, not the West Option. The West Option will, in no particular order, negatively impact: - human activities (like hiking and nature appreciation) on the west side of Tucson including the Saguaro Nat'l Park, the Arizona-Sonora Desert Museum, Tucson Mountain Parl, Gates Pass, Tucson Migration Corridor, Ironwood Forest National Monument. - the quality of water in the Central Arizona Project - several endangered species including but not limited to the lesser long-nosed bat, yellow-billed cuckoo, and the southwestern willow flycatcher. - the diverse and vibrant wildlife habitat that needs to be clear of the noise and pollution of construction and travel Please extend the public comment deadline to 120 days. Please us the East option in Pima County for this project and project the natural land that makes Tucson such a gem in the desert.	webform		2025
Vitt	Lily		To Whom It May Concern: We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you for considering this request. As always, we appreciate the time you have put into this effort. Sincerely Lily Vitt	webform		2139

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Vogelsberg	Caitlin		Due to numerous ecological, cultural, and economic reasons the ADOT/FHWA should ABANDON the West Preferred Alternative Option in Avra Valley. For example, it would cost more to build the west option than the east, impact more sensitive environmental areas, and place a major freeway next to the area's water supply (a talking point raised in opposition of the project by the city of Tucson in 2019). Additionally, building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. Please consider abandoning the west option as it will have a significant impact on our region.	webform		2402
Voigt	Jere		Along with the Friends of Saguaro NP I oppose the West route based on the adverse impact it would have on the Tucson Mountain District and of Saguaro National Park. The Tucson Mountain District is a local treasure and the alternate route being proposed is a far more suitable choice than running a major interstate alongside a National Park and a local conservation and recreation area. Thank you.	webform		1089
Voris	Kirsten		RE: Request for comment deadline extension by 90 days for the I-11 Final Tier 1 Environmental Impact Statement To Whom It May Concern: I am writing to requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Furthermore I urge you to consider supporting which bypasses the Avra Valley and locates I-11 with I-19 and I-10 through Tucson, a corridor that already exists. Thank you for considering this request. I appreciate the time you have put into this effort.	email		528
Vroegop	Cornelis		[Blank Submission]	Webform		1733
Wafford	Kimberly		Hello, Please see attached letter. I am against the West Route of the I-11. Thank you, Kimberly Wafford August 3, 2021 I-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007 To whom it may concern, I am writing you this letter to voice my opinion on the upcoming decision to move forward on the I 11 West Route. I am requesting that the West Route be eliminated from further consideration. The route will have a major impact on the Sonoran Desert. This route weaves between the Desert Museum, Saguaro National Park, and the Ironwood Forest National Monument. We need to preserve our Parks and land around. It will create noise, light, and emission pollution which will negatively impact the wildlife and habitat. The East Route which would utilize existing I—19 & I-10 makes more sense and would cut cost and tax dollars. This day and age we are all about being environmentally friendly, less polluting and being Green. How would plowing more precious dessert land accomplish these phrases so often used now? Utilize what we have and improve on that. NO ON THE I 11 WEST ROUTE Sincerely, Kimberly Wafford Sahuarita Resident	email	Wafford_0822	822
Wager	Calvin		A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means.	Webform		1698
Wager	Jenica		A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means.	Webform		1697
Waite	Colin		REQUEST AN EXTENSION OF THE PUBLIC COMMENT DEADLINE FROM 30 DAYS TO 120 DAYS The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. We oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural	Webform		566

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. IMPACTS TO PUBLIC LANDS The West Option is located perilously close to a wide array of public lands, including: • Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). • County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. • Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. IMPACTS TO WILDLIFE CORRIDORS The West Option: • Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. • Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. • In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway. IMPACTS TO NOISE, AIR, AND LIGHT POLLUTION The West Option would: • Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. • Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area. • Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research. IMPACTS TO THE ECONOMY The West Option, along with the entire proposed route from the border to Casa Grande would: • Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. • Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others. • Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services. IMPACTS TO PRIVATE PROPERTY The West Option would: • Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.			
Waldron	Vince		I am very opposed to the routes near Tucson as they will adversely affect wildlife and pristine Sonoran desert. One route will bisect and disrupt Native American lands. Please delay this process so for deeper consideration of alternatives.	Webform		637
Walker	Barbara		Please extend our ability to comment on the profoundly damaging I-11 highway proposal for 120 days. The damage this highway will inflict is stunning.	Webform		415
Walker	Dillon		To Whom It May Concern: I join the Coalition for the Sonoran Desert Protection with a request that the review period be extended by 90 days. The Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials comment period must be extended. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Thank you for considering this request. As always, we appreciate the time you have put into this effort. Thank you Dillon Walker Small Business Owner & Concerned Citizen	email		525
Walker	Jessica		1.) Please extend the extend the public comment deadline to AT LEAST 120 days. Having a 30-day comment period for a plan that will have such far-reaching environmental and social impacts is way too short. 2) I vehemently OPPOSE THE AVRA VALLEY OPTION. This route would destroy thousands of acres of Sonoran Desert habitat and negatively impact wildlife of the Ironwood Forest National Monument. Let's protect what we have left.	Webform		575
Walker	Mary		Dear Sirs: Please extend the public comment period on the proposed I-11 interstate to Nov. 16, 2021. This is a monumental project for Arizona. The 30-day comment period is insufficient because the public needs more time to review the lengthy EIS documents and the description of the options. Thank you for your attention to this matter. Mary Walker sonoranmary@yahoo.com 13450 N Kachina Dr. Oro Valley, AZ 85755 Home: 520-575-9176 Cell: 520-909-1940	email		126
walker	Myles		Please do not put the highway through aver valley it is a stupid idea	webform		2175
walker	Myles		No	webform		2180
Walker	Skip		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage	Email		2524
Walker	Winston and Mary		Dear Sirs: We oppose the route through Avra Valley, which destroys open space valued by many, and compromises Tohono O'odham lands, the Tucson Mountains and the Arizona-Sonora Desert Museum. The environmental and social impacts there are unacceptable. We prefer the route along I-17 and I-10. The reasons we object to the West Option are: • It would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. The West Option would sever critical wildlife corridors, destroying the ability for severs species to disperse, roam, and expand home ranges.	email		1380

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			<ul style="list-style-type: none"> Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. <p>Please remove the West Option from consideration.</p> <p>Very truly yours, Winston and Mary Walker 13450 N Kachina Dr. Oro Valley, AZ 85755 sonoranmary@yahoo.com Home: 520-575-9176 Cell: 520-909-1940</p>			
Wallace	Mattea	Wheat Design Group	Please give the community a 90-day extension (from 30 days to 120 days) to properly submit comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. Considering the breadth of materials necessary to review as well as the lives and land at stake, you must prioritize a thoughtful process over quick action, regardless of any special interests or money that may be at play. All stakeholders involved should afford each other a fair chance to weigh in on such a large and impactful, intergenerational project.	Webform		788
Walsh	Elaine D		Native Arizonan here - born in 1953. I oppose the West Option. Not only will this project irreparably damage delicate and unique vegetation and devastate wildlife corridors, but it will also harm low-income communities. This is an expensive project based in 19th century technology solutions to transportation.	webform		2430
Walsh	Jennifer		<p>Hello, I live in the Sierrita Mountains and absolutely OPPOSE the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route would negatively affect the area I reside, which includes treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. I also request an extension of the comment period from 30 days to 120 days. My key concerns include: - The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. - Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. -The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. -Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. -The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges! -The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. - Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. - The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. - Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. The deadline for public comments should be extended from 30 days to 120 days to allow a fair and thorough review by the public. The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The FEIS is 5,800 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. Please abandon this project.</p>	Webform		1743
Waltasti	Marilyn		I OPPOSE the I-11 West Option through Avra Valley! The Avra Valley route would place the freeway next to Saguaro National Park, the Arizona-Sonora Desert Museum, Tohono O'odham tribal lands, and other important protected open spaces.	webform		1197
Walters	Paul		<p>To Whom It May Concern</p> <p>Morally, Ethically, Spiritually, Legally or even Subconsciously I-11 cannot be justified.</p> <p>Will millions of AMERICANS needing help with TRILLIONS of dollars needed on our infrastructure, with AMERICAN VETERANS homeless on the streets DIEING and with the huge influx of Illegal Terrorist from the Mexican border We do not need to put another access route into the United States of America.</p> <p>By your own maps, information and other nonsense this Evil I-11 Scam does not connect but only comes near some of the METRO areas. It does not help the West. I-11 does not even go into California (I believe this is part of the West). Nor does it hit the large cities of Oregon or Washington or Utah or even Idaho.</p> <p>California (largest population and market west of the Mississippi) does just fine with their access to the south. Laredo Texas is about centered in the United States of America (both lands mass and population) and has I-35 (already built) that runs all the way to Minneapolis and crosses I-40</p> <p>BOTTOM LINE there is no Justification for Any part of I-11</p> <p>PROTECT YOUR COUNTRY BEFORE WE HAVE TO DEFEND IT.</p> <p>There is a matter of NATIONAL SECURITY FOR NOT ONLY THE UNITED STATES OF AMERICA but also THE FREE WORLD. The corridor from Fort Huachuca thru Davis Monthan, Raytheon, Ryan Air Field, Marana Air Port (now a National Monument) Veterans National Memorial Cemetery, Border Patrol hub in three Points, and even the little air port and Radar communications Mountain (god only knows and will stay that way) at the end of Manville Rd. in Picture Rocks are all part of this National Security System.</p> <p>Avra valley Picture Rocks and all our attributes are a large part of this entire corridor. PROTECT YOUR COUNTRY BEFORE WE HAVE TO DEFEND IT.</p> <p>No body or Entity has the Right to destroy the lives, of about 30 thousand people by DESTROYING PICTURE ROCKS and everything connected to it. Including Pinal Air Park.</p> <p>There was and is a reason that Tucson and this entire area was ringed with I.C.B.M.s.....</p> <p>The only people that will benefit from I-11 are the ILLEGALS.</p> <p>...</p>	mail	Walters_2596	2596

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			El Chapo LOOP I-11 might be the worst scam to ever hit the UNITED STATES of AMERICA and possibly the FREE WORLD. The AMERICAN TAXPAYERS in Pima County stand to lose their homes, their life long dreams, their privacy, their investments, their schools, their fire departments, and some NATIONAL SECURITIES RESOURCES. PLEASE DO NOT SUPPORT I-11 IN ANY WAY SHAPE OR FORM The only people that will benefit will be THE TERRORIST, THE ILLEGALS, THE DRUG CARTELS, THE HUMAN SMUGGLERS, AND THE CHILD ABUSERS. The only people that will LOSE IT ALL ARE THE AMERICAN CITIZENS and THE FREE WORLD. PROTECT YOUR AMERICA BEFORE YOU HAVE TO DEFEND IT NO I-11.			
Walzak	Kylie		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage.	Email		2570
Wang	David		The environmental impact of this proposed highway cannot be overstated. I strongly oppose this project.	webform		2085
Ward	Greta		Please don't do this. Our desert, and it's unique and varied ecosystem is precious and we can't afford to lose it for the sake of automobiles.	webform		1909
Ward	Michael K		Please extend the comment deadline to 120 days - thank you.	Webform		668
Ward	Robert		Please, do NOT tear up the Avra Valley for this proposed alternative route! This will only ruin that area and especially the quiet beauty of the Tucson Mountains, Desert Museum, etc. Please make the existing I10 Interstate work. I plead, do NOT develop thru the Avra Valley! Thank you, Wm. Robert Ward 4141 N. Pontatoc Rd Tucson, AZ 85718	Email		296
Warman	Emma	Bicycle Intercommunity Art & Salvage	Please do not build this interstate through the desert endangering many species and potentially polluting a source of Tucson's drinking water. In a climate crisis, it would be disappointing to see decision makers choose a more destructive, even if easier, path toward 'progress.'	Webform		1455
Warnick	Dave and Linnie		It looks like the proposed route goes through my property. I will oppose such a route Dave & Linnie Warnick	email		1844
Warnick	Linda R.		I DO NOT APPROVE of this interstate being built. From my study of the map, it looks like my house will be affected and since I have just recently put quite a bit of money into a renovation project, I don't have any desire to move! And I don't think it's fair that my house would be taken from me just for the sake of a road!!! I strenuously disagree with this proposal & wonder why I haven't heard anything about this before!!!!	webform		2200
Warren	Barbara Holt	Progressive Democrats of America, Tucson, AZ Chapter	The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. • Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. • The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. • The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. • Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. • The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. • Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. • In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.	Webform		538
Warren	Barbara Holt	PSR Arizona (NFP)	The West Option is located perilously close to a wide array of public lands, including: • Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). • County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. • Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. Do not build this highway or its alternative rourtres at all !!!!!!! There are so many more reasons why.	Webform		539
Warren	Barbara Holt	Physicians for Social Responsibility, AZ Chapter	I strongly oppose the alternative route through Avra Valley because as it bypasses the City of Tucson, because it places our local businesses at a strong disadvantage, and poses a contamination risk to our water basin in Avra Valley (which provides water to about 90% of all Tucson Water customers), and cuts through pristine natural resources adjacent to Saguaro National Park and Ironwood National Forest.	webform		1075
Warrick	Olen		Please permit a 120 day delay on making decisions on the I-11 route. I can't seem to understand the idea of putting this stretch of roadway through Tucson and Pima Counties most prestine landmark and animal sanctuary. Please consider the alternate route so future generations will not look back in disgust at the grand mistake that we have committed.	webform		1069
Warter	Janet		To whom it may concern, I am voicing my opinion in favor of the expansion of our freeway system in Tucson area. We need to be thinking 20 years down the road. This will help us not have the problems like we have with traffic on the east side of town. A bypass would also definitely be appreciated. Thank you so much, Janet Warter	email		1841
Washuk	Lauren		I've been a resident of Tucson and the Sonoran Desert for 20 years. As someone who's spent countless hours walking the desert and learning about this landscape, I can attest to just how precious and unique it is. This is why I must speak strongly against the West option through Avra Valley. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan.	Webform		1616
Waters	Katrissa		My family and I purchased our home this past June. We wanted a place out of the city to raise my family where violence was not as prevalent and we did not hear gun shots weekly or sirens several times a day. I grew up 30 minutes from town and understand the importance of small country living. My children are in 4-h and raise chickens and ducks. My oldest wants to get some goats next month to raise and show at the county fair. We have planted a small garden as well. It is important that children not only understand the ways and importance of cities but also where our food comes from. If this stretch of interstate is approved, it will run within 10 minutes of our new home. The city would then move out to us. Our quiet lives with our small community would quickly be devoured. While a shortcut could be a time saver, it is also going to take away much needed tourist money away from Tucson. Now people must go through Tucson to get to Nogales or Wickenburg. With I-11, gas, food,	Webform		1517

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			and hotels could see a drop in earnings. This can have an impact on the whole community. I appreciate your time and consideration in this matter. If this is approved, so many miles of our beautiful desert will be taken away. People will lose their homes. I hope that you will not approve this.			
Watson	Noah/Noel		Yes, my name is Noah (Noel?) Watson, I live in Avra Valley near Mile Wide and Sandario Road and I do not believe it is a good idea to put the I-11 corridor in Avra Valley. It will bring noise, air pollution and crime to a pristine valley that should be preserved. We already have the I-10 corridor going through Tucson and the I-11 corridor should be merged with the I-10 corridor so that all that traffic is concentrated in that area instead of polluting yet another beautiful part of Arizona. So please consider my request and we would like the I-11 corridor to be co-located with I-10. There is no need to build an entirely new highway and destroy another pristine AZ desert climate.	Voicemail		267
Weber	Carol		As a residents of the Tucson Mountain area, we are not in favor of the I-11 project through the Avra Valley moving forward. The better solution is to make improvements needed to I-10 to increase the traffic volume. This solution is the most cost effective and least damaging to our environment. Avra Valley should be maintained as it currently is to support natural wild life resources that thrive in this area.	Webform		973
Weber	Francisca		please DO NOT DAMAGE our BEAUTIFUL SONORAN DESERT. We relocated to TUCSON MOUNTAIN SANCTUARY because of the NATURE. I'm also a frequent visitor to the ARIZONA SONORAN DESERT MUSEUM. This highway will RUIN VIEWS that LOCALS AND TOURISTS pay to SEE/TO EXPERIENCE. The Arizona Sonoran Desert Museum is an AWARD WINNING museum. This will most definitely DESTROY the EXPERIENCE for many--LOCALS AND TOURISTS. The WILDLIFE CORRIDORS are crucial for BIGHORN sheep and other animals to travel to and fro. Our WILDLIFE needs--it is their RIGHT--to be given ability to traverse FREELY THEIR ENVIRONMENT!! The added LIGHT and NOISE would disturb wildlife as well--not to mention the PEACE AND SOLITUDE that we have grown to love in OUR BEAUTIFUL Tucson Mountains. You are seeking to SELL THE SOUL OF THE SONORAN DESERT for the almighty dollar. SHAME ON YOU! I am VERY MUCH AGAINST THIS. Please please please--DO NOT BUILD THIS HIGHWAY!!!	webform		1352
Weber	Francisca		please DO NOT DAMAGE our BEAUTIFUL SONORAN DESERT. We relocated to TUCSON MOUNTAIN SANCTUARY because of the NATURE. I'm also a frequent visitor to the ARIZONA SONORAN DESERT MUSEUM. This highway will RUIN VIEWS that LOCALS AND TOURISTS pay to SEE/TO EXPERIENCE. The Arizona Sonoran Desert Museum is an AWARD WINNING museum. This will most definitely DESTROY the EXPERIENCE for many--LOCALS AND TOURISTS. The WILDLIFE CORRIDORS are crucial for BIGHORN sheep and other animals to travel to and fro. Our WILDLIFE needs--it is their RIGHT--to be given ability to traverse FREELY THEIR ENVIRONMENT!! The added LIGHT and NOISE would disturb wildlife as well--not to mention the PEACE AND SOLITUDE that we have grown to love in OUR BEAUTIFUL Tucson Mountains. You are seeking to SELL THE SOUL OF THE SONORAN DESERT for the almighty dollar. SHAME ON YOU! I am VERY MUCH AGAINST THIS. Please please please--DO NOT BUILD THIS HIGHWAY!!!	webform		1354
Weber	Jo Ann		Please don't pursue this roadway. We need much more input on the environmental impact of this.	webform		868
Weber	Mark W		I oppose the west I-11 option for a highway in AZ. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. The Sonoran desert is pristine and needs to be kept that way. This highway is in my opinion unnecessary and a waste of government funds that could be spent on things to improve the environment rather than destroy it.	webform		1355
Weber	Rachel		I am wholeheartedly against building I-11. We need to protect wildlife !!!!! Please please please reconsider.	email		1840
Wegner	Kay		I am a member of the Tortolita Alliance. I agree with the Alliance's opposition to the west route option. This will negatively impact Ironwood National Forest, Saguaro National Park West and tribal lands. Please don't use the west option. Thank you. Link to TA letter attached. https://download-files.wixmp.com/ugd/a8d078_c2b5412fc4fe4fdb7a26a55873963a2.pdf?token=eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJpc3MiOiJ1cm46YXBwOmU2NjYzMGU3MTRmMDQ5MGFhZWExZjE0OWIzYjY5ZTMylwic3VlJoidXJuOmFwcDplNjY2MzBINzE0ZjA0OTBhYWVhMWYxNDIiM2IOWUzMiIsImF1ZCI6ImVwJ1cm46c2VydmljZTpmWxlMmVd25sb2FkIl0sImh0dCI6ImTYyODk1MTEzNywiZXhwIjoxNjI0OTg3MTO3L3JqdGkiOiIwZTg1NDM3YjRmODkiLCJvYmoiOiIltbWVhYXN0IjoiLCJvYm90Ijoi	Webform		1650
Wegner	Sally		Please provide a 120+ Day Comment Period regarding the various proposed I-11 routes in order to provide sufficient time to review the numerous written pages of professional and precise language not always clearly understood without careful, unbiased study. Sally Calkins Wegner 3645 N. Camino de Oeste Tucson, AZ 85745 sallywegner@dakotacom.net	Email		1244
Weiden	Ellen		The reasons for my complete opposition to this freeway going through Avra Valley/the Western route are the same as those which have already been enumerated. Ellen Weiden 7512 E Pima St Tucson 85715	Email		250
Weiner	Ken		I oppose the West preferred alternative through the Avra valley.	Webform		1436
Weir	Tawney		To whom it concerns, Firstly I think a 90 day extension on submitting comments is in order, considering the impact of the proposed I-11 project. Thirty days is not enough time to get the information out to the public. Secondly, I believe the Western Alternative in Pima County must be abandoned. We need to protect these fragile desert lands and the animals that live there. Also this proposal unduly impacts lower income and minority populations. If there is an alternative, it must be taken. Thank you.	Webform		295
Welborn	Teresa		The recommended alternative section D runs through an area that should not be disturbed.	Webform		271
Welch	Anna		See the submitted request to discontinue the I-11 project south of Phoenix. [no request submitted]	Webform		1765
Welch	John	Archaeology Southwest	Dear Aryan & I-11 Study Team: Attached please find the results of our review of the Tier 1 EIS. Kindly acknowledge receipt of this comment letter and advise if you have questions or concerns. Thank you, John J.R. Welch, PhD, Registered Professional Archaeologist 10227 Landscape & Site Preservation Program Director Archaeology Southwest Exploring and protecting the places of our past	email	Welch_ArchaeologySW_1820	1820

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			<p>300 North Ash Alley Tucson, Arizona 85701 (520) 849-6471 Office (520) 991-1739 Cell JWelch@archaeologysouthwest.org www.archaeologysouthwest.org</p> <p>Dear Interstate 11 Tier 1 EIS Study Team: Thank you for the opportunity to comment on the subject documents. We think it self-evident—due to the complex and controversial nature of the proposed action, the major shifts in analytic scope and results between the draft and final EIS, and levels of public interest—that more than 30 days was required to enable concerned parties to offer fully considered comments. The decision not to grant a comment period extension represents a serious breach of public trusteeship. Archaeology Southwest is a Tucson-based nonprofit organization dedicated to the preservation, enjoyment, and investigation of heritage places of the American Southwest. Archaeology Southwest's mission entails collaborations with tribes, private partners, and federal, local, and state governments to explore and protect the places of the past. Our mission and our ethical obligations as cultural resource stewards, rivets our attention to two core issues in public policy, including the landscape-scale alterations proposed by an I-11 route through southern Arizona's richest heritage areas: cultural resources (especially traditional cultural landscapes) and the Climate Crisis. Cultural resources are places, objects, and traditions created in the past and valued in the present. Fragile and generally irreplaceable, cultural resources are vital links among human generations and between humans and landscapes. Cultural resources are wellsprings for senses of, place, belonging, and distinctiveness for the diverse and interdependent communities that constitute America. Cultural resource sites, and the traditional cultural landscapes defined by integrated clusters of these sites, have profound and day-to-day implications for the vitalities of individuals and communities who derive benefits from diverse cultural resource values: aesthetic, economic, educational, energy, historical, inspirational, political, scientific, social, spiritual, etc. Archaeology Southwest advises the I-11 Study Team that the preferred alternative for I-11 presents a Morton's Fork: a choice between two unpleasant options. The Final EIS should have demonstrated diligent attention to significant reductions of environmental impacts from one or both sub-options. Instead, the Final EIS seems to indicate that, because neither option within the preferred alternative is good, it is acceptable to pursue the worst possible options, that is, a massive and possibly elevated freeway through the heart of Tucson or an all-new freeway through Avra Valley. We are especially concerned to see the cost of cultural resource mitigation underscored as a rationale for reducing the probability of electing an underground option. The Final EIS appears to suggest that radical reduction in the auditory and visual effects of the existing I-10 footprint (via underground option) would involve more and more costly adverse effects to cultural resources. The suggestion is unfounded: the above-ground options, whether through Avra Valley or along the Santa Cruz through Tucson, would entail massive, diverse, and impossible-to-mitigate impacts to highly significant cultural resources, especially the cultural landscapes defined by the many National Register historic districts encompassed in El Presidio, Barrio Anita, Barrio Hoyo, Barrio El Membrillo, Barrio Santa Rosa, etc. We urge planners to return to basic mandates to avoid and reduce significant impacts by digging in, literally and figuratively, to the option of locating and relocating as much as possible of the I-10 / I-11 corridor underground from 29th Street to Speedway Boulevard. Climate Crisis refers to the profound, global-scale environmental alteration now unfolding due to excessive and unmitigated anthropogenic releases of carbon dioxide and other greenhouse gasses. Every species not directly dependent on humans, every fresh water supply, and every wild ecosystem is now clearly imperiled. The Climate Crisis appears to be disproportionately affecting arid lands (including the proposed I-11 corridor in southern Arizona). As duty-bound trustees for public lands and interests, the Federal Highway Administration and the Arizona Department of Transportation should be taking all practical steps to address the Climate Crisis and enable climate change adaptation. With these concerns in mind and "Code Red" warnings now undeniable, we are very concerned that I-11 planning continues to defer and downplay the obvious need for immediate and comprehensive rethinking of alternatives to car and truck transportation. Please make and announce plans for re-consideration of the scope and focus of the I-11 corridor study to include options for rail and non-internal combustion engine transport. Archaeology Southwest appreciates the opportunity to provide these comments. We look forward to continued collaboration with the Study Team, tribes, and stakeholders to protect cultural resources and address the Climate Crisis.</p>			
Welling	Richard	Santa Catalina vol patrol	[Blank Submission]	Webform		647
Wellnitz	Ann		Just no no no. The US and it's love of the combustion engine is rooted in the past. Build an efficient train line. Maintain the roads we have now. There is NOTHING ABOUT THIS PROJECT I SUPPORT. The anger it evokes leaves me apoplectic. If that were not the case I would write a manifesto on all the reasons this is a REALLY BAD IDEA.	webform		1113
Wells	Lynn		I live in the Hidden Valley area southeast of the town of Maricopa. We have many neighbors that will be affected by the 1-11 if it comes through our area. I not even sure if our home is in danger of removal. If I-11 must be built, please put it on land already developed, along the existing freeways I-10, I-19, and I-8. Don't ruin an established community!	Webform		362
Welsh	Andrea		Please retrofit the I-10 for this. Please do not bulldoze virgin desert. We can make this work with the footprint we have already established.	webform		1290
Welty	Ellen		Please reconsider the route currently outlined for Interstate 11. The current path would destroy much of the beautiful Sonoran desert in that area and many of the plants and animals indigenous to the desert. We are too careless of our needs compared to theirs and I for one would not like to see the destruction of so much beauty in the name of convenience. Thank you.	Webform		983
Wernette	Tim		I am strongly opposed to the I-11 route and encourage you to consider alternatives, such as increasing capacity on I-19 and I-10.	Webform		4
West	Claire		Tucson is highly known for our beautiful Sonoran desert. It's been preserved so well that our animals can live in peace and we can take a break from our world into this desert oasis right near our homes. Building this interstate would be a crime against our earth and our community	Webform		1427
West	Mari		I am writing to urge FHWA and ADOT to abandon the plans to build I-11 through Avra Valley (west option). This proposed location of an interstate may lead to contamination of Tucson's main source of drinking water from vehicle pollutants. It will most certainly negatively impact several endangered species in the area - both through posing a danger to their lives (roadkill) and disrupting their natural ranges. Further, the additional noise, chemical, and light pollution from the interstate, will likely deter many outdoor enthusiasts who would otherwise travel to Tucson to enjoy peace in nature within Saguaro National Park and Tucson Mountain Park.	webform		2426
Wheeler	Brian and Yessica		NO HIGHWAY THROUGH OUR PRECIOUS DESERT!!! Whoever came up with this ridiculous plan, and whoever supports it, should never be allowed in nature anymore and enjoy it, because it clearly it means nothing to them. Protect our desert, don't destroy it! I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. Yessica Wheeler	Email		2553
Wheeler	Yessica		There is nothing more unique in this world than the Sonoran Desert. You won't find another else in the world. Please don't trash it with an unnecessary highway that nobody needs.	Email		2561

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			I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage.			
Whitaker	Marcus	Sonoran Rovers LLC	I am writing to express my opposition to the western route 'recommended alternative route' I am a business owner in Tucson currently applying for permits to run trips and tours in the wonderful public lands of the Ironwood Forest National Monument. Southern Arizona has a rich treasure in these public lands that support some of North America's most bio diverse areas. People visit Tucson from all over the world to spend time in this part of the Sonoran Desert and it is without a doubt that this expensive and wasteful route would damage both this valuable resource and also cost far too much money. What about a less destructive and less expensive option of running i11 closer to the existing i10 and i19 through Tucson? The western route would also threaten water supplies and encourage urban sprawl in a currently peaceful desert area. Please reconsider. Marcus Whitaker Owner Sonoran Rovers LLC	Email		2497
White	Logan		Improving existing I-10, instead of building a new highway through the Avra Valley, would cost billions less in taxpayer dollars. Impacts to critical wildlife linkages and connectivity between large wildland blocks as described in the 2006 Arizona's Wildlife Linkages Assessment (completed by a diverse group of statewide stakeholders) and the 2012 Pima County Wildlife Connectivity Assessment (conducted by the Arizona Game and Fish Department (AGFD)), including the Coyote-Ironwood-Tucson Wildlife Linkage and the Ironwood-Picacho Wildlife impacts to Tucson Water's CAP water recharge facilities in Avra Valley, groundwater, and surface water, including inevitable spills from trucks carrying gases, dangerous chemicals, petroleum products and other toxins that will contaminate the regional aquifer serving drinking water to a major metropolitan area, including water banked by Metro Water, Marana, Tucson, Oro Valley, and Phoenix.	Webform		565
White	Rich		My name is Rich White. I am opposed to the I-11 plan on the basis of the environmental impact it will make. So count me as a negative. I live at 2212 E. Monte Vista Drive Tucson, 85719. 520-461-4950. Thank you	Voicemail		269
Whitlatch	Orion		I feel that the public deserves a chance to properly review all the text on the project as there is bound to be significant environmental impacts to the endangered species that we house in our desert as well as the communities that this proposed highway will be built through. 30 days is not nearly enough time for our communities to be made aware and comment on this, especially because the channels used to publicize this proposal are generally inaccessible to the low income and marginalized communities this project most directly effects. Not to mention a desecration of the Tohono O'odham lands it is being built over. The west corridor is far too close to our water reservoir which may become contaminated with the generally expected pollution this highway will bring with it. This decision will have effects that span across generations, it is only fair that the public be given more time to respond. Please postpone this project, for the sake of our community.	webform		2427
Whitmer	David		I would like to begin by saying that despite the thirty-day review period being inadequate for such a sizable document it does appear that an honest and thorough assessment of the various options has been made. This is appreciated. I would further say that I am strongly opposed to any option that involves road construction between Ironwood Forest National Monument and the Tucson Mountains/SNPE (the West Option). Providing wildlife corridors is an effective way of managing the healthy existence of wildlife in areas of encroaching human presence. To block reasonable, safe passage for wildlife between the two wilderness areas would be disrespectful of any previous efforts made in the area on behalf of wildlife, and will only be detrimental to the wildlife in the area. Furthermore, despite suggestions that traffic and development would be carefully managed along the corridor I do not see how this construction could lead to anything other than just more sprawl and more traffic, which in turn would lead to a general lessening of the quality of life in the Tucson area. My understanding is that Tucson is quite proud of the wonderful natural areas within easy access of town, and it has worked hard to maintain its environmentally-sound policies. I don't know why we would want to overrule those efforts and jeopardize these areas. To simply build another highway is shortsighted, another step towards the development of an unsustainable Tucson. Ultimately, I do not see the need for this part of the I-11 system. I drive on I-19 frequently between Nogales and Tucson and I have not noticed it to be unreasonably crowded (certainly not as busy as I-10); I am occasionally in the Avra Valley area and it does not seem to be overly remote or isolated from Tucson. My vote is for no construction in the Tucson area (NO to the West Option).	webform		878
Whitney	Jenna		This is a complete waste of money and will cause unnecessary destruction to tens of thousands of acres of wilderness. I can't imagine many Arizonans supporting this, please listen to our concerns.	Webform		164
Whittemore	KathyAnne		Why is I-11 even needed? Is it primarily to spend federal money? In addition to comments below, I object to the potential west route in the Tucson area. •The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. •Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. •Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. •The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. •The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. •A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and -- if there is to be ANY new road -- we need sufficient time to review the record, research issues and concerns, and provide a substantive response.	Webform		634
Whittenburg	Alice		I feel that the "West/Avra Valley Alternative" should be removed from consideration as it will harm the ecology of Avra Valley and the whole area, cutting off the Tucson Mountains from the greater desert, and will be a true, nightmarish eyesore of noise and pollution. And I think the public should be given more than 30 days to comment on this issue.	webform		1898
Wicker	Cyndy		To Whom It May Concern: I am shocked that only a 30 day comment period has been proposed. This issue needs much more time for consideration. I have listed my reasons below for expanding the time period as well as some of the reasons I do not support the building of the West Option. • The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. • Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. • The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. • Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. • The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. • The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson.	email		713

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			<ul style="list-style-type: none"> Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. <p>EXTENSION OF PUBLIC COMMENT DEADLINE</p> <p>The deadline for public comments should be extended from 30 days to 120 days to allow a fair and thorough review by the public.</p> <ul style="list-style-type: none"> The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The FEIS is 5,800 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. <p>IMPACTS TO PUBLIC LANDS</p> <p>The West Option is located perilously close to a wide array of public lands, including:</p> <ul style="list-style-type: none"> Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. <p>IMPACTS TO WILDLIFE CORRIDORS</p> <p>The West Option:</p> <ul style="list-style-type: none"> Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway. 			
Wiewandt	Thomas	Wild Horizons Publishing, Inc.	<p>Comments Attached And I support extending the deadline from 30 to 120 days for public comments on the Final Environmental Impact Statement—this document is too long to be digested in 30 days.</p> <p>Comment on ADOT's 1-11 Final Tier 1 Environmental Impact Statement from Thomas Wiewandt, PhD President/CEO, Wild Horizons Publishing, Inc. 28 July 2021</p> <p>Human-induced noise has negative effects on wildlife. Chronic traffic noise, for example, increases stress in animal populations, reduces wildlife diversity and abundance, and interferes with key survival behaviors, like the ability to establish territories, find suitable mates, protect young, and avoid predators. Noise can even affect plants that depend on animal populations for pollination or seed dispersal. Decades of research suggest that traffic noise is a primary cause of declining wildlife populations near roads. In a two-year Idaho study designed to measure the effects of traffic, sounds of 12 cars recorded in Glacier National Park were broadcast through an array of speakers in a roadless natural area, creating a "phantom road." Traffic noise was turned off at night when less traffic would be expected. Thirty-one percent of the migrating and resident birds exposed to a gradient of sound levels avoided the phantom road, and those birds that stayed suffered declines in their overall body condition, driven by decreases in foraging success and increased vigilance. In summary, "noise pollution represents an invisible source of habitat degradation that has been largely ignored."</p> <p>In deserts, noise pollution from highway traffic can be heard miles from its source.</p> <p>With no big trees or dense vegetation to scatter and muffle sound, it travels farther than in forested environments. During a calm spring afternoon in the desert foothills of the Tucson Mountains, I could clearly hear the footsteps of a jogger on a dirt road a third of a mile from the hilltop where I was standing (a straight-line measurement on a map).</p> <p>To avoid heat and drought, most desert animals emerge from hiding during twilight and nighttime hours. Many rely on hearing more than vision, and noise travels even farther at night. Deserts commonly experience a shift in temperature of 20–30°F (11–17°C) from day to night, creating a dramatic temperature inversion, with the temperature coolest close to the ground and getting warmer with increasing altitude. The part of a sound wave traveling in cooler air close to the ground moves more slowly than its counterpart in warmer air above. This bends the sound wave, directing it back toward the ground. As a result, nighttime noise can be heard more clearly over longer distances than during the day.</p> <p>The sounds around us also affect our bodies and brains. Even if not consciously "noticed," noise numbs our sense of hearing and deprives us of a vital connection with the natural world. For hundreds of years, health experts have known that natural sounds and undeveloped landscapes offer healing, restorative effects, now confirmed by modern brain scans, heart-rate monitors, and behavioral studies. During the Covid-19 pandemic, many people have turned to the peace of parklands for safeguarding mental, physical, and spiritual health.</p> <p>We are losing something basic and precious to us all—our ability to listen to the pulse of our planet. This should serve as a wake-up call for citizens and city planners to focus consciously and aggressively on preserving open spaces in a natural state to maintain the integrity of our ecosystems, in which wild soundscapes are a vital part.</p> <p>For the well-being of wildlife and ourselves, parklands must be considered inviolate sanctuaries. No proposal to run a major highway by or near Saguaro National Park should be given serious consideration. I strongly oppose the "West Option" for a new interstate highway through Avra Valley.</p> <p>And I support extending the deadline from 30 to 120 days for public comments on the Final Environmental Impact Statement—this document is too long to be digested in 30 days.</p>	Webform	Wiewandt_0364	364
Wigtill	Gabe		Please extend the comment period. It is difficult to evaluate a 5000+ page document in only 30 days. Whether or not you extend the comment period, please eliminate the west option through Avra Valley. I am opposed to that option. That route threatens too many important public lands and should be excluded from further consideration.	Webform		378
Wilde	Clayton		Hello 11Study! I was requesting to get your GIS information for the I-11 Preferred Alternative, the I-11 Recommended Alternative, and the I-11 Study Area that is viewed on the interactive map below: InteractiveMap	email		1376

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			Would you be able to provide me with this information or get me in contact with who does? Please let me know at your earliest convenience. Thank you!			
Wilder	Benjamin		The Tier 1 FEIS identifies TWO Preferred Alternative routes: 1) a West Option that runs through Avra Valley, and 2) an East Option that co-locates I-11 with I-19 and I-10 through the Tucson region. I strongly suggest that ADOT/FHWA should ABANDON the West Alternative Option in Avra Valley. The proposed path in Avra Valley run through and adjacent to sensitive, intact, and large scale desert habitat, including Saguaro National Park, Tucson Mountain Park, the Arizona-Sonora Desert Museum, as well as a number of communities that will be severely impacted through increased growth and urbanization. The I-11 option in Avra Valley would create a large corridor for increased development and continue to expand the urban footprint of the greater Tucson region. This is the opposite direction our region needs to grow in. Rather, continued investment in our urban core and co-locating new road infrastructure projects on exiting paths, specifically I-19 and I-10 are a far superior option if any action is needed. The location of a new I-11 will bring irreparable harm to an area long identified as sensitive and important habitat by local, state, and federal entities. It will also bring negative economic impacts to tourism (reducing the natural appeal of Saguaro National Park, Tucson Mountain Park, and the Arizona-Sonora Desert Museum) and to local communities who will lose the rural qualities many chose when setting in Avra Valley. The location of I-11 on the West Alternative Option in Avra Valley will do great harm to the economics of our region, the integrity of our community, and the desert ecosystem and needs to be ABANDONED outright.	Webform		685
Wilder	Rebecca		I am writing in strong opposition to the West Preferred Alternative Option for I-11. I urge you to abandon this West Option because it would destroy a valley that is a treasure to all of us who live in this part of the Sonoran Desert. It's clear that whoever picked this route does not live here and has no link to what's important to those of us who do. I know that you are hearing from community leaders, scientists and environmentalists who are pointing out all of the negative economic, and ecological impacts this choice would have. I am a concerned citizen, a native 3rd generation Arizonan, who is appalled that you are considering this route rather than the Eastern route that is proposed which would align I-11 with the two existing Interstates. It defies logical sense. Please abandon this route and preserve this valley for current and future generations.	webform		2457
wilke	peter		This new interstate should not be built in the proposed alignment, but rather should be combined with I-10. No more destruction of desert and no more sprawl. Enough.	webform		1961
Willan	Vicki		Please do NOT continue with the I-11 plans. This is a terrible idea for our precious Sonoran Desert and Tucson's natural beauty.	Webform		1446
Williams	Angela		So not destroy the petroglyphs to build I-11! Those petroglyphs are ancient and represent a sacred space. We need to leave them be.	Webform		112
Williams	Catherine		The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. I am strongly opposed to the West Option for the following reasons. The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts due to the West Option. The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.	Webform		584
Williams	Cynthia		[Blank Submission]	webform		1252
Williams	Douglas		Hello, My wife and I, and everyone I know, are vehemently opposed to the I-11 proposed route around the Tucson Mountains, through the Avra Valley. We favor commerce, prosperity and improved flow of goods, services, people and culture from Mexico, through Arizona and the USA, and on to Canada and back. Progress can be good. But at what cost? Cost can be measured many ways including short and long term. On a recent hike with friends on the Brown Mountain Trail it was our very special privilege and delight to spot and observe a Sonoran Desert tortoise. There are many stunning views and natural wonders to see and experience on the Brown Mountain and other trails in that area. They would all be severely compromised, if not destroyed, by this proposed freeway. The Sonoran Desert tortoise is listed under the Endangered Species Act as "threatened". This icon of the Sonoran desert is recognized by the International Union for Conservation of Nature as "vulnerable". Like the Sonoran Desert tortoise, the entire Avra Valley and its special, spectacular, features and attractions would be spoiled for this freeway. The damage could not be undone. Is that path cheaper to construct...short term? Maybe. But the cost over time would be monumental both environmentally and in tourism dollars. The area west of the Tucson Mountains is both "threatened" and "vulnerable" by this long ago obsolete thinking of unlimited destruction of desert open spaces because it's (short term) cheaper. Expand the capacity of the existing I-10 corridor through Tucson. Perhaps you can double deck it. Reduce volume of cars on I-10 by running a passenger train right on (above?) the median from Tucson to Phoenix. Seventy years ago Ike gave us an unthinkable ambitious and costly Interstate Highway system. Think like Ike...do it right and do it big, with an eye to the future. The Sonoran Desert tortoises, and I, thank you. Douglas E Williams 4960 N Camino Antonio Tucson, Az 85718 520 345-0718 mbw.dew2@yahoo.com	Email		262
williams	J		ADOT/FHWA should ABANDON the West Preferred Alternative Option in Avra Valley	Webform		1628
Williams	James		I oppose a freeway in the Avra Valley area. Widen the existing I-10 if needed.	Webform		381
Williams	Michael L.	University of Massachusetts	[Blank Submission]	Webform		644
Williams	Tiffany		Putting this project up would disrupt the wildlife and landscape of protected land here. Please don't do this project. Stop trying to make Tucson, Phoenix. Don't take away the beauty of what makes Tucson, Tucson for unnecessary highways. All that's going to do is create more problems environmentally, tired of this city attempting to go through with projects while barely giving the people it's going to affect time to adequately address their concerns. Shame on y'all.	webform		2017

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
willson	ronald		STOP destroying pristine environment while the world burns.	webform		1908
Wilson	Caroline		<p>Caroline Wilson 16242 W. Pinacate Ave Tucson, AZ 85736 520-822-2065 cwilson@dakotacom.net August 4, 2021 1-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126 F Phoenix, AZ 85007</p> <p>Dear EIS 1-11 Study Team,</p> <p>I am writing in opposition to the "West Preferred Alternative Option for Interstate 11". This route is proposed to pass through a beautiful, undeveloped desert area very near protected public lands and significant tourist attractions (Arizona-Sonora Desert Museum, Saguaro NP, Tucson Mt. Park) which will be irreparably harmed by a nearby freeway.</p> <p>The 30 day comment period is insufficient for review of this proposal and needs to be extended to 120 days to ensure the public is aware of this project and will be able to comment.</p> <p>This "West Option" will damage natural resources of our iconic Sonoran Desert including plants and wildlife. No mitigation will be able to offset these negative impacts. It will also significantly degrade the visitor experience at a wide array of public lands, especially in the Tucson Mts.</p> <p>The impacts to wildlife and wildlife corridors are my biggest concern. I'm also concerned about the noise, air and light pollution that will result and the risk of a toxic spill that could threaten Tucson's water supply with a major freeway so close to the City of Tucson's water developments.</p> <p>Also, I understand that this option is less economical than co-locating 1-11 with 1-19 and 1-10. It would also cause economic loss to the city of Tucson by diverting traffic away from the city.</p> <p>I am a frequent user of the lands and the area that will be impacted if the "West Option" is allowed to proceed. Please take my concerns into account. There seems to be no reason to build 1-11 through Avra Valley and many reasons not to.</p> <p>Sincerely, Caroline Wilson</p>	mail	Wilson_2626	2626
Wilson	Dalziel		<p>I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage.</p> <p>Dalziel Wilson Assistant Professor of Physics Assistant Professor of Optical Sciences University of Arizona (520)621-2584</p>	Email		2555
wilson	Karen		I use to live in Tucson & Wickenburg. I know the area. It would be a teriable thing to ruin so much of Arizona's beautiful land scape, wildlife. Please reconsider. Thank you.	webform		1099
Wilson	Margaret		Please use the existing roads instead of creating a new route that would disrupt plant and animal life	Webform		601
Wilson	Steve		This has to be one of the biggest boondoggle waste of billions of dollars of tax money projects I have ever seen. We just don't need to blade the desert for a new interstate!	Webform		686
Winsky Jr	Robert L		If I-11 has to be built at all, please co-locate it with I-10 and I-19 and no where else. Thanks.	webform		883
Winton	Nancy		Please use as much of I 8 as possible, to help lower environmental impact.	Webform		99
Wissing	Chuck		Routing an interstate highway through the Tucson mountains is just about the stupidest idea I have ever heard. I-10 through Tucson is perfectly adequate. Don't destroy the natural beauty of this area. I still don't see why so many trucks need to go from Nogales to Las Vegas anyway.	Webform		1443
Witt	Meliss		For the options thru the town of Sahuarita NEITHER our good for business or families or our economy..I would like to propose a new option please Tie in as 11 meets 19, do a tie in to our already existing I-19 with wider lanes that are already desperately needed. Then from their continue with your plans to tie into the 10 or the routes pla ned for north of Sahuarita But the two proposed plans either destroy or interrupt our ONLY decent Rancho grocery or the other route, new and established homeowners..not the time to be tearing down or bugging homeowners that bears made it thru Covid...I-19 @ our Sahuarita, Duval mine, pima Mine, and Papago are a MESS with insane amounts of death and accidents...ADOT owes our town a better highway and larger lanes and SAFER ...to plan a new highway that destroys and disrupts our town and leave a trashy one unmaintaing or cared for is a total waste of resources and common sense. Lets tie into and better utilize the resources we ALREADY have and improve on those Very important	Webform		1670
Woelke	Hannah		First, an extension of the public comment deadline from the current 30 days to a longer 120 days is imperative for true feedback by the community. Next, the West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. • Also, building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal.	Webform		793
Wolf	Sandy		I oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). A freeway through Altar and Avra Valleys will fragment wildlife habitat, increase wildlife mortality, damage natural resources, and destroy public land and damage visitor experiences to the area. The West Option is more expensive. Improving on the existing footprint of I-19 and 1-10 would completely eliminate all the damage to natural resources and people in the area of, and surrounding, the West Option footprint. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. As a biologist who has worked in the area that would be affected by the West Option, there is absolutely no reason to cause the destruction and concurrent negative effects (light and noise pollution, development, destruction of habitat) when a viable alternative exists. It would seem to be a no-brainer to abandon the West Option.	webform		2433
Wolfe	Brenna		Too much precious wildlife in the area, it's beautiful. Why corrupt it and fill it with garbage. Behind the saguaro national park and in front ironwood nations monument.	Webform		837
Wolgemuth	Brett		I do not agree with this proposed change for I11. I10 is currently being expanded there is no need for this project that needlessly threatens our picturesque landscape, watersheds, and anima habitats. It also promotes bypassing Tucson and thus a negative economic impact on the city itself.	webform		2450
Wollman	Nan		The option of building the I-11 through Avra Valley is unacceptable. Opposition is very significant and growing, and will not stop. The comment period should be extended from a few weeks to at least several more months. The document and its appendices include hundreds of pages addressing significant issues (and neglect many that should be addressed.) What is the rationale for such a short	webform		1185

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			comment period? The "EIS" simply is inadequate in addressing probable impacts on the environment and possible alternatives. This EIS is mired in a 20th century perspective and priorities. We are in the 21st century and alternative perspectives on how we satisfy future transportation needs and other regional goals are largely absent from the draft.			
Womack	Mort		Dear AZDOT Staff, I am writing to ask you to please choose the Eastern route that parallels I-10 and I-19. I am very opposed to the Avra Valley (or West) route proposed for I-11. The Western route would very negatively impact some of the most pristine areas in the Sonoran Desert near Tucson—such as Saguaro National Park West, the Tucson Mountain Park, Ironwood Forest National Monument. If the Avra Valley route is used the best part of the desert surrounding Tucson will be seriously damaged not only for current residents but for all generations to come. There is no way such damage can be undone—we will have lost an important part of what makes Tucson's desert special and unique! I only recently found out about the comment period and I think it should be better publicized and needs to be extended as well. Sincerely, Mort Womack	email		1138
Wood	Alison		I oppose the construction of I-11 entirely. We do not need the additional automobile infrastructure at a point when climate change demands divestment from fossil fuels. If it must be built, I am strongly in favor of building it alongside existing freeways. I deeply oppose developing any additional land in the desert to build I-11.	Webform		1226
Wood	Harold		I request an extension of the public comment deadline to 120 days. For any project as complicated as this one, with such a lengthy DEIS and such multiple impacts in the region, all the stakeholders need much more time to review it than the standard 30 days.	Webform		729
Wood	Harold		I strongly oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. The eastern route through already-developed landscapes is far superior, so long as adequate mitigation of environmental impacts can be built into the project. However, there is no possible mitigation that would adequately protect the environment if the West Option is chosen. That option is simply too close to protected landscapes, including Tucson Mountain Park and the Arizona Sonora Desert Museum, Saguaro National Park West, and Ironwood Forest National Monument. It will also disproportionately harm the Native American and other minority and low-income communities who live within the West route area. As a person who moved to southern Arizona precisely due to its wildlife, I am also gravely concerned about how the West route will irrevocably damage critical wildlife migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects. I urge the West Preferred Alternative Option be abandoned, and your energy put into exploring ways to mitigate the Eastern route alternative.	Webform		1574
WOODLEY	GEORGINE		I have lived in Robles Junction for 33+ years because I like the peace and quiet. We DO NOT need a I-11 RUNNING through and destroying the delicate balance. Someone said it is because they are building a port in Mexico...right just like Mexico was paying for the wall. This project takes advantage of people who don't have alot of money and just want a simple life. Looking at the meandering nature of the project I had to wonder why it was not a straighter line. Who will benefit from this project? Not the people that is for sure. I guess someone needs to follow the money. I-10 has increased lanes so why not have trucks stick to a particular lane except when passing? NO NO TO I-11...	webform		470
Woodward	Joan		I am submitting comments to (a) request an extension of time for people to respond to the very detailed preferred route plan and (2) oppose the West option itself. That option would have an adverse impact on lands set aside by the Bureau of Reclamation, the Ironwood National Monument, the animals that use these areas as migration corridors, and the mostly low income residents of the area who have established a comfortable, quiet place to call home. The route would likely also have an adverse impact on the Sonoran Desert Museum and the adjoining national park. Thank you for considering my comments. Joan Woodward Part-time resident, Marana, AZ	email		1137
Worthington	Michele		I am against the proposed road through the desert. The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges.	Webform		836
Wrench	David		>The East Option for I11 provides greater benefits to Tucson, Southern Arizona and to all the users. >The East Option will provide travelers services the the west option would not afford. >The West Option would substantially degrade the natural resources in that area damaging both the great economic benefits and wildlife habitat the area provides. >The West Option would impact the areas water supply and potentially cause a toxic spill on the region's major source of water. David Wrench	Email		2509
Wright	Donna		If this goes through Green Valley, it will destroy too many residences and businesses. Move it east!!!!	webform		1293
Wright	Ronah		Hello. Please extend the deadline for feedback to 120 days over 30. This is an important decision that impacts many people of many varying backgrounds, many of which were do not have the means of acquiring the information of these plans as efficiently. Please choose the east option over the west. The west option is intrusive ecologically and is a detriment to the community. Please choose conservation and choose the east option. Thank you.	webform		2478
wuerz	courtney		don't ruin the picture rocks!! leave the desert alone!!	Webform		238
Wyatt	Samuel	University of Arizona/Steward Observatory	Please don't build this interstate. Despite being a testament to idiocracy, it isn't necessary at all. I-10 is sufficient as is. It get's backed up every now and again, but that is usually due to construction dedicated to its improvement. The main point would be installing a multimillion dollar road around the Saguaro National Park. The beauty of crossing over the Tucson mountains and seeing the desert valley, is how vast and pristine that nature truly is. Installing an interstate would only corrupt the beauty of that scene. Secondly, Tucson is one of the most advanced observation astronomy communities in the world, with ordinances in place reducing the light pollution. Astronomer's (like myself) require the clarity of the desert night sky to fulfill their scientific and childhood wonder endeavors. Adding this interstate would disperse light from the I-10 to the western side of Tucson (normally blocked by the Tucson Mountains) and create significant light pollution for observatories like Kitt Peak National Observatory. Finally, the money allocated for this project could be invested in so many different areas that would greater impact Tucson than adding this road. This money could be used for humanitarian efforts helping our homeless , or civilly by improving our roads. Our city is heating up. The sonoran desert is heating up. We could use this money to better improve our infrastructure and reduce the carbon footprint in an attempt to backtrack what destructive hole we have been digging since the industrial revolution. In reality, how much money/time would this road save commercial delivery? Is it really that important? We already have a sufficient road. There is no need spending money destroying our beautiful desert, creating a brighter night sky, when it could be allocated in many different areas that would much better our community.	Webform		25
Xander	Emily		Please don't do this! There is no real need. Use this money to do something important.	Webform		1468

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
Yeargain	Peggy		I oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. Please consider the following reasons: • The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. • Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. • The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. • The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. • Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. • The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. • Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. • In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.	Webform		616
Yeargain	Peggy		I wish to request an extension of the public comment deadline from the current 30 days to a longer 120 days. Please consider the following reasons: The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, I urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.	Webform		617
Yeatts	Duncan		I'm a Tucson resident and native and I'm completely opposed to the I-11/ I-10 western bypass. It brings absolutely nothing to the city of Tucson while demolishing miles of wilderness. The nebulous predicted economic benefits completely bypass the City of Tucson and only damage what are already fragile desert regions. I will vote out and campaign against anyone involved in the approval of this bypass.	Webform		157
Yehle	Phil		I live very near where I-11 would pass. It would depreciate my property value and destroy the desert. All this traffic will harm the Saguaro National Park and the Desert Museum. I work on Kitt Peak and all the lights will impair their ability to do science on the mountain. I would also be worried about sprawl that will be encouraged by this road. Run traffic through Tucson where it belongs don't ruin our beautiful desert resource.	Webform		967
Yescas	Selenne		The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. ADOT/FHWA should ABANDON the West Preferred Alternative Option in Avra Valley.	Webform		903
Yetman	Emily		I am firmly opposed to the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. I also request an extension of the comment period from 30 days to 120 days. The following are my concerns: 1) The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project. 2) Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. 3) The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. 4) Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. 5) The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. 6) The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson. 7) Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. 8) The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. 9) Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. 10) In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. Additionally, the Tier 1 EIS does not take into account the affects of the COVID-19 pandemic. Travel patterns, shipping volumes, supply and demand chains, and income levels are all fluctuating as a result of the pandemic and will have affects on the proposed I-11 corridor, potentially calling into question the need for it in the first place. The recently released IPCC 6th Assessment Report released earlier this month illustrates an erratic climate future with extreme and unpredictable weather events. Those projections were not taken into consideration in the Tier 1 EIS and must be, not only to consider the impact Climate Change will have on the proposed alignments, but also to challenge the impact I-11 will have on accelerating climate change over all. To reiterate, I am still not convinced of the need for I-11, am firmly opposed to it, and am especially opposed to the West Option Preferred Alternative.	webform		1890
York	Caitlin		This road will do much more damage than good. It will impact Tucson, the animals, and the desert itself. It will disrupt everyday life and there don't seem to be many benefits that would stem from this.	webform		2407
Youderian	Andrew	ECommerceFuel	Please do not route Interstate 11 around Tucson. We moved to Tucson 3 years ago in large part to the beauty of the surroundings, including Saguaro National Park. It would be a shame and massive disappointment to see that beautiful natural corridor destroyed by a major interstate. Please don't.	webform		1086
Youmans	Adele		Dear Sir or Ma'am, I'm writing to express my vehement opposition to the proposed I11 corridor to the west of Tucson.	Email		306

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			While I understand that trade between Mexico and the USA is extremely important, tourism is critical to Tucson. If the interstate is built where it is proposed, Tucson's western county parks will be destroyed, access to Saguaro National Park West will be jeopardized, and the Desert Museum, perhaps the most visited tourist attraction in Tucson, will have a noisy eyesore on its doorstep. In addition, the wildlife that is iconic to the Sonoran Desert will be in danger. Tourism in Tucson will surely be negatively affected. This location for the proposed interstate should be permanently discarded. Sincerely, Adele Youmans			
Youmans	Adele		Please extend the comment deadline past August 16, 2021, for the following reasons: The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. The West Option through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.	Webform		592
Young	Grace		I am in support of the comments submitted by the Coalition for Sonoran Desert Protection and other signatories on the I-11 FEIS on August 16, 2021. Please remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. Grace Young	Email		2499
Young	Susan		I am writing to express support for the NO BUILD ALTERNATIVE for the I-11 Freeway. I am not convinced of the economic need for this freeway, particularly through the Tucson area. I travel the existing I-10 freeway frequently through Tucson and have never seen traffic that I would consider as very heavy. Slowdowns are rare and usually due to accidents or construction. The marginal decrease in travel time from Nogales to Wickenburg does not justify the large cost and environmental impact of this freeway. I am particularly OPPOSED to the WEST PREFERRED ALTERNATIVE through the Avra Valley near Tucson. There are many reasons to oppose this route but chiefly among them are: <ul style="list-style-type: none"> • It will have a significant adverse effect on the free migration of wildlife in nearby conservation areas. Among these are: Tucson Mountain Park, Saguaro National Park, Pima County conservation areas, and Ironwood National Monument. No amount of wildlife throughways can rectify the result of bisecting this nearly contiguous natural area with a freeway. • Noise will be significantly increased for visitors to the above conservation areas - both from traffic and from commercial development that is sure to follow. Even far from the freeway, noise will be an ever-present violation of the natural sounds of these parks. • Light pollution from traffic, interchange lighting, and future development will certainly adversely impact the darkness of night skies along the route. This area of Arizona is a destination for amateur astronomers and professional astronomers at Kitt Peak National Observatory. The Tier 1 environmental report claimed that the WEST PREFERRED OPTION would have no impact on Kitt Peak. That can not be true because any additional sky shine will be detrimental to scientific research at this facility and future development could significantly reduce the sites usability. The United States Government and Universities have made large investments in this site and this investment should not be compromised. Building this freeway would be a tragedy to the environment and wildlife. Thank you for your consideration. Susan Young 4825 N Old West Rd. Tucson, AZ 85743	email		1141
Yow	Kevin B	KBYOW, MD	I live in Northwest Tucson and adamantly oppose the I-11 Project! I am also a member of the Tortolita Alliance and endorse the positions advanced in the attached letter of the Alliance.	webform	Yow_TA_1905	1905
Yule	Kelsey		Regarding the Interstate-11 Final Tier 1 Environmental Impact Evaluation: Nogales to Wickenburg To whom it may concern: I have a number of comments and concerns regarding, the Tier 1 Environmental Impact Evaluation of the West Preferred Alternative option for Interstate 11. First, I will note that is well known that the East option (co-location with I-10 and I-19) is less costly, less destructive, and is preferred by members of the affected communities. The damaging effects of the West route are numerous, and include but are not limited to the following: -The City of Tucson has already voiced opposition to this route as it will severely compromise our water supply. The economic fallout of reduced future water quality availability for the city will be immense. All of the impacts I outline are intergenerational, so the lack of concern for our future is disconcerting to say the least. -The West route will essentially sever all wildlife corridors between some of the most important protected habitats in the region. Numerous scientific studies have documented the disastrous effects of loss of habitat connectivity for populations, genetically and demographically. It is impossible for me to imagine how we will be able to mitigate these effects to avoid population extirpations, inbreeding depression, and further threatening already vulnerable native species. -The public lands affected by this interstate construction will be irreparably damaged. The visual effect of the construction, as well as the light, sound, and air pollution, will dramatically reduce the appeal of these irreplaceable lands, all of which attract tourists and new residents to the area. -There will be a clear loss of revenue from tourism based on the degradation of Saguaro National Park, the Arizona Sonora Desert Museum, Tucson Mountain Park, Ironwood Forest National Monument, Old Tucson, etc. -Much of the land affected by the construction is already set aside as mitigation for damage caused by other projects eg. the Tucson Mitigation Corridor, open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. The only way to allow our federal, county, and local governments to fulfill their promises to the community to ensure a livable future is to choose an alternative route. -This route heavily impacts the Tohono O'odham Nation and Pascua Yaqui Tribe. I am unconvinced that the needs of these communities have been adequately addressed in any review to date, which is unconscionable. Finally, I implore you to extend the comment period beyond 30-days to a recommended 120 days. Members of the public cannot be expected to fully review and comprehend the 5,800 pages of results of the environmental study within such a short period. This is especially true for the low-income and minoritized communities who will be disproportionately affected by the proposed construction, yet often lack immediate access to notifications of the study or the means to provide these comments. The impacts of the West route cannot be overstated, so the choice to push on without adequate time for the public to digest the implications does not inspire my trust. It makes me question whether ADOT truly has the best interest of my community in mind. Please consider the needs of our communities in Southern Arizona. Sincerely, Kelsey Yule, PhD 325 E Drachman St. Tucson, AZ 85705	Webform	Yule_1726	1726
Zahner	Glenda	AZ NPS	I strongly urge you to REJECT THE PROPOSED WESTERN CORRIDOR and adopt the proposed eastern corridor along I-19 and I-10.	Webform		569
Zajac	Anna	Anna Zajac, LLC	PLEASE DO NOT BUILD THIS HIGHWAY. YOU WILL RUIN A COMPLETE GEM OF A PLACE IN THIS WORLD. Think of all the individuals, small businesses and future generations that won't be able to enjoy the natural resources of the area.	webform		2395
Zamora	Jose		This is a terrible idea! You would be hurting the environment, the endangered species near Saguaro National Park, and polluting the air. The last thing Tucson needs is another highway. Why not just add a lane to the existing freeway?	webform		2423
Zampieri	Janet		This is a totally unnecessary and environmentally destructive project that should be halted immediately!	Webform		687

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
zappellini	Cosmo Brusa		I do not believe that we should destroy parts of our local ecosystem just to add another highway. Tucson's ecosystem is vital to its community's, cultures, and environment, while another highway is hardly what Tucson needs. The infrastructure in Tucson is lackluster, don't go spending money outside the city, especially money that will kill our necessary ecosystem.	Webform		1394
zaremba	Derek		Building the I-11 through hidden valley on maricopa makes no sense and will have a huge impact on the environment and people who live here. Please reconsider just improving Arizona 85 as the I-11 and having it connect into I-8 instead of running right through mobile, thunderbird farms and hidden valley.	Webform		217
Zarle	DJ		Not interested in this in the least. 3P is already going to shit, don't need this making it worse. Please call me to discuss and I'll tell you where to stick it. :)	Webform		19
Zavier	Hazzi		Do not build that highway. You better not destroy that environment.	webform		1920
Zaworski and Miller	Thomas and Roberta		Dear sir/madam, I am writing to oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. The land that this route will forever damage is irreplaceable. It will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. The West route will also irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. This only adds to the devastation wrought by the Trump administration's ill-conceived and ill-planned border wall. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies. Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects. At some point, we need to say enough! I urge you to abandon the West Preferred Alternative Option.	webform		1250
Zelenski	Marcus		My family would prefer the no build option. Our new home is already close to the highway, and the preferred alternative places our home and neighborhood entirely within the study area. My review of the EIS shows that the no-build alternative between Nogales and Sahuarita would not negatively impact traffic through year 2040.	webform		1350
Zentack	Scott		1. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. 2. The Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. 3. I oppose the West Option - The Tier 1 FEIS identifies TWO Preferred Alternative routes: 1) a West Option that runs through Avra Valley	webform		1190
Zill	Stephanie	Stephanie Zill Accounting	I concur with the stated position of the Sky Island Alliance and their allies on the issue of the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. I oppose this option because it will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I OPPOSE THIS OPTION.	webform		1304
Zingg	Elizabeth		The public has not had enough time to consider the long term environmental impacts and financial impacts of this proposed project and should at the very least receive an extension on the amount of time to provide input. In addition to this, a comprehensive environmental impact report and survey has not adequately been conducted including the reality of our current climate crisis. What would all this infrastructure do to the water resources, the indigenous communities, the land, and the current temperature of the already arid and drought ridden climate?	webform		2262
Zinkl	Jan		I would like to request an extension of the Public Comment period on the proposed Avra Valley Freeway from 30 days to 120 days. The documentation on the proposal is extensive, stakeholders need more time to study it. I am a Colorado resident who visits the Tucson area regularly, particularly the ASDM, Saguaro West and Tucson Mountain Park areas. I would like to be able to learn more about this proposed development	Webform		380
Zobel	Katharine		I say no to I-11 in Avra valley. One of my biggest concerns with purchasing housing permanently in Tucson is the availability of clean usable water. This needs to be a priority especially in a growing area with limited resources.	Webform		1613
Zobro	Steve		[Loom video submission] Hi Laura My name is Steve. I talked to your assistant or somebody who's taking the phone calls quite a bit for you. She's very nice on the phone. I think before that you're a tough lady to get a hold of. But I knew it yesterday; was it coming out today on July 16th to a lot going on. Which I need to know I didn't even know what's coming out today. But here's where I'm at, Laura, I just need to get some insight from you. Here's the red line. here's some property that we own. We got four lots. We're going to put some brand-new homes on. We actually entered into a contract with a home builder. We've already got this surveyed. We drilled a well. But here's my question, is because of this being so close. Even though I know the funds aren't there, but I'm sure you guys are going to find ways to get the funds; and and because I think there's actually a trailer out, looks like there's a construction trailer not too far from here. So I'm sure you guys are already setting up shop, with the idea of coming out here to do work because it definitely is construction trailer. It's been there for about a year and a half maybe it's not yours but maybe it is. I don't know probably is but maybe it isn't. My biggest question: first of all Thank you very much for getting back to me. Thank you for doing all that. Thank you for sending me the information. Thank you for your text. Loved it, beautiful, for your email Okay, let's see here's the quarter, this would be the 2000 feet corridor. So is it a 1000 ft going this way? 1,000 ft going this way? Where is it? Because if it's 1,000 ft going this way; either way, if it's 1,000 or 2,000 you're taking this all out. Now if it's 2,000 going this way you preserve that. You know, I wouldn't lose that. But the key is, is this all going to be ground level or is this going to be built up? I mean is there going to be a freeway or just a ground level where it could be the same as if someone built a house or is it going to be you know? But the key is if it's 1,000 feet going both ways you're taking all this out anyways. So that's what I need to find out from you. Because I own some other land that we are building and not too far from here. And so the biggest thing is, is this red line where is it? A thousand this way? A thousand that way? Or is it a 2000 going towards the south? Just need to know that. And I guess that's something you're going to find out in December or end of 2021. You're going to get your financing. I'm sure you're going to get financing. You guys aren't doing all this work for the heck of it. Yyou know you guys spend a lot of money putting all this together, so I'm sure you're just not doing just to do it. So which I totally get it, whatever, it's all good. So if you could get back with me on Monday, let me know. 'Cuz I've had to you know I kind of like tentatively cancel it with my contractor. I just want to get a definite from you as far as where is that 2,000 going? And are you building up these roads or is it just going to all be toward ground level? As far as same as the actual homes that are even out here but I'm sure a lot of them will be gone so anyways. Thanks Laura. Take care have a great weekend. When you get this on Monday please contact me back on Monday at 480-628-3346 or you can email me at szobro77@gmail.com	Email	Zobro_0046	46
Zobro	Steve		Thanks, Laura: Thank you for taking the time to write a wonderful couple of paragraphs on what is happening. I found this out from one of my next-door neighbors I typed in my property address of 11860 N Allegro and saw the red lines to South and North. This property is right in the corridor. Plus we had 4 lots to the west of this 1/4 of a mile and these are in the 2000 feet corridor also.	Email		47

Last Name	First Name	Organization	Submission	Method	Attachment	Tracking ID
			<p>We signed a contract with a Homebuilder to build 4 lots and after I saw the route decided to cancel the agreement. This cost me a cancellation fee with any work he had done up to that time.</p> <p>Here is my million-dollar questions. Supposed this is approved and all your funding comes into place in 2022. How soon does ADOT contact owners to give their money for their land based upon my property address of 11860 N Allegro (1 year, 3 years, 5 years, 7 years.) ?</p> <p>Would ADOT pay appraised value?</p> <p>My land has water and will be having electricity to the land because we were going to build. ADOT would pay more for land with utilities correct?</p> <p>The reason I am asking these questions is that I am a licensed real estate agent in Arizona.</p> <p>Blessings Steve Zobro 480-628-3346</p>			
Zombie	Star		Don't destroy the desert	email		1827
Zook	Jeffery		<p>Hello,</p> <p>My name is Jeff Zook. I'm a multi-generational Arizonan. I grew up in Mesa and Tucson and currently own property in Pima County near the town of Marana.</p> <p>I'm writing to state my opposition to the "West Option" for the proposed Interstate 11. While I do not think the freeway is necessary at all, placing this freeway through the West corridor would be a tremendous mistake. Irreparable damage would be caused to the natural Sonoran Desert environment and this proposed Interstate would also cause substantial air, light, and noise pollution and ruin a unique area of southern Arizona. This freeway would have a detrimental impact on the many wildlife species found in this area.</p> <p>The City of Tucson has made it clear that this is a bad idea. It places the freeway near the city's major water supply. It would have a negative impact on Downtown Tucson, the Desert Museum, and Saguaro National Park. This freeway will also have a detrimental impact to various public lands in the area.</p> <p>Please realize that the public in general is vehemently opposed to this "West Option" proposal. There will be negative impacts to noise, air, and light pollution ... the economy ... private property ... to wildlife and public lands. It would be a mistake to move forward with this plan. Please reconsider and take another option or cancel this program completely.</p> <p>Thank you, Jeff -- Jeffrey R. Zook, Psy.D. Licensed Clinical Psychologist PSY 26522</p>	email		1139
Zufelt	Carly		This is a terrible plan that ignores the sacred sites of local tribes and the significant impacts to wildlife in the proposed area.	Webform		237
Zuniga	Daniel		Not everyone has a car, and yet we keep using everybody's taxes to fund streets that only car owners will be able to use. How is this fair? We need to stop subsidizing auto travel. Do not build I-11!	webform		1161

Sonoran Solar Energy LLC

I-11 Tier 1 EIS Study Team c/o ADOT Communications
1655 W. Jackson Street Mail Drop 126F
Phoenix, AZ 85007
I11Study@azdot.gov
1.844.544.8049

August 16, 2021

NextEra Comment on the I-11 Final Tier 1 Environmental Impact Statement

I-11 Tier 1 EIS Study Team,

Sonoran Solar Energy LLC (“Sonoran”), a wholly-owned subsidiary of NextEra Energy Resources, LLC) reviewed the Arizona Department of Transportation (ADOT)’s Interstate (I) 11 Final Tier 1 Environmental Impact Statement (EIS) that was posted for public review from July 16 through August 16, 2021. This letter summarizes the Sonoran Solar Energy Project (SSEP) and our comments regarding the I-11 EIS.

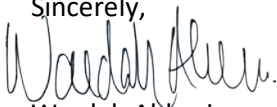
Sonoran is actively developing the SSEP, an approximately 260-MW solar power and 260-MW energy storage facility on approximately 3,388 acres. The SSEP is in the west end of the little Rainbow Valley, east of State Route 85, south of the Buckeye Hills, and north of the Sonoran Desert National Monument in the town of Buckeye and in unincorporated Maricopa County, Arizona. The project facilities will be located primarily on land administered by the Bureau of Land Management (BLM), but also include state and private lands. **Figure 1** shows the general project location. The BLM’s Phoenix District, Lower Sonoran Field Office issued a right-of-way grant for SSEP in 2012. SSEP is scheduled to begin construction in September 2021 and is anticipated to be operational by 2023.

In regards to the I-11 EIS, Sonoran recognizes that the preferred alternative bisects the SSEP and therefore would severely compromise operation of the SSEP. Interestingly, the Draft I-11 EIS recognized the SSEP as a reasonably foreseeable future action in its cumulative impacts analysis and for the better part of the past year Sonoran has been working with the BLM to prepare for the SSEP’s construction; however, the I-11 Preferred Alternative did not account for Sonoran’s pre-existing right to construct and operate the SSEP.

Sonoran respectfully requests that ADOT either select the I-11 Recommended Alternative, which avoids the SSEP site, or expand its study corridor to identify, analyze, and evaluate localized sub-alternatives that avoid the SSEP.

For additional information regarding the SSEP, please reach out to Wardah Abbasi at Wardah.Abbasi@nexteraenergy.com.

Sincerely,



Wardah Abbasi
Project Manager for Sonoran Solar Energy

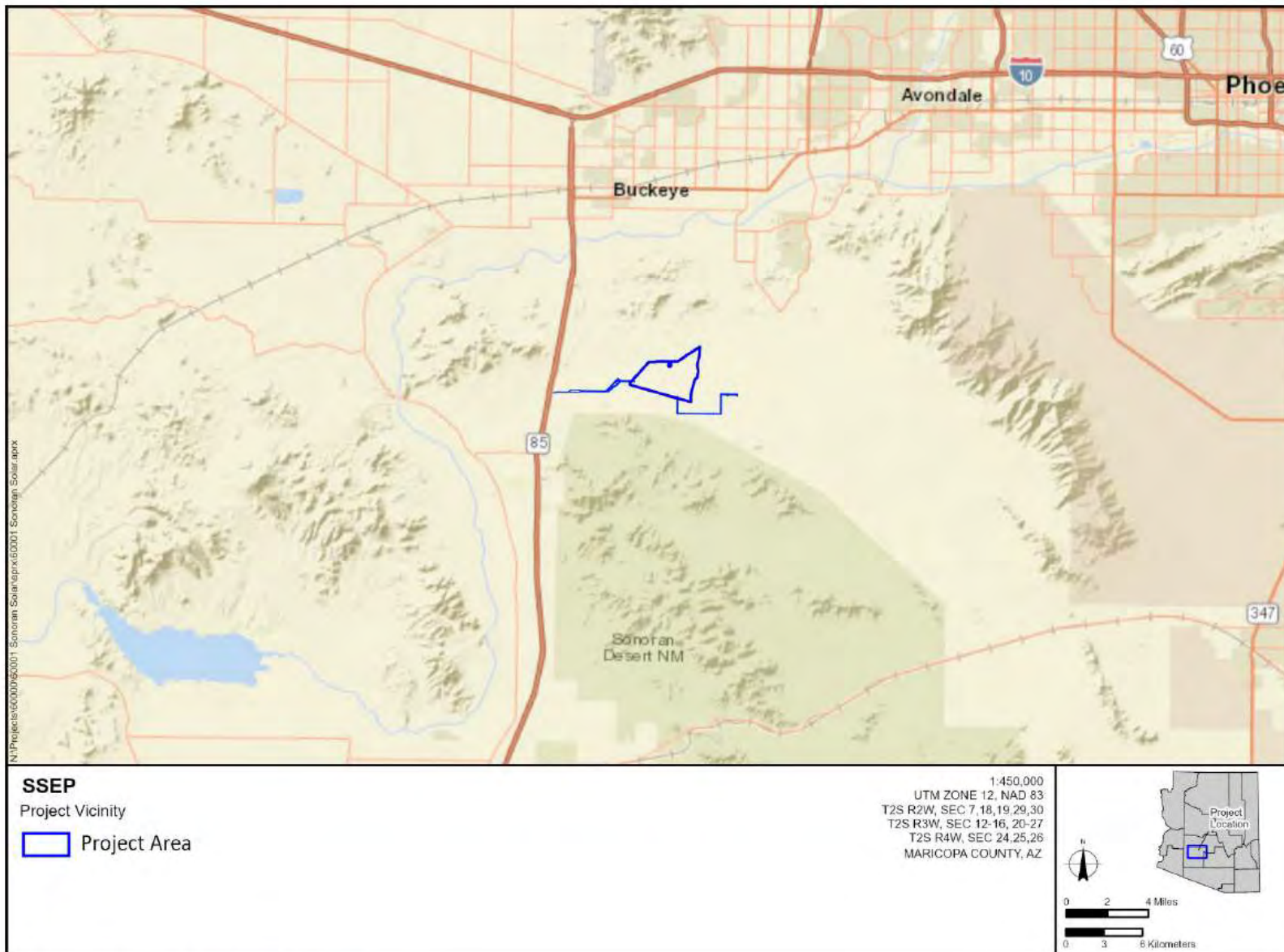


Figure 1. General project location.



Coalition for Sonoran Desert Protection

738 N. 5th Ave., Suite 205
Tucson, Arizona 85705
520.388.9925 * sonorandesert.org

July 20, 2021

Arizona Center for Law
in the Public Interest
Arizona Native Plant
Society
Bat Conservation
International
Cascabel Conservation
Association
Center for Biological
Diversity
Center for Environmental
Ethics
Defenders of Wildlife
Desert Watch
Environmental Law
Society
Friends of Cabeza Prieta
Friends of Ironwood Forest
Friends of Madera Canyon
Friends of Saguaro
National Park
Friends of Tortolita
Gates Pass Area
Neighborhood
Association
Genius Loci Foundation
Great Old Broads for
Wilderness – Tucson
Native Seeds / SEARCH
Protect Land and
Neighborhoods
Safford Peak Watershed
Education Team
Save the Scenic Santa Ritas
Sierra Club – Grand
Canyon Chapter
Sierra Club – Rincon Group
Sky Island Alliance
Southwestern Biological
Institute
Tortolita Alliance
Tucson Audubon Society
Tucson Herpetological
Society
Tucson Mountains
Association
Wildlands Network

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

RE: Request for comment deadline extension by 90 days for the I-11 Final Tier 1 Environmental Impact Statement

To Whom It May Concern:

We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process.

Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access.

A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.

Thank you for considering this request. As always, we appreciate the time you have put into this effort.

Sincerely,

Carolyn Campbell
Executive Director

George Kasey Anderson
15 E. Limberlost Drive
Tucson, AZ 85705

August 4, 2021

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

Dear EIS I-11 Study Team,

I am writing in opposition to the "West Preferred Alternative Option for Interstate 11". This route is proposed to pass through a beautiful, undeveloped desert area very near protected public lands and significant tourist attractions (Arizona-Sonora Desert Museum, Saguaro NP, Tucson Mt. Park) which will be irreparably harmed by a nearby freeway.

The 30 day comment period is insufficient for review of this proposal and needs to be extended to 120 days to ensure the public is aware of this project and will be able to comment.

This "West Option" will damage natural resources of our iconic Sonoran Desert including plants and wildlife. No mitigation will be able to offset these negative impacts. It will also significantly degrade the visitor experience at a wide array of public lands, especially in the Tucson Mts.

The impacts to wildlife and wildlife corridors are my biggest concern. I'm also concerned about the noise, air and light pollution that will result and the risk of a toxic spill that could threaten Tucson's water supply with a major freeway so close to the City of Tucson's water developments.

Also, I understand that this option is less economical than co-locating I-11 with I-19 and I-10. It would also cause economic loss to the city of Tucson by diverting traffic away from the city.

I am a frequent user of the lands and the area that will be impacted if the "West Option" is allowed to proceed. Please take my concerns into account. There seems to be no reason to build I-11 through Avra Valley and many reasons not to.

Sincerely,



George Kasey Anderson





Coalition for Sonoran Desert Protection

738 N. 5th Ave., Suite 205
Tucson, Arizona 85705
520.388.9925 * sonorandesert.org

July 20, 2021

Arizona Center for Law
in the Public Interest

Arizona Native Plant
Society

Bat Conservation
International

Cascabel Conservation
Association

Center for Biological
Diversity

Center for Environmental
Ethics

Defenders of Wildlife

Desert Watch

Environmental Law
Society

Friends of Cabeza Prieta

Friends of Ironwood Forest

Friends of Madera Canyon

Friends of Saguaro
National Park

Friends of Tortolita

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Carolyn Campbell
Executive Director



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Thank you for considering this request. As always, we appreciate the time you have put into this effort.

Sincerely,

Carolyn Campbell
Executive Director

XXXXXXXX,XXXXX

From: xxxxxxxx@azdot.gov on behalf of I11Study - ADOT <i11study@azdot.gov>
Sent: Thursday, July 22, 2021 6:20 PM
To: xxxxxxxx,xxxxx; AMER-US-AZ Phoenix-i11doccontrol
Subject: [EXTERNAL] Fwd: Do not build on undeveloped land
Attachments: image1.jpeg; image2.jpeg; image3.jpeg; image4.jpeg

Follow Up Flag: Follow up
Flag Status: Flagged

----- Forwarded message -----

From: Patrick Aspinall <xxxxxxxxxxxxx@gmail.com>
Date: Thu, Jul 22, 2021 at 4:45 AM
Subject: Do not build on undeveloped land
To: <i11study@azdot.gov>

Please do not build a new interstate through our desert especially this stretch you are proposing. Myself and countless others have memories, land, houses and families out here. There are plenty of other places you can build your interstate . Please do not ruin people's livelihoods for the sake of business. I have attached a few photos of the peoples lives you will be destroying if you choose to build this here. These are real people, mothers, fathers, sons and daughters, aunts and uncles who live here. Some whom have built these properties with their bare hands . I beg you to reconsider your plans and Please consider alternate options.

Sincerely
Patrick Aspinall











Grand Canyon Chapter • 514 W. Roosevelt St. • Phoenix, AZ 85003
 Phone: (602) 253-8633 • Email: grand.canyon.chapter@sierraclub.org

August 16, 2021

Interstate 11 Tier 1 EIS Study Team
 c/o ADOT Communications
 1655 W. Jackson St., MD 126F
 Phoenix, AZ 85007
 Sent via email: I11Study@azdot.gov

RE: Comments on the Interstate 11 Tier 1 Final Environmental Impact Statement, Nogales to Wickenburg

Dear Interstate 11 EIS Study Team:

Thank you for the opportunity to comment on the *Interstate 11 Tier 1 Final Environmental Impact Statement, Nogales to Wickenburg*. Please accept these comments on behalf of Sierra Club's Grand Canyon (Arizona) Chapter and our more than 60,000 members and supporters in Arizona.

Sierra Club's mission is "to explore, enjoy, and protect the wild places of the earth; to practice and promote the responsible use of the earth's ecosystems and resources; and to educate and enlist humanity to protect and restore the quality of the natural and human environments." Sierra Club has long been committed to protecting public lands and public health and to ensuring that transportation and development accommodate ecological considerations. Our members have a significant interest in the proposed I-11 as many live in or regularly use areas within and near these corridors and will be affected by the additional air pollution, destruction of wildlife habitat, significant noise, and other negative impacts of the proposed freeway and associated corridor.

We must first vociferously object to these 30-day comment period on a Final Environmental Impact Statement (FEIS) that is 5,800 pages, including appendices. This is a major project with huge negative impacts on our air, waters, wildlife, vegetation, and our climate. It is also a controversial proposal that the public should know about and be able to adequately comment on. This brief comment period allows for neither.

Sierra Club opposes the proposed I-11 Freeway Corridor and the "build" alternatives outlined in the Final Environmental Impact Statement (FEIS) and remains concerned about the significant negative impacts of this proposed corridor, and strongly urges selection of a "no build" alternative. Note that a "no build" alternative need not be a "do nothing" alternative. The Arizona Department of Transportation (ADOT) could instead seriously consider and invest dollars in passenger rail transportation along the I-10 corridor and also recognize the significant federal investments in rail service included in the federal legislation currently advancing. Previously, in the DEIS, the Arizona Department of Transportation noted that "Arizona freight rail corridors will have adequate rail capacity for the foreseeable future." (DEIS at 2-11). Utilizing and enhancing these will have a much lower impact on communities, our air, water, wildlife and more. We ask that you take a good hard look at the no build option relative to these



alternatives. The assertions in the FEIS that the “no build” will result in “a heightened risk of localized violations of NAAQS” (FEIS at 3.10-2 and 3.10-3) is unfounded and unsupported, especially relative to the build options all of which will result in induced travel increasing emissions contributing to poor air quality and greater risk of violations of National Ambient Air Quality Standards (NAAQS), as well as emissions contributing to the climate crisis.

In addition to these comments, Sierra Club supports and incorporates by reference the comments submitted by the Coalition for Sonoran Desert Protection et al. Sierra Club Grand Canyon Chapter is a co-signer on those comments.

Background

According to the Department of Treasury, even in 2020, a year that saw a lot of projects limited by COVID-19, “the federal government spent \$63 billion directly on infrastructure and granted an additional \$83 billion in infrastructure funding to states.”¹ State and local governments spend enormous amounts of tax dollars on transportation as well and in 2018 spent about \$169 billion.² These projects have by-and-large continued to promote our nation’s reliance on oil and gas and to exacerbate public health and safety issues and both directly and indirectly contribute to our climate crisis as most of our nation’s and Arizona’s greenhouse gas emissions come from vehicles³. Note that nowhere is the recommendation to build more freeways to help address the climate crisis.

Please see our attached comments on the DEIS as it appears those comments and the concerns raised were not addressed in this FEIS. While we see more of this freeway will track existing roads, it still will have significant, negative, and unmitigable impacts, perhaps none greater than its negative impacts on the climate and air quality.

FHWA, as the lead agency for this project, must consider cumulative impacts as well as direct and indirect impacts of the proposed alternative. The potential impacts of this project are large and significant and are underestimated in the FEIS. As mandated by NEPA, the FEIS should have seriously considered reasonable alternatives an evaluation of those alternatives, and mitigation measures to minimize the disturbance and impact of the project. This FEIS does not include a transit/rail option and does not seriously evaluate the no build option and has missed many key impacts. As far as mitigation goes, it is clear that many of the impacts from this proposal simply cannot be mitigated.

The Preferred Alternative route identified in the FEIS would be destructive and have devastating and unmitigable impacts to public lands, wildlife, air quality, and human health, as well as, once again, the climate.

Purpose and Need

We have expressed this previously but ask again that FHWA and the Arizona Department of Transportation (ADOT) evaluate and demonstrate the need for this corridor and why it is being proposed for these locations. Economics and congestion were the main factors considered in order to justify moving forward with this project. Although these are both important elements, many other issues should also be taken into account when justifying whether or not a project is needed and

¹ <https://usafacts.org/state-of-the-union/transportation-infrastructure/>

² <https://usafacts.org/state-of-the-union/transportation-infrastructure/>

³ <https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions>

should proceed. Examples of other factors to consider include public needs and desires, environmental impacts, public health concerns, land use, and more. By only focusing on economics and congestion, the “justification” for this corridor is biased from the beginning and clearly swayed toward the need for it. If even one or a combination of the other factors were used without considering economics or congestion, the justification outcome would be quite different. In order to provide a complete picture and to truly understand whether or not this corridor is justified, all factors must be included in the analysis.

Furthermore, we question that this proposed freeway would even address the congestion issues – each time another freeway is built, we have another crowded freeway, due, at least in part, to induced demand, which FHWA and ADOT fail to consider and evaluate in the FEIS. That is a serious omission in evaluating the purpose and need, developing the alternatives, and evaluating the impacts of those alternatives.

Negative Impacts of Freeways

The construction of freeways can introduce or amplify various negative impacts to local economies, ecology, and public health, especially for vulnerable populations. Freeways create a bypass system, whereby travelers or even locals can reach their destinations without exposure to local markets and services. Although tax dollars contribute immensely to the building and long-term maintenance of freeways, this infrastructure presence does not pay back these funds and even potentially decreases cities’ revenues as well the property values of taxpayers living near the freeway.⁴ Such effects should have been evaluated in the FEIS.

Focusing on interstates and freeways without providing adequate alternate transportation modes continues America’s forced addiction to vehicles, in which people must have access to an automobile in order to commute or travel. This disproportionately affects low-income residents and is a huge burden to taxpayers. In addition, these roads frequently cut through low-income and predominantly minority neighbors, resulting in fragmentation of neighborhoods and displacement of people who do not have good housing alternatives.⁵

Local ecology suffers enormously. In fact, roads are a chief threat to both local and global biodiversity.^{6,7} Regarding wildlife, the leading cause of death for many animals and for reductions in local wildlife populations can be attributed to road mortality. More than one million vertebrates die on roads every day in the United States,⁸ but this number may be a significant underestimate of true mortality rates⁹ and also does not account for impacts on invertebrate species. Effects extend far beyond just direct mortality and the immediate roadway, however.¹⁰ The presence of a freeway fragments and

⁴ Mayors Innovation Project 2013

⁵ Dreier, P., J.H. Molenkopf, and T. Swanstrom. 2004. *Place matters: metropolitics for the twenty-first century*. University Press of Kansas.

⁶ Jackson, N.D., and L. Fahrig. 2011. Relative effects of road mortality and decreased connectivity on population genetic diversity. *Biological Conservation* 144:3143–3148.

⁷ Laurence, W.F., and A. Balmford. 2013. Land use: a global map for road building. *Nature* 495:308–309.

⁸ Environmental Science. 2016. The environmental impact of roads. Available online at <http://www.environmentalscience.org/roads>.

⁹ Zimmerman Teixeira, F., A.V. Pfeifer Coelho, I. Beraldi Esperandio, and A. Kindel. 2013. Vertebrate road mortality estimates: effects of sampling methods and carcass removal. *Biological Conservation* 157:317–323.

¹⁰ Holderegger, R., and M. Di Giulio. 2010. The genetic effects of roads: a review of empirical evidence. *Basic and Applied Ecology* 11(6):522–531.

alters species' habitats, which is the leading cause of species' declines and sensitivity.^{11,12} Chemical, light, and noise pollution associated with freeways act as a detriment to various species' breeding and migration patterns and can negatively affect normal behaviors.^{13,14} Lands cleared for roads can also foster invasive species, which substantially alter ecosystem composition and processes.¹⁵ In short, the cumulative impacts of roads on the natural system are enormous and overwhelming.^{16,17} These are significant impacts, yet they are often overlooked or brushed aside in transportation planning.

Further, the implementation of road infrastructure threatens public health in multiple regards. Vehicle injuries are one of the leading causes of death in the world.¹⁸ Both motorists and non-motorists are affected. Freeways and interstates pose a risk to pedestrians and bicyclists, as these non-automobile users are exposed to hard-to-navigate areas near on and off ramps where vehicles are traveling at higher speeds in areas with restricted visibility.¹⁹ As with wildlife, effects are not limited to just direct mortality. Increased vehicle emissions from freeways can exacerbate numerous health conditions, including asthma, and can increase ground-level ozone production.^{20,21} Additionally, freeways contribute to elevated temperatures through the urban heat island effect, an issue with which many communities in Arizona struggle.^{22,23}

According to the Environmental Protection Agency, transportation—cars, trucks, airplanes, etc.—is the largest emitter of greenhouse gases and emits approximately 29 percent of our nation's overall greenhouse gas emissions²⁴. A new freeway will simply further contribute to this problem and is one more reason that a non-freeway option should be considered.

Environmental Impacts of the Preferred Alternative

The proposed corridor and associated infrastructure will negatively affect protected lands; wildlife, habitat, and wildlife-movement corridors; native vegetation and vegetation communities; endangered and special-status species (animals and plants); riparian areas and desert washes; air quality, including to Saguaro National Park (a Class I Area), non-attainment areas, and attainment areas that may be driven closer to non-attainment with the increased traffic associated with a freeway; and

¹¹ Environmental Science 2016

¹² Jackson and Fahrig 2011.

¹³ Environmental Science 2016

¹⁴ Summers, P.D., G.M. Cunnington, and L. Fahrig. 2011. Are the negative effects of roads on breeding birds caused by traffic noise? *Journal of Applied Ecology* 48:1527–1534.

¹⁵ Christen, D.C., and G.R. Matlack. 2009. The habitat and conduit functions of roads in the spread of three invasive plant species. *Biological Invasions* 11(2):453–465.

¹⁶ Balkenhol, N., and L.P. Waits. 2009. Molecular road ecology: exploring the potential of genetics for investigating transportation impacts on wildlife. *Molecular Ecology* 18(20):4151–4164.

¹⁷ Trombulak, S.C., and C.A. Frissell. 2000. Review of ecological effects of roads on terrestrial and aquatic communities. *Conservation Biology* 14(1):18–30.

¹⁸ World Health Organization. 2016. Road traffic injuries. Available online at <http://www.who.int/mediacentre/factsheets/fs358/en>.

¹⁹ Mayors Innovation Project 2013

²⁰ Frumkin, H., L. Frank, R. Jackson. 2004. *Urban sprawl and public health: designing, planning, and building for healthy communities*. Island Press.

²¹ Van Vliet, P., M. Knape, J. de Hartog, N. Janssen, H. Harssema, and B. Brunekreef. 1997. Motor vehicle exhaust and chronic respiratory symptoms in children living near freeways. *Environmental Research* 74(2):122–132.

²² Hart, M.A., and D.J. Sailor. 2009. Quantifying the influence of land-use and surface characteristics on spatial variability in the urban heat island. *Theoretical and Applied Climatology* 95(3):397–406.

²³ Mayors Innovation Project 2013

²⁴ <https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions> , Accessed on July 6, 2019.

implications relative to climate change. These impacts will occur across the life of the project, including during surveying, construction, and implementation and maintenance.

Every attempt should have been made to avoid sensitive lands, riparian areas, important wildlife habitat and movement corridors, special status plants, and archaeological sites, but instead it is as if FHWA and ADOT are targeting some of our most critical and sensitive lands. Potential effects include, but are not limited to, soil disturbance and eradication of plant communities; soil erosion; disturbance of ground-dwelling species, including amphibians, reptiles, mammals, and ground-nesting birds; interference with species that prefer locations distant from roads; effects on species that do not cross open areas; interference with birds and bats, whether migrating or not; and potential for pollution or diversion of waterways.

Limiting and eliminating negative impacts to wildlife, vegetation, riparian areas, and cultural sites should be a top priority for FHWA and ADOT and cannot be mitigated relative to the Preferred Alternative. Significant efforts have been made within the proposed corridor to maintain large natural open spaces, to protect sensitive and common species, to provide wildlife movement corridors, to eradicate invasive species, and much more. Diverse groups from across the spectrum have collaborated on these efforts. The proposed I-11 corridor will reverse those efforts and negate decades of work among collaborative stakeholders.

The proposed monitoring and mitigation in the DEIS are inadequate and quite frankly, the significant negative degradation of resources associated with the preferred alternative cannot be mitigated.

The FEIS, much like the DEIS, promotes the economic benefits of the proposed I-11, but fails to adequately evaluate economic downside, including its contribution to an unsustainable economic structure and whether the proposed corridor could move the region further away from developing a more sustainable economy. In light of long-term drought, dwindling Colorado River water supplies and shortages, more extreme heat, more extreme and larger fires, and the various implications of climate change, assuming that business-as-usual can continue and that a new major interstate will help the economy, at least in the long-term, is unjustified. Since the DEIS was drafted, both Phoenix and Tucson have experienced their hottest months on record and the drought has worsened. More and more these impacts are at least in part being attributed to climate change.

The Preferred Alternative will harm Air Quality

The National Ambient Air Quality Standards (NAAQS) set maximum allowable levels for six criteria air pollutants in order to protect human health and other secondary values, such as public safety. *See* 42 U.S.C. § 7409(b). Particulate matter with an aerodynamic diameter less than 10 microns (PM₁₀) is a pollutant subject to the NAAQS. *See* 40 C.F.R. § 50.6 (establishing the NAAQS for PM₁₀). Both short-term and long-term exposure to PM₁₀ can lead to increased premature mortality, increased hospital admissions and emergency room visits, and the development of chronic respiratory disease.

Construction of and operation of a freeway in this region will exacerbate the already significant and unhealthy levels of PM₁₀ in both Maricopa and Pinal counties, which already have regular exceedances of the health-based standards and will contribute to greater PM₁₀ issues in southern Arizona. There are also ongoing visibility issues associated with the particulates, which is a secondary consideration under the Clean Air Act. Furthermore, the freeway will contribute to higher ozone levels in the Phoenix-area, which already is in violation of the health-based standard and in Tucson which also has significant

ozone issues. The Preferred Alternative and all of the build alternatives would significantly increase the vehicle miles traveled. (FEIS at ES-8), and vehicles are the most significant source of pollutants that contribute to ozone formation.

The DEIS should have given more attention to Saguaro National Park as a Class 1 Area and the special air quality protections under Section 162(a) of the federal Clean Air Act.²⁵ Unfortunately, it also neglected to adequately consider those impacts, which are also difficult to mitigate.

The Preferred Alternative will not advance Environmental Justice

The FEIS does not adequately address environmental justice. It fails to recognize the disparate impact of the detrimental impacts on air quality of the build alternatives and specifically the Preferred Alternative on communities of color and low-income communities and it fails to address the significant and unmitigable climate and cultural impacts including to traditional Tribal lands and communities that include predominantly people of color.

Communities of color have especially high asthma rates. African American and Latinx children visit emergency departments for asthma care more often than white children. Black Americans are 2 to 3 times more likely to die from asthma than any other racial or ethnic group. One in five Latinx adults can't afford their asthma medicines, and adults who didn't finish high school are more likely to have asthma than adults who graduate high school or college²⁶. Asthma is exacerbated and triggered by pollutants associated with freeways, including particulates and those that will contribute to the formation of ozone.

The disparate impacts associated with climate change are also significant. Researchers at the University of Arizona “. . . found that the southwestern region is a hotspot both for physical climate change and for social vulnerability with a clear ‘climate gap’ between rich and poor. The Southwest is projected to become hotter and drier under future climate change, creating the potential for heightened vulnerability and increasing challenges to achieve [Environmental Justice]. The Southwest exhibits high social vulnerability, with rankings among the worst in the USA on a range of indicators, including poverty, health insurance, energy and food security, and childhood well-being.”²⁷

The Preferred Alternative Will Exacerbate Urban Sprawl

The Preferred Alternative will result in more development in currently undeveloped lands, promoting more urban sprawl and the negative impacts associated with it, including those outlined above. Routing the corridor in this area would itself cause irreparable damage to environmental resources; the subsequent growth spurred in these areas would further facilitate environmental destruction and degradation. Any time a new road is constructed in undisturbed areas, it causes direct wildlife mortality, fragments wildlife habitat, causes or exacerbates air and water pollution, and much more.

Impacts to At-Risk Species

²⁵ Environmental Protection Agency. Air quality analysis: Arizona federal class I areas. Available online at https://www3.epa.gov/region9/air/maps/az_cls1.html.

²⁶ See <http://www.azdhs.gov/documents/prevention/tobacco-chronic-disease/az-asthma-burden-report.pdf>

²⁷ See

http://www.climatejustice.arizona.edu/sites/default/files/Southwest_climate_gap_Wilder_etal_2016_published_version_1.pdf

The FEIS fails to fully analyze the impacts to native plant and animal species present in the project area, especially those classified as federally “endangered” or “threatened,” by the state of Arizona as a “species of concern,” and by Pima County as “vulnerable” under the Sonoran Desert Conservation Plan as outlined in comments by the Coalition for Sonoran Desert Protection et al.

Impacts to Specific Areas

The discussion below addresses some of the areas that will especially be affected by the Preferred Alternative. This is by no means a complete list.

South Section

For detailed comments on the impacts to this area, please see the comments submitted by the Coalition for Sonoran Desert Protection and our previous scoping comments.

Central Section

Pinal County has a variety of state parks, designated wilderness areas, and national monuments that could be affected by this Preferred Alternative. This includes Ironwood Forest National Monument, portions of Sonoran Desert National Monument, Picacho Peak, and other protected areas. The two national monuments and their associated designated wilderness areas support abundant wildlife, including several sensitive species, cultural resources, and recreation opportunities. The Preferred Alternative and increased traffic are incompatible with the purposes of these monuments. FHWA and ADOT must carefully consider the direct, indirect, and cumulative impacts to these protected areas.

Sierra Club is concerned about the negative impacts of the Preferred Alternative on Picacho Peak State Park and strongly opposes any new highway alignments in the Picacho Peak area. The construction of a major transportation route west of the Picacho Peak State Park would be detrimental to the park and its visitors and would isolate this little gem from any connectivity to surrounding lands.

The state park is known for its unique geological significance, outstanding and varied desert plants and animals, and its historical importance. The hike/climb to the summit of this prominent landmark is a special accomplishment for all who undertake it. While climbing up the east side of the mountain, one hears the constant hum of truck and car traffic on I-10 and the occasional rattling and whistling of trains. It is impossible to ignore the sound, and the noise reduces the quality of this trek through protected desert. But once the trail crosses the saddle, the west side of Picacho Peak is quiet. A hiker can hear the birds, the wind through the cactus spines, and the natural quiet of the desert. Building a new freeway to the west of the state park would destroy this ambiance. It would isolate the state park from all surrounding landscapes making it an island – biologically and culturally. There would be no place to escape the noise and influence of civilization in this formerly tranquil park.

North Section

The Preferred Alternative for the proposed I-11 freeway in the Phoenix area is not justifiable and will have significant negative impacts on the people, plants and animals of the region.

Maricopa County includes several regional parks, national monuments, and other public lands, wilderness areas, and protected lands that could be affected by this proposed corridor. Special consideration should be given to the Hassayampa River and other riparian and flood-prone areas relative to environmental impacts, as well as public safety. The Juan Bautista de Anza National Historic Trail runs through portions of Maricopa County and could be affected by this proposed

corridor. Special consideration and avoidance of parks and wildlands is necessary, and impacts should be thoroughly evaluated, including to Buckeye Hills, White Tanks, and Estrella Mountain regional parks; Sonoran Desert National Monument; Sierra Estrella Wilderness; North and South Maricopa Wilderness, and others. This route will promote urban sprawl in Rainbow Valley and exacerbate the air quality problems for an area already plagued with high ozone and particulate concentrations.

The Preferred Alternative remains the most intrusive route in the Vulture Mountain Recreation Area (VMRA) located near Wickenburg, as the alignment appears to cut off about a quarter of the western end of this regional park. The park's upper Sonoran Desert remains relatively pristine despite past impacts from mining and other uses and continues to hold much biological diversity and natural beauty. According to the 2012 Master Plan for the VMRA, the park is home to many species of wildlife including black tailed rattlesnakes, desert tortoise, Gila monsters, mule deer, javelina, mountain lion, and kit fox. In addition, the park contains an Area of Critical Environmental Concern (ACEC) to help protect several raptor species that utilize the cliffs of the Vulture Mountains. This past year, about 1,000 acres of the eastern part of the park was conveyed to Maricopa County under the Recreation and Public Purposes Act in part to provide additional protection to the perennial Hassayampa River and nearby corridor. The bulk of the park, about 70,000 acres, continues to be jointly managed by the Bureau of Land Management and the County.

Construction of I-11 through the park has further implications. If built, another plan exists for an extension of H 74 in the Morristown area westward across the Hassayampa through the southern part of the park and then connecting with I – 11. Dubbed the Lake Pleasant Freeway, such a scenario would have an end result of riddling the park with freeways, cutting it into sections and greatly blocking wildlife movement and degrading its scenic qualities. This is a significant cumulative and unmitigable impact.

Much time and effort has gone into the creation of this park; its primary purpose is to protect open space and scenic values for recreation. If I-11 is built as proposed, these values would be greatly impaired.

Perhaps the only improvement in the FEIS's Preferred alternative is the elimination of new bridge sites over the Gila and Hassayampa Rivers, this being achieved with additional use of I-10 and SR85 segments. Otherwise, in the DEIS's Recommended Alternative, Interstate 11 would have crossed the Gila River near the community of Liberty, about midway between the Tres Rios Recreation Area and Robbins Butte Wildlife Area. As we pointed out in our DEIS comments, there are remarkable birding and wildlife populations downstream of the 91st Ave. water treatment plant west to Tres Rios. Despite some urbanization, this Salt/Gila segment downstream to Robbins Butte remains a flyway and corridor for wildlife and should not be unnecessarily interrupted by a busy freeway like I – 11.

The proposed route, once north of the proposed park, would curve to the east side of Black Mountain, bringing the freeway close to Wickenburg Airport where it would eventually join up with US 93. In addition to degrading and fragmenting a large BLM area, the freeway would encourage urban sprawl on the State Trust Lands to the west and north of the county park.

A Rail Only Alternative Should Have Been Analyzed and Selected

Sierra Club has long supported a passenger rail line connecting Tucson to Phoenix with stations at key points in between. Such a line could be expanded to other communities along a route tracking the I-10 corridor. A high-capacity passenger rail line is essential for relieving congestion on

highways and getting people to their destinations. Such a rail system can also help protect public health, benefit our economy, enhance the human environment, and reduce negative environmental effects by decreasing transportation-related pollution and energy use and by reducing the need to build additional roadways and other infrastructure.

Regarding passenger transport, ADOT's own studies (i.e., passenger rail study) have found passenger rail from Phoenix through Tucson to Nogales in existing rail corridors to be viable. Passenger rail enjoys healthy success in California, Utah, and the Pacific Northwest, and there is no reason to believe it would not succeed in Arizona. In these times of global climate change, rail must be our transportation future – the sooner we begin developing it, the better.

By locating a rail line in an already-developed area, such as along the I-10 corridor, which is already fragmented by the freeway, the needs of I-11 could be met while providing opportunities for safer and more efficient travel. A thorough EIS and evaluation of alternatives is needed to determine the full impacts, however. I-10 is the most commonly traveled route between Tucson and Phoenix and is used by travelers from most of the Phoenix area. Similarly, this route would provide a more direct connection between the Phoenix and Tucson population centers. Following the route that is most commonly traveled could promote ridership as the rail would act as both an introduction and a reminder to users of I-10 that alternative transportation options are available. It also provides more of what is needed to make this successful – mass transit on each end of the line. There is still work to do in these communities, but Tucson and Phoenix have the most developed transit. By placing the rail line through more remote areas, including areas that are not as heavily traveled or through a new corridor, ridership may not be as high. Similarly, by concentrating on areas that are already disturbed, such as along existing freeways or rail lines, damage to environmental resources could be greatly diminished and less infrastructure may be needed.

We ask that ADOT drop this I-11 proposal and concentrate on the needed rail between Phoenix and Tucson.

Summary

Thank you again for the opportunity to provide comments on the FEIS developed for this project. We will reiterate our previous comments. FHWA and ADOT appear to be stuck in the past with transportation planning. Sierra Club encourages you to look forward and move beyond outdated transportation solutions that destroy habitat, harm communities, and continue to give us unhealthy air quality. FHWA and ADOT must seriously consider whether this project is necessary and appropriate or whether it is being pushed forward based on outdated and inaccurate data and needs. We saw no adjustments or considerations relative to the impacts of how people and freight moves in light of COVID-19. Negative impacts to our state's diverse natural resources are unavoidable with a project of this magnitude, and mitigation efforts will not adequately offset the direct, indirect, and cumulative negative effects. We expected a thorough analysis of the impacts and a hard look at the full range of reasonable alternatives, including those that do not envision a freeway and its associated infrastructure. Unfortunately, FHWA and ADOT did not provide that. We again encourage you to withdraw this proposal and go back and evaluate non-freeway alternatives.

FHWA and ADOT should break with tradition and offer fresh alternatives that focus on some of the real issues facing the 21st century such as retention of large important open space areas and reduction of fossil fuel consumption to improve air quality and limit climate change. To this end, I-11 is a monumental distraction, encouraging the very things we need to put to rest. We recommend that FHWA,

ADOT, and their partners instead invest in other methods—rail options—of moving people and freight from Nogales north across Arizona to our neighboring states.

Sincerely,

A handwritten signature in black ink, appearing to read "Sandy Bahr". The signature is written in a cursive, flowing style.

Sandy Bahr
Chapter Director
Sierra Club – Grand Canyon Chapter

2019 DEIS comments attached.



Grand Canyon Chapter • 514 W. Roosevelt St. • Phoenix, AZ 85003
 Phone: (602) 253-8633 • Email: grand.canyon.chapter@sierraclub.org

July 8, 2019

Interstate 11 Tier 1 EIS Study Team
 c/o ADOT Communications
 1655 W. Jackson St., Mail Drop 126F
 Phoenix, AZ 85007
 Sent via email: I-11ADOTStudy@hdrinc.com

Re: Comments on the Interstate 11 Tier 1 Draft Environmental Impact Statement, Nogales to Wickenburg

Dear Interstate 11 EIS Study Team:

Thank you for the opportunity to comment on the *Interstate 11 Tier 1 Draft Environmental Impact Statement, Nogales to Wickenburg*. Please accept these comments on behalf of Sierra Club's Grand Canyon (Arizona) Chapter and our more than 60,000 members and supporters in Arizona.

Sierra Club's mission is "to explore, enjoy, and protect the wild places of the earth; to practice and promote the responsible use of the earth's ecosystems and resources; and to educate and enlist humanity to protect and restore the quality of the natural and human environments." Sierra Club has long been committed to protecting public lands and public health and to ensuring that transportation and development accommodate ecological considerations. Our members have a significant interest in the proposed I-11 as many live in or use areas within and near these corridors and will be affected by the additional air pollution, destruction of wildlife habitat, significant noise, and other negative impacts of the proposed freeway and associated corridor.

Sierra Club opposes the proposed I-11 Freeway Corridor and the three "build" alternatives outlined in the Draft Environmental Impact Statement (DEIS) and remains concerned about the significant negative impacts of this proposed corridor, and strongly urges selection of a "no build" alternative. Note that a "no build" alternative need not be a "do nothing" alternative. The Arizona Department of Transportation (ADOT) could instead seriously consider and invest dollars in passenger rail transportation along the I-10 corridor and, as noted in the DEIS "Arizona freight rail corridors will have adequate rail capacity for the foreseeable future." (DEIS at 2-11) In addition to these comments, Sierra Club supports and incorporates by reference the comments made by the Coalition for Sonoran Desert Protection et al. Sierra Club Grand Canyon Chapter is a co-signer on those comments.

Background

Our country annually invests more than \$200 billion of our taxes in transportation infrastructure, including freeways, bridges, airports, public transportation, and sidewalks associated with roads. In 2014, \$279 billion was spent on transportation infrastructure, 60 percent of which was allocated to



highways.¹ These projects have by-and-large continued to promote our nation's reliance on oil and gas and to exacerbate public health and safety issues and both directly and indirectly contribute to our climate crisis as most of our nation's and Arizona's greenhouse gas emissions come from vehicles².

The National Environmental Policy Act (NEPA) and the regulations promulgated to implement the act (42 U.S.C. § 4321, *et seq.*, 40 CFR § 1500.1, *et seq.*) mandate that the lead agency, the Federal Highway Administration (FHWA), assesses and evaluates the environmental impacts of the I-11 Corridor and that reasonable alternatives be considered (42 U.S.C. § 4332 102 C). NEPA requires the lead agency to “[r]igorously explore and objectively evaluate all reasonable alternatives,” including those that are “not within the jurisdiction of the lead agency” (40 CFR 1502.14(a) and (c)). The Study Area for the proposed I-11 was arbitrarily limited, as was the range of options, including the no-build option. FHWA must seriously consider addressing transportation issues via improving infrastructure outside the Study Area and how improved mass transit both in and outside the Study Area could improve transportation and reduce the need to construct new roadways. Further, it admits that rail freight capacity is adequate for the near future.

FHWA, as the lead agency for this project, must consider cumulative impacts as well as direct and indirect impacts of the proposed corridor. The potential impacts of this project are large and significant and are underestimated in the DEIS. As mandated by NEPA, the DEIS should have included all reasonable alternatives, an evaluation of those alternatives, and mitigation measures to minimize the disturbance and impact of the project. This DEIS does not include a transit/rail option and has missed many key impacts. As far as mitigation goes, it is clear that many of the impacts from this proposal simply cannot be mitigated.

The Recommended Alternative route identified in the DEIS would be destructive and have devastating and unmitigable impacts to public lands, wildlife, air quality, and human health.

Purpose and Need

We have expressed this previously but ask again that FHWA and the Arizona Department of Transportation (ADOT) evaluate and demonstrate the need for this corridor and why it is being proposed for these locations. Economics and congestion were the main factors considered in order to justify moving forward with this project. Although these are both important elements, many other issues should also be taken into account when justifying whether or not a project is needed and should proceed. Examples of other factors to consider include public needs and desires, environmental impacts, public health concerns, land use, and more. By only focusing on economics and congestion, the “justification” for this corridor is biased from the beginning and clearly swayed toward the need for it. If even one or a combination of the other factors were used without considering economics or congestion, the justification outcome would be quite different. In order to provide a complete picture and to truly understand whether or not this corridor is justified, all factors must be included in the analysis.

Furthermore, we question that this proposed freeway would even address the congestion issues – each time another freeway is built, we have another crowded freeway, due, at least in part, to induced demand, which FHWA and ADOT fail to consider and evaluate in the DEIS. That is a

¹ Congressional Budget Office. 2015. Public spending on transportation and water infrastructure, 1956 to 2014. Available online at <https://www.cbo.gov/sites/default/files/114th-congress-2015-2016/reports/49910-Infrastructure.pdf>.

² <https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions>

serious omission in evaluating the purpose and need, developing the alternatives, and evaluating the impacts of those alternatives.

Negative Impacts of Freeways

The construction of freeways can introduce or amplify various negative impacts to local economies, ecology, and public health, especially for vulnerable populations. Freeways create a bypass system, whereby travelers or even locals can reach their destinations without exposure to local markets and services. Although tax dollars contribute immensely to the building and long-term maintenance of freeways, this infrastructure presence does not pay back these funds and even potentially decreases cities' revenues as well the property values of taxpayers living near the freeway.³ Such effects should have been evaluated in the DEIS.

Focusing on interstates and freeways without providing adequate alternate transportation modes continues America's forced addiction to vehicles, in which people must have access to an automobile in order to commute or travel. This disproportionately affects low-income residents and is a huge burden to taxpayers. In addition, these roads frequently cut through low-income and predominantly minority neighbors, resulting in fragmentation of neighborhoods and displacement of people who do not have good housing alternatives.⁴

Local ecology suffers enormously. In fact, roads are a chief threat to both local and global biodiversity.^{5,6} Regarding wildlife, the leading cause of death for many animals and for reductions in local wildlife populations can be attributed to road mortality. More than one million vertebrates die on roads every day in the United States,⁷ but this number may be a significant underestimate of true mortality rates⁸ and also does not account for impacts on invertebrate species. Effects extend far beyond just direct mortality and the immediate roadway, however.⁹ The presence of a freeway fragments and alters species' habitats, which is the leading cause of species' declines and sensitivity.^{10,11} Chemical, light, and noise pollution associated with freeways act as a detriment to various species' breeding and migration patterns and can negatively affect normal behaviors.^{12,13} Lands cleared for roads can also foster invasive species, which substantially alter ecosystem composition and processes.¹⁴ In short, the

³ Mayors Innovation Project 2013

⁴ Dreier, P., J.H. Molenkopf, and T. Swanstrom. 2004. *Place matters: metropolitics for the twenty-first century*. University Press of Kansas.

⁵ Jackson, N.D., and L. Fahrig. 2011. Relative effects of road mortality and decreased connectivity on population genetic diversity. *Biological Conservation* 144:3143–3148.

⁶ Laurence, W.F., and A. Balmford. 2013. Land use: a global map for road building. *Nature* 495:308–309.

⁷ Environmental Science. 2016. The environmental impact of roads. Available online at <http://www.environmentalscience.org/roads>.

⁸ Zimmerman Teixeira, F., A.V. Pfeifer Coelho, I. Beraldi Esperandio, and A. Kindel. 2013. Vertebrate road mortality estimates: effects of sampling methods and carcass removal. *Biological Conservation* 157:317–323.

⁹ Holderegger, R., and M. Di Giulio. 2010. The genetic effects of roads: a review of empirical evidence. *Basic and Applied Ecology* 11(6):522–531.

¹⁰ Environmental Science 2016

¹¹ Jackson and Fahrig 2011.

¹² Environmental Science 2016

¹³ Summers, P.D., G.M. Cunningham, and L. Fahrig. 2011. Are the negative effects of roads on breeding birds caused by traffic noise? *Journal of Applied Ecology* 48:1527–1534.

¹⁴ Christen, D.C., and G.R. Matlack. 2009. The habitat and conduit functions of roads in the spread of three invasive plant species. *Biological Invasions* 11(2):453–465.

cumulative impacts of roads on the natural system are enormous and overwhelming.^{15,16} These are significant impacts, yet they are often overlooked or brushed aside in transportation planning.

Further, the implementation of road infrastructure threatens public health in multiple regards. Vehicle injuries are one of the leading causes of death in the world.¹⁷ Both motorists and non-motorists are affected. Freeways and interstates pose a risk to pedestrians and bicyclists, as these non-automobile users are exposed to hard-to-navigate areas near on and off ramps where vehicles are traveling at higher speeds in areas with restricted visibility.¹⁸ As with wildlife, effects are not limited to just direct mortality. Increased vehicle emissions from freeways can exacerbate numerous health conditions, including asthma, and can increase ground-level ozone production.^{19,20} Additionally, freeways contribute to elevated temperatures through the urban heat island effect, an issue with which many communities in Arizona struggle.^{21,22}

According to the Environmental Protection Agency, transportation—cars, trucks, airplanes, etc.—is the largest emitter of greenhouse gases and emits approximately 29 percent of our nation’s overall greenhouse gas emissions²³. A new freeway will simply further contribute to this problem and is one more reason that a non-freeway option should be considered.

Environmental Impacts of the Recommended Alternative

The proposed corridor and associated infrastructure will negatively affect protected lands; wildlife, habitat, and wildlife-movement corridors; native vegetation and vegetation communities; endangered and special-status species (animals and plants); riparian areas and desert washes; air quality, including to Saguaro National Park (a Class I Area), non-attainment areas, and attainment areas that may be driven closer to non-attainment with the increased traffic associated with a freeway; and implications relative to climate change. These impacts will occur across the life of the project, including during surveying, construction, and implementation and maintenance.

Every attempt should have been made to avoid sensitive lands, riparian areas, important wildlife habitat and movement corridors, special status plants, and archaeological sites, but instead it is as if FHWA and ADOT are targeting some of our most critical and sensitive lands. Potential effects include, but are not limited to, soil disturbance and eradication of plant communities; soil erosion; disturbance of ground-dwelling species, including amphibians, reptiles, mammals, and ground-nesting birds; interference with species that prefer locations distant from roads; effects on species that do not cross open areas; interference with birds and bats, whether migrating or not; and potential for pollution or diversion of waterways.

¹⁵ Balkenhol, N., and L.P. Waits. 2009. Molecular road ecology: exploring the potential of genetics for investigating transportation impacts on wildlife. *Molecular Ecology* 18(20):4151–4164.

¹⁶ Trombulak, S.C., and C.A. Frissell. 2000. Review of ecological effects of roads on terrestrial and aquatic communities. *Conservation Biology* 14(1):18–30.

¹⁷ World Health Organization. 2016. Road traffic injuries. Available online at <http://www.who.int/mediacentre/factsheets/fs358/en>.

¹⁸ Mayors Innovation Project 2013

¹⁹ Frumkin, H., L. Frank, R. Jackson. 2004. *Urban sprawl and public health: designing, planning, and building for healthy communities*. Island Press.

²⁰ Van Vliet, P., M. Knape, J. de Hartog, N. Janssen, H. Harssema, and B. Brunekreef. 1997. Motor vehicle exhaust and chronic respiratory symptoms in children living near freeways. *Environmental Research* 74(2):122–132.

²¹ Hart, M.A., and D.J. Sailor. 2009. Quantifying the influence of land-use and surface characteristics on spatial variability in the urban heat island. *Theoretical and Applied Climatology* 95(3):397–406.

²² Mayors Innovation Project 2013

²³ <https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions> , Accessed on July 6, 2019.

Limiting and eliminating negative impacts to wildlife, vegetation, riparian areas, and cultural sites should be a top priority for FHWA and ADOT and cannot be mitigated relative to the Recommended Alternative. Significant efforts have been made within the proposed corridor to maintain large natural open spaces, to protect sensitive and common species, to provide wildlife movement corridors, to eradicate invasive species, and much more. Diverse groups from across the spectrum have collaborated on these efforts. The proposed I-11 corridor will reverse those efforts and negate decades of work among collaborative stakeholders.

The proposed monitoring and mitigation in the DEIS is inadequate and quite frankly, the significant negative degradation of resources associated with the recommended alternative cannot be mitigated.

The DEIS promotes the economic benefits of the proposed I-11, but fails to adequately evaluate economic downside, including its contribution to an unsustainable economic structure and whether the proposed corridor could move the region further away from developing a more sustainable economy. In light of long-term drought, dwindling Colorado River water supplies and an impending shortage, more extreme heat, more extreme fires, and the various implications of climate change, assuming that business-as-usual can continue and that a new major interstate will help the economy, at least in the long-term, is unjustified.

The Recommended Alternative will harm Air Quality

The National Ambient Air Quality Standards (NAAQS) set maximum allowable levels for six criteria air pollutants in order to protect human health and other secondary values, such as public safety. *See* 42 U.S.C. § 7409(b). Particulate matter with an aerodynamic diameter less than 10 microns (PM₁₀) is a pollutant subject to the NAAQS. *See* 40 C.F.R. § 50.6 (establishing the NAAQS for PM₁₀). Both short-term and long-term exposure to PM₁₀ can lead to increased premature mortality, increased hospital admissions and emergency room visits, and the development of chronic respiratory disease.

Construction of and operation of a freeway in this region will exacerbate the already significant and unhealthy levels of PM₁₀ in both Maricopa and Pinal counties, which already have regular exceedances of the health-based standards, and will contribute to greater PM₁₀ issues in southern Arizona. There are also ongoing visibility issues associated with the particulates, which is a secondary consideration under the Clean Air Act. Furthermore, the freeway will contribute to higher ozone levels in the Phoenix-area, which already is in violation of the health-based standard and in Tucson which now appears to be in violation of the ozone standard after exceeding the standard four times in 2018. Each of the build alternatives would significantly increase the vehicle miles traveled. (DEIS at 2-29), and vehicles are the most significant source of pollutants that contribute to ozone formation.

The DEIS should have given more attention to Saguaro National Park as a Class 1 Area and the special air quality protections under Section 162(a) of the federal Clean Air Act.²⁴ Unfortunately, it also neglected to adequately consider those impacts, which are also difficult to mitigate.

The Recommended Alternative will not advance Environmental Justice

²⁴ Environmental Protection Agency. Air quality analysis: Arizona federal class I areas. Available online at https://www3.epa.gov/region9/air/maps/az_cls1.html.

The DEIS does not adequately address environmental justice. It fails to recognize the disparate impact of the detrimental impacts on air quality of the build alternatives and specifically the Recommended Alternative on communities of color and low-income communities.

Communities of color have especially high asthma rates. African-American and Hispanic children visit emergency departments for asthma care more often than white children. Black Americans are 2 to 3 times more likely to die from asthma than any other racial or ethnic group. One in five Hispanic adults can't afford their asthma medicines, and adults who didn't finish high school are more likely to have asthma than adults who graduate high school or college²⁵. Asthma is exacerbated and triggered by pollutants associated with freeways, including particulates and those that will contribute to the formation of ozone.

The disparate impacts associated with climate change are also significant. Researchers at the University of Arizona “. . . found that the southwestern region is a hotspot both for physical climate change and for social vulnerability with a clear ‘climate gap’ between rich and poor. The Southwest is projected to become hotter and drier under future climate change, creating the potential for heightened vulnerability and increasing challenges to achieve [Environmental Justice]. The Southwest exhibits high social vulnerability, with rankings among the worst in the USA on a range of indicators, including poverty, health insurance, energy and food security, and childhood well-being.”²⁶

The Recommended Alternative Will Exacerbate Urban Sprawl

The Recommended Alternative will result in more development in currently undeveloped lands, promoting more urban sprawl and the negative impacts associated with it, including those outlined above. Routing the corridor in this area would itself cause irreparable damage to environmental resources; the subsequent growth spurred in these areas would further facilitate environmental destruction and degradation. Any time a new road is constructed in undisturbed areas, it causes direct wildlife mortality, fragments wildlife habitat, causes or exacerbates air and water pollution, and much more.

Impacts to At-Risk Species

The DEIS fails to fully analyze the impacts to native plant and animal species present in the project area, especially those classified as federally “endangered” or “threatened,” by the state of Arizona as a “species of concern,” and by Pima County as “vulnerable” under the Sonoran Desert Conservation Plan as outlined in comments by the Coalition for Sonoran Desert Protection et al.

Impacts to Specific Areas

The discussion below addresses some of the areas that will especially be affected by the Recommended Alternative. This is by no means a complete list.

South Section

For detailed comments on the impacts to this area, please see the comments submitted by the Coalition for Sonoran Desert Protection and our previous scoping comments. There are a couple of issues we want to highlight, however.

²⁵See <http://www.azdhs.gov/documents/prevention/tobacco-chronic-disease/az-asthma-burden-report.pdf>

²⁶ See

http://www.climatejustice.arizona.edu/sites/default/files/Southwest_climate_gap_Wilder_etal_2016_published_version_1.pdf

The Recommended Alternative would traverse the sensitive Avra Valley. Pima County's Sonoran Desert Conservation Plan (a multi-species habitat conservation plan [HCP] agreed to with U.S. Fish and Wildlife Service) requires that habitat values be protected in this area to off-set developments that occur in other areas. A freeway and associated developments would destroy these values and put the HCP in jeopardy. Avra Valley contains Critical Landscape Connections, Important Riparian Areas, Special Species Management Areas, Multiple Use Management Areas, and Agricultural In-Holdings.²⁷ All of these would be compromised, if not destroyed, if a freeway were built here. Furthermore, this route threatens Saguaro National Park, the Arizona-Sonora Desert Museum, and Tucson Mountain Park, including the Central Arizona Project (CAP) Wildlife Mitigation Corridor, which was protected as mitigation for the CAP canal decades ago. A freeway adjacent to these places would destroy their recognized values and have significant negative direct, indirect, and cumulative impacts on the resources they protect.

Central Section

Pinal County has a variety of state parks, designated wilderness areas, and national monuments that could be affected by this Recommended Alternative. This includes Ironwood Forest National Monument, portions of Sonoran Desert National Monument, Picacho Peak, and other protected areas. The two national monuments and their associated designated wilderness areas support abundant wildlife, including several sensitive species, cultural resources, and recreation opportunities. The Recommended Alternative and increased traffic are incompatible with the purposes of these monuments. FHWA and ADOT must carefully consider the direct, indirect, and cumulative impacts to these protected areas.

Sierra Club is concerned about the negative impacts of the Recommended Alternative on Picacho Peak State Park and strongly opposes any new highway alignments in the Picacho Peak area. The construction of a major transportation route west of the Picacho Peak State Park would be detrimental to the park and its visitors and would isolate this little gem from any connectivity to surrounding lands.

The state park is known for its unique geological significance, outstanding and varied desert plants and animals, and its historical importance. The hike/climb to the summit of this prominent landmark is a special accomplishment for all who undertake it. While climbing up the east side of the mountain, one hears the constant hum of truck and car traffic on I-10 and the occasional rattling and whistling of trains. It is impossible to ignore the sound, and the noise reduces the quality of this trek through protected desert. But once the trail crosses the saddle, the west side of Picacho Peak is quiet. A hiker can hear the birds, the wind through the cactus spines, and the natural quiet of the desert. Building a new freeway to the west of the state park (Option F) would destroy this ambiance. It would isolate the state park from all surrounding landscapes making it an island – biologically and culturally. There would be no place to escape the noise and influence of civilization in this formerly tranquil park.

Furthermore, this alternative route is not needed and would be an unnecessary expense. The eastern route (I-10, purple and green alternatives) is currently being upgraded to three lanes in each direction. Miles of new freeway construction west of Picacho Peak is simply unnecessary and ill-advised.

North Section

²⁷ See

http://webcms.pima.gov/UserFiles/Servers/Server_6/File/Government/Office%20of%20Sustainability%20and%20Conservation/Conservation%20Science/The%20Sonoran%20Desert%20Conservation%20Plan/CLS_Bio_0211_LowRes.pdf

The Recommended Alternative for the proposed I-11 freeway in the Phoenix area is not justifiable and will have significant negative impacts on the people, plants and animals of the region.

Maricopa County includes several regional parks, national monuments, and other public lands, wilderness areas, and protected lands that could be affected by this proposed corridor. Special consideration should be given to the Hassayampa River and other riparian and flood-prone areas relative to environmental impacts, as well as public safety. The Juan Bautista de Anza National Historic Trail runs through portions of Maricopa County and could be affected by this proposed corridor. Special consideration and avoidance of parks and wildlands is necessary, and impacts should be thoroughly evaluated, including to Buckeye Hills, White Tanks, and Estrella Mountain regional parks; Sonoran Desert National Monument; Sierra Estrella Wilderness; North and South Maricopa Wilderness, and others. This route will promote urban sprawl in Rainbow Valley and exacerbate the air quality problems for an area already plagued with high ozone and particulate concentrations.

The Recommended Alternative remains the most intrusive route in the Vulture Mountain Recreation Area (VMRA) located near Wickenburg, as the alignment appears to cut off about a quarter of the western end of this regional park. The park's upper Sonoran Desert remains relatively pristine despite past impacts from mining and other uses and continues to hold much biological diversity and natural beauty. According to the 2012 Master Plan for the VMRA, the park is home to many species of wildlife including black tailed rattlesnakes, desert tortoise, Gila monsters, mule deer, javelina, mountain lion, and kit fox. In addition, the park contains an Area of Critical Environmental Concern (ACEC) to help protect several raptor species that utilize the cliffs of the Vulture Mountains. This past year, about 1,000 acres of the eastern part of the park was conveyed to Maricopa County under the Recreation and Public Purposes Act in part to provide additional protection to the perennial Hassayampa River and nearby corridor. The bulk of the park, about 70,000 acres, continues to be jointly managed by the Bureau of Land Management and the County.

Construction of I-11 through the park has further implications. If built, another plan exists for an extension of H 74 in the Morristown area westward across the Hassayampa through the southern part of the park and then connecting with I – 11. Dubbed the Lake Pleasant Freeway, such a scenario would have an end result of riddling the park with freeways, cutting it into sections and greatly blocking wildlife movement and degrading its scenic qualities. This is a significant cumulative and unmitigable impact.

Much time and effort has gone into the creation of this park; its primary purpose is to protect open space and scenic values for recreation. If I-11 is built as proposed, these values would be greatly impaired.

Interstate 11 would cross the Gila River near the community of Liberty, about midway between the Tres Rios Recreation Area and Robbins Butte Wildlife Area. There are remarkable birding and wildlife populations downstream of the 91st Ave. water treatment plant west to Tres Rios. Despite some urbanization, this Salt/Gila segment downstream to Robbins Butte remains a flyway and corridor for wildlife, and should not be unnecessarily interrupted by a busy freeway like I – 11.

The proposed route, once north of the proposed park, would curve to the east side of Black Mountain, bringing the freeway close to Wickenburg Airport where it would eventually join up with US 93. In addition to degrading and fragmenting a large BLM area, the freeway would encourage urban sprawl on the State Trust Lands to the west and north of the county park.

A Rail Only Alternative Should Have Been Analyzed

Sierra Club has long supported a passenger rail line connecting Tucson to Phoenix with stations at key points in between. Such a line could be expanded to other communities along a route tracking the I-10 corridor. A high-capacity passenger rail line is essential for relieving congestion on highways and getting people to their destinations. Such a rail system can also help protect public health, benefit our economy, enhance the human environment, and reduce negative environmental effects by decreasing transportation-related pollution and energy use and by reducing the need to build additional roadways and other infrastructure.

Regarding passenger transport, ADOT's own studies (i.e., passenger rail study) have found passenger rail from Phoenix through Tucson to Nogales in existing rail corridors to be viable. Passenger rail enjoys healthy success in California, Utah, and the Pacific Northwest, and there is no reason to believe it would not succeed in Arizona. In these times of global climate change, rail must be our transportation future – the sooner we begin developing it, the better.

By locating a rail line in an already-developed area, such as along the I-10 corridor, which is already fragmented by the freeway, the needs of I-11 could be met while providing opportunities for safer and more efficient travel. A thorough EIS and evaluation of alternatives is needed to determine the full impacts, however. I-10 is the most commonly traveled route between Tucson and Phoenix and is used by travelers from most of the Phoenix area. Similarly, this route would provide a more direct connection between the Phoenix and Tucson population centers. Following the route that is most commonly traveled could promote ridership as the rail would act as both an introduction and a reminder to users of I-10 that alternative transportation options are available. It also provides more of what is needed to make this successful – mass transit on each end of the line. There is still work to do in these communities, but Tucson and Phoenix have the most developed transit. By placing the rail line through more remote areas, including areas that are not as heavily traveled or through a new corridor, ridership may not be as high. Similarly, by concentrating on areas that are already disturbed, such as along existing freeways or rail lines, damage to environmental resources could be greatly diminished and less infrastructure may be needed.

The DEIS is dismissive of considering rail, inferring that it is already handled. “The Selected Corridor Alternative would parallel I-10 to Eloy and then divert north, entering Phoenix from the east (ADOT 2016). With local and regional transit systems in place within the Study Area, additional passenger rail capacity is not warranted at this time.” (DEIS at 2-11) That is just not true. Additional passenger rail is warranted and needs to be funded. We ask that ADOT drop this I-11 proposal and concentrate on the needed rail between Phoenix and Tucson.

Summary

Thank you again for the opportunity to provide comments on the DEIS developed for this project. FHWA and ADOT appear to be stuck in the past with transportation planning. Sierra Club encourages you to look forward and move beyond outdated transportation solutions that destroy habitat, harm communities, and continue to give us unhealthy air quality. FHWA and ADOT must seriously consider whether this project is necessary and appropriate or whether it is being pushed forward based on outdated and inaccurate data and needs. Negative impacts to our state's diverse natural resources are unavoidable with a project of this magnitude, and mitigation efforts will not adequately offset the direct, indirect, and cumulative negative effects. We expected a thorough analysis of the impacts and a hard look at the full range of reasonable alternatives, including those

that do not envision a freeway and its associated infrastructure. Unfortunately, FHWA and ADOT did not provide that. We encourage you to withdraw this proposal and go back and evaluate non-freeway alternatives.

FHWA and ADOT should break with tradition and offer fresh alternatives that focus on some of the real issues facing the 21st century such as retention of large important open space areas and reduction of fossil fuel consumption to improve air quality and limit climate change. To this end, I-11 is a monumental distraction, encouraging the very things we need to put to rest. We recommend that FHWA, ADOT, and their partners instead study other methods—rail options—of moving people and freight from Nogales north across Arizona to our neighboring states.

Sincerely,

A handwritten signature in black ink, appearing to read "Sandy Bahr". The signature is written in a cursive, flowing style.

Sandy Bahr
Chapter Director
Sierra Club – Grand Canyon Chapter

Howard Baldwin
Attorney at Law

The Baldwin Building, Est. 1907

August 3, 2021

ADOT Communications
I-11 Tier 1 EIS Study Team
1655 W. Jackson St., Mail Drop 126F
Phoenix, AZ 85007

and:


Also submitted online and emailed to I-11 ADOTstudy@azdot.gov

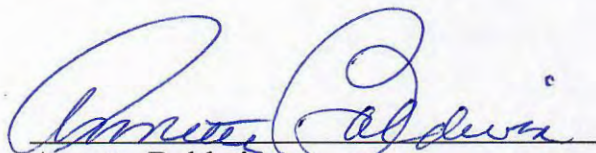
Re: I-11 Draft Tier 1 Final Environmental Impact Statement and
Preliminary Section 4(f) Evaluation (Final Tier 1 EIS)
Nogales to Wickenburg, dated July 2021

As property owners in the Tucson Mountains and residents of Pima County, we object to the short period of time you are allowing for public comment. The public cannot review and comment to 5,000+ pages of materials the study team has produced. What is at stake here is a critical 'forever' decision that will obliterate treasured wildlife and vegetation.

There appears to be a built in bias for the worst alternative chosen by the team. The West/Avra Valley alternative is the worst environmental and land planning alternative that could possibly be selected. Minimally, another 90 days response time is essential.

The only acceptable route is: I-19 / I-10 co-location. The Study Team should focus on that route and that route only. To do otherwise is to create a disaster in Western Pima County by completely interrupting the ecosystem in that area in a drastic irreversible way and by creating poorly planned and unwanted satellite communities at the expense of what Pima County holds dear: The Tucson Mountains.


Howard Baldwin


Annette Baldwin

Denise Baldwin
1101 N. Calle Gardenias
Tucson, AZ 85745

August 16, 2021

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

Submitted online and emailed to I-11ADOTStudy@azdot.gov

RE: I-11 Final Tier 1 Final Environmental Impact Statement and Preliminary Section 4(f) Evaluation (Final Tier 1 EIS) Nogales to Wickenburg, dated July 2021

- I. REQUEST TO EXTEND THE COMMENT/DOCUMENT REVIEW DOCUMENT PERIOD TO 120 DAYS OR MORE**
- II. OPPOSE THE WEST/AVRA VALLEY PIMA COUNTY ALTERNATIVE.**
- III. REQUEST TO REMOVE THE WEST/AVRA VALLEY ALTERNATIVE.**

To Whom It May Concern:

It is unconscionable to propose a highway in Avra Valley. The irreversible adverse environmental impacts due to ecosystem fragmentation, impact on wildlife habitat and ecosystem degradation, from the West Alternative alone is enough to make this determination. However, per project definitions of its own purpose, it has higher aspirations to further growth along the route, which the sensitive desert areas of the Avra Valley and the Tucson Mountains cannot endure without its own demise.

I am a lifelong resident of the Tucson Mountains. The open space, natural beauty and ecosystems of the Tucson Mountains are as much to be revered as they are a lifestyle. It is extremely important that in reference to the above referenced matter, ADOT follow NEPA procedure, consider community preference, City of Tucson/Pima County Resolutions and not destroy the environment our community cherishes. According to NEPA and ADOT comment process, my purpose is threefold:

I. REQUEST TO EXTEND THE COMMENT/DOCUMENT REVIEW PERIOD TO 120 DAYS OR MORE. NEPA procedures allow individuals to request extensions for many reasons which apply to the Pima County Alternatives including aspects including notice, scope and involvement. I request a 120-day minimum comment period for the above referenced matter. My concerns include:

Notice and Review. There is vast public interest in and concern about this project from Tucson Mountains residents and throughout the Pima County region. The 30-day comment period is insufficient for the public to be informed of and made aware of the opportunity to review the text and implications of the process.

Scope of Project. This is a large project that potentially brings destruction to our ecosystem and lifestyle. Our environment, transportation, dark-sky initiatives, wildlife corridors, open space, and economy are at risk. A 120+ day comment period is requested for a full and fair opportunity to participate in this process.

Impact on Minority and Lower-Income Populations. Many communities impacted by the Preferred Alternative Options within the Corridor Study are minority and lower-income populations who may not have access to the Tier 1 EIS. The East and West, Alternatives have these communities and as such, need adequate time to be notified via ground mail or other means. Additionally, the West Alternative is proposed through traditional Tohono O'odham

lands where tribal members may have limited internet access. These alternatives will have adverse impacts on these populations and require community participation of at least 120-days to review and comment.

Infrastructure Requires Consideration. A 120-days or more comment period is required to review, research and respond to a possible addition to infrastructure within metro Tucson. The permanency of these project decisions, no plans or funding available to initiate the project and an estimated cost in today's dollars at as much as \$7 billion, transparency and public involvement is essential. Please extend the comment period to 120 days or more.

Convolutd Alternative Names for Pima County Alternatives. The public must contend with numerous sets of names for the Pima County alternatives submitted. There are at least four pairs of names: Recommended/Preferred, East/West, Orange/Green, I-10 and I-19 co-location/Avra Valley. This can be confusing for the public to compare and additional need time or assistance in understanding what the options mean.

Need to Review, Research and Respond to Voluminous Material. An extension is requested to adequately review, research and respond to over 5,000 pages of text, maps and other figures of the Draft EIS and the unprecedented scope of this project. The implications of this project will impact our community in significant ways. The public needs sufficient time to review the record, research issues and concerns, and provide a substantive response.

II. OPPOSE THE WEST/AVRA VALLEY PIMA COUNTY ALTERNATIVE. I cannot condone the environmental costs of the West Alternative. Tucson Mountain Park, Saguaro National Park and Ironwood Forest National Monument are of great economic benefit due to tourism to Tucson that we cannot afford lose.

I-11 Hopes to Serve Growth Along its Route. I oppose I-11 in Avra Valley. ES.4 states the purpose of this plan is to serve population and employment growth. This cannot be located in the Avra Valley because it is too sensitive an area and will exacerbate the traditional adverse consequences of fragmentation due to its close proximity to Ironwood National Monument, Saguaro National Park, Tucson Mountain Park and the greater Tucson Mountains.

III. REQUEST TO REMOVE THE WEST/AVRA VALLEY ALTERNATIVE. The West Pima County Alternative option should be removed. The West Alternative is fraught with permanent, unmitigable lifestyle, economic, environmental damage to ecosystems of Saguaro National Park, Ironwood National Monument, Tucson Mountain Park and all of the Tucson Mountains. Pursue the right choice: drop the West Alternative.

Two Alternatives to Tier 2 is financially unsound. The incremental cost to pursue two, West and East Alternatives a to the Tier 2 analysis is unnecessary and financially imprudent and wasteful when the evidence indicates that West Alternative will result in permanent adverse environmental impacts to Ironwood Forest National Monument, Saguaro National Park, Tucson Mountain Park and the greater Tucson Mountains which will impact the lifestyle of thousands of residents and the Tucson economy.

City of Tucson and Pima County Resolutions Oppose the Avra Valley Alternative. The Tucson City Council (Resolution 23051 on June 18 2019, and 23386 on August 10, 2021) and Pima County Board of Supervisors (in 2007, 2017 and unanimously August 16, 2021) made their voices heard with a firm rejection of the Avra Valley Alternative. The West Alternative is not what Pima County and Tucson want. Remove the West Alternative.

I respectfully: I. Request 120 day or more comment period, II. Oppose the Pima County West Alternative and III. Request the removal of the West Alternative as an option for the foregoing reasons.

Respectfully Submitted,

Denise Baldwin

Howard Baldwin
Attorney at Law

The Baldwin Building, Est. 1907

August 3, 2021

ADOT Communications
I-11 Tier 1 EIS Study Team
1655 W. Jackson St., Mail Drop 126F
Phoenix, AZ 85007

a n d:

Also submitted online and emailed to I-11 ADOTstudy@azdot.gov

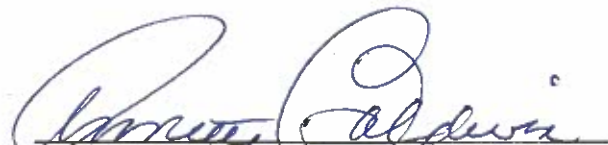
Re: I-11 Draft Tier 1 Final Environmental Impact Statement and
Preliminary Section 4(f) Evaluation (Final Tier 1 EIS)
Nogales to Wickenburg, dated July 2021

As property owners in the Tucson Mountains and residents of Pima County, we object to the short period of time you are allowing for public comment. The public cannot review and comment to 5,000+ pages of materials the study team has produced. What is at stake here is a critical 'forever' decision that will obliterate treasured wildlife and vegetation.

There appears to be a built in bias for the worst alternative chosen by the team. The West/Avra Valley alternative is the worst environmental and land planning alternative that could possibly be selected. Minimally, another 90 days response time is essential.

The only acceptable route is: I-19 / I-10 co-location. The Study Team should focus on that route and that route only. To do otherwise is to create a disaster in Western Pima County by completely interrupting the ecosystem in that area in a drastic irreversible way and by creating poorly planned and unwanted satellite communities at the expense of what Pima County holds dear: The Tucson Mountains.


Howard Baldwin


Annette Baldwin

The most important point I want to make is that the West option through Tucson is not worth the environmental and family costs connected with it. It is wiser (and probably much less litigious) to adopt the East option and further improve I-10 thru Tucson (truck express lanes adjacent to the freeway itself are a possibility, much as the some of the non-freeway lanes being developed in the Broadway curve project in Phoenix), especially for southbound traffic leaving I-11 to continue east on I-10.

There does not appear to be a way for this southbound traffic to avoid travelling thru all of Tucson on I-10, so it might as well be widened or improved in some other ingenious way. To continue east on I-10, is southbound traffic supposed to take I-11 to its merger with I-19, head back north on I-19 to I-10 and then continue eastbound on I-10?

For northbound traffic - Instead of leaving I-10 north of Tucson at mile marker 225, why not continue this concept of using a further expanded I-10 (with its variable speed limit technology already in place) up to the I-8 junction, continue west on I-8 and begin I-11 heading north again at Mile Marker 167? Are dust storms not an issue in the current proposed alignment for I-11?

A contrary thought to the use of I-8 in the above paragraph - the upcoming widening of I-10 from Casa Grande to just south of AZ-202 would also seem to complete the route for an efficient bypass of the core of Phoenix, using the new section of the AZ-202 SanTan to join westbound I-10 at roughly 59th Avenue. Why not expand I-10 from Casa Grande to just south of AZ-202 by 2 lanes each way? I know there are geographical challenges to this, but are they any greater than challenges faced in creating I-11? With this expanded I-10, does this AZ-202 bypass route eliminate the need for the section of I-11 from I-8 / Mile Marker 167 to I-10 west of Phoenix?

I am glad to see the Preferred Corridor making more use of existing interstates 10 and 8, and state highway 85, with the assumption that they will be widened or upgraded as needed. The use of 85 and 10 in the West Valley has 2 advantages – it appears to consume less farmland and keeps traffic away from the Palo Verde nuclear plant.

Wherever new portions of this interstate are built in urban areas, please make them 3 lanes in each direction so that you do not have to go back and widen the road a few years later (as has been the case with many of the state's highways in the Phoenix metro).

Patricia Barey
770 W. Landoran Lane
Tucson, AZ 85737

July 24, 2021

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

RE: Request for comment deadline extension by 90 days for the I-11 Final Tier 1
Environmental Impact Statement

To Whom It May Concern:

The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public.

Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means.

A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.

Because the impacts of this project are so incredibly important, I urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process.

Thank you for your consideration.

Sincerely,


Patricia Barey

Patricia Barey
770 W. Landoran Lane
Tucson, AZ 85737

July 24, 2021

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

RE: Request for comment deadline extension by 90 days for the I-11 Final Tier 1
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The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public.

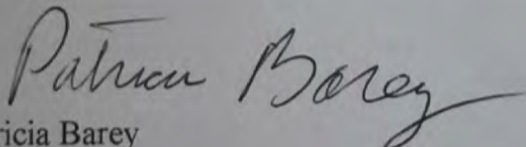
Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means.

A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.

Because the impacts of this project are so incredibly important, I urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process.

Thank you for your consideration.

Sincerely,



Patricia Barey

bear6@verizon.net

August 16, 2021

RE: I-11 Final Environmental Impact Statement

Dear Sir or Madam:

As I'm sure you appreciate and as reflected to a significant degree in the FEIS, local governments and many residents of Pima County strongly object to the possibility of I-11 being routed through the Avra Valley (the western route). I concur in their assessment of the ecological damage that would do as well as damage to important sectors of the local economy and urge you to drop that from further consideration.

I write to urge a different course entirely, however. The FEIS makes it clear that I-11 is part of an intermodal initiative and indicates that going forward with the I-11 highway proposal does not rule out development for rail connecting, for example, Tucson to Phoenix. However, the very brief and conclusionary statement to that effect is not, in my view, persuasive. It is not intuitively obvious why selecting a highway corridor and moving forward on that front does not prejudice the possibility of rail "down the road", so to speak, either from a logistical/engineering perspective or from a funding perspective. After all, despite the current focus on infrastructure funding, funding is always limited and if I-11 is completed as a highway, resources may be allocated elsewhere other than an alternative mode of transportation along the same route.

Importantly, the CANAMEX initiative began long before society as a whole began experiencing the immediate impacts of climate change. Clearly, increasingly many segments of society, including here in southern Arizona, are looking for alternative ways of meeting transportation needs. As transportation is the number one emitter of fossil fuels in the United States, the decision on how to proceed on this particular initiative is a very important one.

I acknowledge the work that has gone into preparing the Tier 1 EIS. However, in the context of an intermodal initiative and given the latest projections regarding climate change, I believe that a supplemental EIS needs to be prepared. Specifically, I ask that FHWA and ADOT join with the Federal Railroad Administration to prepare a supplement analyzing possible corridors for rail for this segment. That analysis should be on the same programmatic Tier I level as presented for the freeway corridors but importantly, include an analysis of climate impacts from the two different modes of transportation. Such an analysis could not and does not need to perfectly project emission levels and effects, but it can and should provide estimates based on available models and methodologies, such as the social cost of carbon, that provide a basis for comparisons between the two modes of transportation.

Continuing to bifurcate the two main potential modes of surface transportation serves neither the decisionmakers nor the public. Taking a step back now and taking a broader look at the options – all within the purview of the Department of Transportation - would serve our future must better.

Thank you for the opportunity to submit comments.

Sincerely,

Dinah Bear

Dinah Bear

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

August 4, 2021

RE: Request for comment deadline extension by 90 days for the I-11 Final Tier 1 Environmental Impact Statement

To Whom It May Concern:

I am writing to request a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region, in which I have lived my entire life. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, I urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process.

Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. I was made aware of these issues related to accessing the project documents during the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access.

A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago and before both of my Tucsonan parents were born. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.

Thank you for considering this request.

Sincerely,

Cameron Becker
Fourth generation Tucsonan

August 12, 2021

Comment regarding: Interstate-11 Final Tier 1 Environmental Impact Statement and Preliminary Section 4(f) Evaluation (Final Tier 1 EIS) Nogales to Wickenburg

To whom it may concern,

I am strongly opposed to the West Preferred Alternative Option ("West Option") in Pima County described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11), that would have the effect of bypassing the existing Interstate 10. As a lifelong resident in this area I believe that the selection of this West Option will have significant negative impacts on our local economy, public lands and parks as well as to our environment as I describe in the following paragraphs. For these reasons I am strongly opposed to the proposed West Option and in support of the East Option to co-locate the I-11 with the existing I-10 and I-19 corridor.

The costs associated with the West Option alternative are enormous and would cost significantly more than the East Option co-locating the route along the existing I-11 and I-19 corridor (Due to the short public review and comment period I have not been able to fully analyze dollar figures from the FEIS, but this additional cost was estimated at \$3.4 billion according to page 2-33 in Chapter 2 of the DEIS which shows that routes A/B/G of the Orange Route Alternative costing ~\$586 million and the routes A/D/F of the Green Route Alternative costing ~\$3.9 billion). In addition to the significant project cost, the West Option would have direct negative impacts on local economic drivers including but not limited to; Saguaro National Park, the Arizona-Sonoran Desert Museum, Kitt Peak observatory as well as diverting traffic away from the existing and growing business districts along Interstates 10 and 19. The West Option would also encroach on the property rights of thousands of private property owners along its entire north-south length, including lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas along this southern stretch. The West Option route would also cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. The increased night lighting west of the Tucson Mountains would also negatively impact scientific research at Kitt Peak Observatory and compromise the ability of scientists to conduct their research.

The West Option would have many negative impacts on the public lands and open spaces that make the Tucson area so unique. In particular the areas negatively impacted would include; Saguaro National Park West, Ironwood Forest National Monument and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). The route comes within 1,300 feet of the Saguaro National Park West park boundary and within 400 feet of the Ironwood Forest National Monument boundaries in multiple locations. This would also negatively impact Pima Counties protected lands in the Tucson Mountain Park and open space properties which were purchased and protected under Pima County's renowned Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. This alternative also comes extremely close to and would impact Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation.

The West Option route would negatively impact our local environment and have detrimental impacts to wildlife habitat. The proposed route would sever critical wildlife corridors and this

added fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. Lands and wildlife habitat that would be severely impacted by the West Option route include connectivity between the previously mentioned public lands and open spaces including mitigation lands for Pima County's Section 10 Habitat Conservation Plan (Which are a part of the nationally-recognized and lauded Sonoran Desert Conservation Plan). The City of Tucson In voiced opposition to the West Option on June 18, 2019 (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. This was then reaffirmed by the Tucson City Council again on August 10, 2021. As mentioned previously this route would cause significant noise, air, and light pollution, which would also negatively impact wildlife and our sensitive desert ecosystem.

The Alternative "East Option," which proposes the expansion and reconfiguration of the existing I-10 and I-19 corridor is the only acceptable alternative for the proposed I-11 highway. The East Option would be significantly better in regards to the projects impact on our local community, our public lands and parks as well as our larger desert ecosystem and environment. By refusing the West Option and instead selecting the East Option and investing in I-19 & I-10 and developing multi-modal transportation facilities in existing transportation corridors the state of Arizona could mitigate the above listed concerns, reduce highway traffic congestion, reduce the overall cost of highway maintenance, and save on the costs of rights of way purchases and concrete and asphalt production and installation - while reducing air pollution and greenhouse gas emissions.

For all of the above reasons I strongly oppose the West Preferred Alternative Option (West Option) for the I-11. Thank you for your time reviewing my comments.

Best regards,
Cameron Becker
Fourth generation Tucsonan

Name: Cameron Becker
Address: 2510 E. Mabel Street
City: Tucson
State: Arizona
ZIP: 85716
Email: cameronbecker90@gmail.com

Andrew Bennett
40 N Panorama Cr
Tucson, AZ
85745

Arizona Department of Transportation
I-11 Tier 1 EIS Study Team c/o ADOT Communications
1655 W. Jackson Street Mail Drop 126F
Phoenix, AZ 85007

These are my comments regarding the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). I strongly oppose the West Preferred Alternative Option (“West Option”) described in the FEIS. This happens to be the FEIS “Recommended Alternative”, and I can’t recommend *against* it strongly enough.

First of all, the FEIS review and comment period in general is not long enough to allow the public to review the 5,800-page document, nor for ADOT and FHWA to ensure that impacted public are actually even adequately notified of the comment period. The comment period is insufficient and should be extended from 30 days to at least 120 days. The agencies also need to attempt much-improved public outreach, as to my knowledge there has been next to nothing (and I read a lot of news, social media, etc.).

The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Saguaro National Park and Tucson Mountain Park—major economic draws for our region—would be forever marred by the sights, sounds, and adjacent impacts of an interstate highway just outside their boundaries; the user experience would be forever negatively transformed. As a result, the Tucson urban area and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. Not to mention that the West Option would actually cost more to build than the East Option. Destroying Avra Valley and these parks at an elevated cost relative to just utilizing the existing footprint of I-19 and I-10 is just not worth the projected 40–50 minute improvement in travel time (and that improvement may only happen if the other pieces of the FEIS farther north fall into place...). I-10 and I-19 are already there with all their associated impacts on communities, nature, etc.—use them instead. No one wants another interstate mere miles from and paralleling an existing interstate except for the companies that will profit from its construction, maintenance, and use for shipping. Building the West Option will almost certainly encourage rampant urban sprawl west of Tucson, instead of the in-filling and reclamation of the thousands of acres of land already available here in town. Expand I-10/19, don’t build the West Option.

Choosing the West Option would also encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.

Did I mention the impacts on nature? The areas west of Tucson metro are relatively natural and undamaged ecosystems of deserts punctuated by Sky Island mountain ranges. Critters like bears, bighorn sheep, mountain lions, and potentially even rare cats like jaguar and ocelot need quiet, unfragmented landscapes to move between the mountains and to use the desert below unperturbed. Building I-11 in the Avra Valley would fragment these landscapes and thwart migration. There are important wildlife corridors identified in the Sonoran Desert Conservation Plan that allow animals to move—this project would sever them. The West Option would damage lands that include mitigation lands for Pima County's Section 10 Habitat Conservation Plan. There are listed species on these lands that will probably cause litigation to ensue should you choose the West Option—just not worth it. Then, over its entire length, there are the roadkill and negative effects on wildlife from the lights, sounds, gas stations, strip malls, and other developments that inevitably come along with an interstate.

The Tucson Wildlife Mitigation Corridor was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project!

The hydrological impacts will be similar to other roadways in our region, with unpredictable flash floods posing more of a risk to everyone once the natural landscape is divided and turned upside-down by another interstate (e.g., recent bridge collapses and flash flood accidents on I-8 and I-10 nearby). Avra Valley is not well-developed and drains several sizable ranges. The amount of over-building and maintenance needed to account for the wild hydrology of the Avra Valley would be too costly. Again, improve I-19/10 instead—those interstates' drainages are already heavily controlled.

In closing, as you can see, I strongly oppose the West Option through Avra Valley and strongly advocate for the other Preferred Alternative to use I-19 and I-10. Thank you for your time and consideration.

Sincerely,

A handwritten signature in cursive script, appearing to read "Andrew Bennett". The signature is written in black ink on a white background.

Andrew Bennett

Andrew Bennett
40 N Panorama Cr
Tucson, AZ
85745

Arizona Department of Transportation
I-11 Tier 1 EIS Study Team c/o ADOT Communications
1655 W. Jackson Street Mail Drop 126F
Phoenix, AZ 85007

These are my comments regarding the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). I strongly oppose the West Preferred Alternative Option (“West Option”) described in the FEIS. This happens to be the FEIS “Recommended Alternative”, and I can’t recommend *against* it strongly enough.

First of all, the FEIS review and comment period in general is not long enough to allow the public to review the 5,800-page document, nor for ADOT and FHWA to ensure that impacted public are actually even adequately notified of the comment period. The comment period is insufficient and should be extended from 30 days to at least 120 days. The agencies also need to attempt much-improved public outreach, as to my knowledge there has been next to nothing (and I read a lot of news, social media, etc.).

The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Saguaro National Park and Tucson Mountain Park—major economic draws for our region—would be forever marred by the sights, sounds, and adjacent impacts of an interstate highway just outside their boundaries; the user experience would be forever negatively transformed. As a result, the Tucson urban area and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. Not to mention that the West Option would actually cost more to build than the East Option. Destroying Avra Valley and these parks at an elevated cost relative to just utilizing the existing footprint of I-19 and I-10 is just not worth the projected 40–50 minute improvement in travel time (and that improvement may only happen if the other pieces of the FEIS farther north fall into place...). I-10 and I-19 are already there with all their associated impacts on communities, nature, etc.—use them instead. No one wants another interstate mere miles from and paralleling an existing interstate except for the companies that will profit from its construction, maintenance, and use for shipping. Building the West Option will almost certainly encourage rampant urban sprawl west of Tucson, instead of the in-filling and reclamation of the thousands of acres of land already available here in town. Expand I-10/19, don’t build the West Option.

Choosing the West Option would also encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.

Did I mention the impacts on nature? The areas west of Tucson metro are relatively natural and undamaged ecosystems of deserts punctuated by Sky Island mountain ranges. Critters like bears, bighorn sheep, mountain lions, and potentially even rare cats like jaguar and ocelot need quiet, unfragmented landscapes to move between the mountains and to use the desert below unperturbed. Building I-11 in the Avra Valley would fragment these landscapes and thwart migration. There are important wildlife corridors identified in the Sonoran Desert Conservation Plan that allow animals to move—this project would sever them. The West Option would damage lands that include mitigation lands for Pima County's Section 10 Habitat Conservation Plan. There are listed species on these lands that will probably cause litigation to ensue should you choose the West Option—just not worth it. Then, over its entire length, there are the roadkill and negative effects on wildlife from the lights, sounds, gas stations, strip malls, and other developments that inevitably come along with an interstate.

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Sincerely,

A handwritten signature in cursive script, appearing to read "Andrew Bennett".

Andrew Bennett

Public Comment – Interstate 11 Corridor – Final Tier 1 EIS

I-11 Tier 1 EIS Study Team c/o ADOT Communications
1655 W Jackson St
Drop 126F
Phoenix AZ 85007

To whom it may concern:

I am writing on behalf of my research collaborators to urge the following: a) **abandon the “West Preferred Alternative Option in Avra Valley” (i.e., West Option)**; and b) **extend the public comment period from 30 to 120 days**. Below are substantive materials to support these important requests.

Making an Informed Decision to Abandon the “West Preferred Alternative Option in Avra Valley”

I am a conservation wildlife biologist leading a multiyear wildlife research project in the vicinity of the “West Option” (e.g., Avra Valley). Specifically, my team and I monitor road usage by vertebrate species in rural and urban-rural edges. The demographics of the roads yield low to moderate traffic volumes (i.e., <100 vehicles/hour). Our aim is to monitor species and diversity over time, any seasonal, temporal, or geographic trends where there may be frequent or infrequent road usage by vertebrates (termed “hotspots/coldspots” in scientific literature), and relationships between the numbers of dead-on-road (DOR) animals encountered versus traffic volume. This is to understand wildlife dynamics before traffic-increasing infrastructure is implemented and the consequential effects of increased traffic volumes on wildlife. In brief, substantial scientific evidence exists to support that increased traffic leads to more wildlife road mortality, human-wildlife conflicts (i.e., accidents including human fatality), and decreased biodiversity [1–3]. This is especially true for less mobile species such as amphibians and reptiles [4–6]—mortality and impacts of highways has been assessed for these taxonomic groups in Arizona [7,8].

Since 2018, we have conducted surveys in and around rural Tucson and Phoenix, Arizona. Some of our sites overlap with the Preferred Alternative from the final EIS. These include Ironwood Forest National Monument, west of Saguaro National Park—West District, and the U/X segment (Fig. ES-1 fEIS Executive Summary, origin.i11study.com) from Wickenburg to I-10 near Buckeye. Through replicated systematic surveys, we have recorded more than 400 amphibians and reptiles and another 800+ mammals and birds. Unsurprisingly, areas near hydrological features (e.g., streams, washes, lake bodies) are often rich with species. Concerning, road transects with higher traffic volume equate to significantly more DOR vertebrates ($p < 0.001$; Fig. 1A), especially herpetofauna during important summertime life history stages ($p < 0.001$; Fig. 1B) [9–12]. In other words, as traffic rates increase, so do the quantity and percentage of vertebrate DOR instances. This is especially true for herpetofauna during the summer monsoon (i.e., rainy) season which is a critical life history time for Sonoran Desert herpetofauna [11].

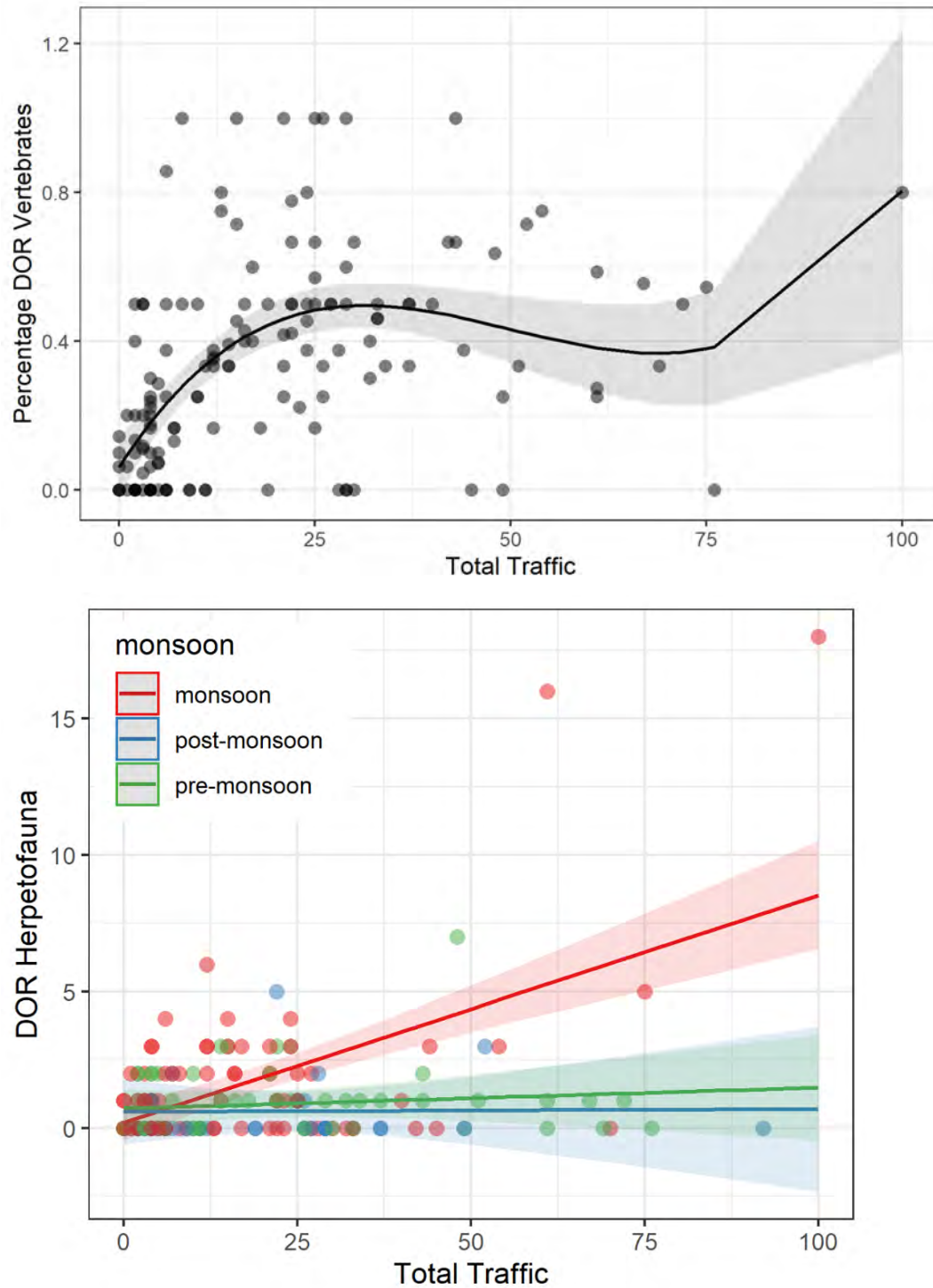


Figure 1. [A; above] Percentage of dead-on-road (DOR) vertebrates (e.g., birds, herpetofauna, mammals) regressed against traffic per survey. Increases in traffic result in higher DOR rates ($R^2 = 0.287$, $p < 0.001$). [B; below] Influence of traffic on the number of DOR herpetofauna (i.e., amphibians and reptiles) encountered per survey. Data are split seasonally before, during, and after the North American monsoon (monsoon = 15 June to 30 September). No surveys conducted between December–March. As traffic volumes increase, so do herpetofauna DOR rates, especially during the summer monsoon season ($R^2 = 0.279$, $p < 0.001$). [Redistribution of the data or figures provided are not authorized without consent of the corresponding lead author.]

The West Option will undoubtedly cause irreversible harm to natural resources in these areas. Some of the richest localities from our study occur in the West Option. An estimated 30,000 vertebrates are killed on roads annually in the vicinity of Saguaro National Park alone [13]. From data to-date, we have documented that increased or updated infrastructure (e.g., freshly paved roads) yield excessively high rates of animal roadkill [10,11]. Because the regions near the West Option are already invaluable natural resource systems (e.g., Saguaro National Park, Ironwood Forest National Monument, Tucson Mitigation Corridor, Tucson Mountain Park, and tribal lands of the Pascua Yaqui and Tohono O’odham Nation Tribes)—with species present that are rare or listed (e.g., Desert tortoise, Sonoran Desert Toad, Lesser long-nosed bat; [14] or pose a threat to increase human-wildlife collisions [e.g., migrating desert bighorn sheep [15], mountain lions [16]]—it would be disastrous to consider the West Option alternative. Rural perimeter areas of Tucson and Phoenix—those with less traveled roads—typically equate to more abundant animal observations ($p = 0.023$; Fig. 2). The potential losses in biodiversity and economic resources freely obtained through ecosystem services by species and habitats provide would be costly [17]. In other words, it makes little economic sense—and no ecological sense—to consider the West Option because the downstream costs would far outweigh the benefits and result in devastating and possibly irreversible harm.

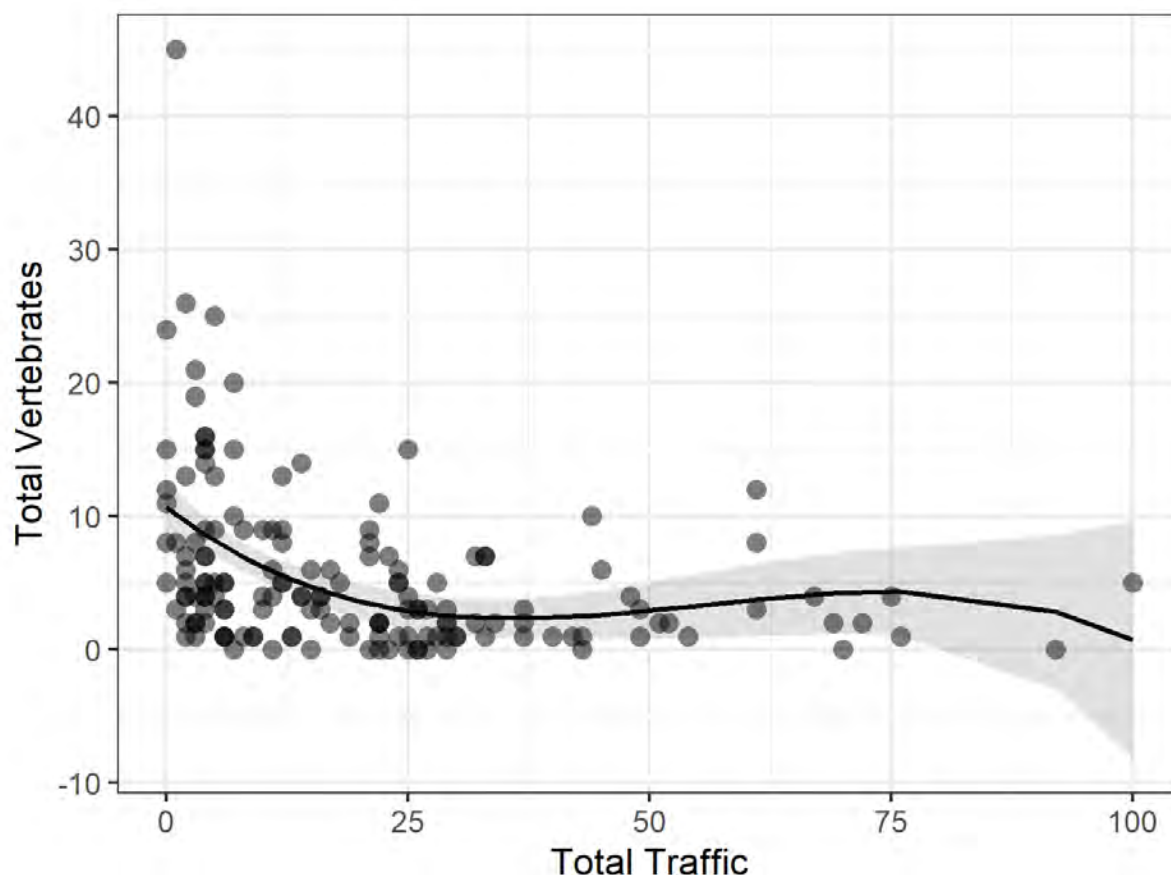


Figure 2. Number of vertebrate animals on roads is significantly reduced as traffic volume increases ($R^2 = 0.20$, $p = 0.023$). In other words, low traffic areas often yield more total vertebrates encountered alive-on-roads (AOR). As traffic increases, densities decrease, which is linked to increased animal-vehicle conflicts (see Fig. 1). [Redistribution of the data or figures provided are not authorized without consent of the corresponding lead author.]

Other key points related to known impacts from developing highway infrastructure are as follows

IMPACTS TO WILDLIFE CORRIDORS

The West Option:

- Severs important wildlife corridors between the Tucson Mountains, Ironwood Forest National Monument, and the Waterman Mountains.
- Directly crosses through the Tucson Wildlife Mitigation Corridor that *was created as mitigation* for impacts to wildlife corridors by the construction of the Central Arizona Project canal.
- In 2016, desert bighorn sheep were photographed in several locations in the Tucson Mountains. These rams likely use existing wildlife corridors between the occupied Ironwood Forest National Monument and the Tucson Mountains region (see Erwin et al. 2018). The I-11 West Option would totally encapsulate and fragment these areas and wildlife corridors. Saguaro National Park–West District is already fragmented by I-10 to the east and SR-86 to the south (the I-11 West Option would complete the cut-off to the west and north of the Park).

IMPACTS TO NOISE, AIR, AND LIGHT POLLUTION

The West Option would:

- Cause significant noise, air, and light pollution that negatively impacts a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park.
- Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area.
- Negatively impact scientific research at Kitt Peak and other astronomical Observatories by increasing night lighting and compromising the ability of scientists to conduct their research.

IMPACTS TO THE ECONOMY

The West Option (and entire proposed route *from the border to Casa Grande*) would:

- Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. [See above for economic losses related to biodiversity and ecosystem service losses.]
- Lead to negative economic impacts to key tourism attractions, such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others.
- Lead to excessive urban sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services. These areas are already experiencing historic drought and less than ideal water trajectories via multiple climate change models.

IMPACTS TO PRIVATE PROPERTY

The West Option would:

- Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.
- Bisect, infringe, and interfere with native peoples, their tribes—such as the Tohono O’odham and Pascua Yaqui—and their lands.

Making an Informed Decision to Extend Public Comment Period from 30 to 120 Days

The deadline for public comments should be extended from 30 days to 120 days to allow a fair and thorough review by the public.

- The 30-day comment period is insufficient for review of the ca. 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project.
- Because the impacts of this project are intergenerational, we urge reconsideration for an extension to provide the public with a full and fair opportunity to participate in this process.
- Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations, and they will need adequate time to be notified via ground mail or other means.
- The West Option through Pima County is proposed through traditional Tohono O’odham lands where tribal members may have limited internet access.
- The fEIS is ca. 5,800 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. Because the many likely issues will have long-lasting, significant impacts on Arizona communities, sufficient time is needed to review the record, research issues and concerns, and provide a substantive response.

In Summary, we reciprocate support that many individuals and organizations, such as Coalition of Sonoran Desert Protection and Friends of Ironwood Forest, in recommending that the West Option be abandoned and that the public comment period be extended from 30 to 120 days. We are confident that the substantive material presented here, as well as those from the majority of voices of Arizona communities and stakeholders, will be addressed to abandon the West Option alternative and grant extension to the public comment period.

Sincerely,

Brian Blais & Corey Shaw,
Southwest Zoologists’ League,
opheodrys1@gmail.com

The data presented herein are part of an active, long-term monitoring project. Inquiry and citations used are available by request from the lead author via the email address used in this communication. Redistribution of the data or figures provided are not authorized without consent of the corresponding lead author.

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Bendire's thrashers (*Toxostoma bendirei*) are among the fastest-declining bird species in North America (Rosenberg et al. 2016, Sauer et al. 2017), and their global populations are restricted to the landscapes of the arid Southwest, which has experienced significant conservation threats over the past several decades (NABCI 2016, Iknayan and Beissinger 2018). Their populations are estimated to have declined by 87 percent over the past 45 years (Rosenberg et al. 2016), and the 'population half-life' (i.e., time to a further 50 percent population decline) is estimated to be only 14 years for Bendire's Thrasher (Stanton et al. 2016). Due to the thrashers' scarcity across the landscape, their secretive nesting habits, and their reliance on ephemeral food and water sources in harsh desert environments (England and Laudenslayer 1993), our understanding of their habitat and conservation needs is inadequate, which limits effective species management.

In recognition of these sharp population declines, landscape threats, and globally restricted populations, Bendire's Thrasher is widely recognized as a species in need of urgent conservation action. The Bendire's Thrasher is ranked internationally as an IUCN Red List (Vulnerable) species (Birdlife International 2017). It is listed as a Red Watch List Species by Partners in Flight (Rosenberg et al. 2016) and a U.S. Fish and Wildlife Service (USFWS) national Bird of Conservation Concern (USFWS 2021), a U.S. Bureau of Land Management (BLM) Sensitive Species and the Sonoran Joint Venture lists both thrashers as species of continental concern requiring management attention (SJVTC 2006).

At the state level, the Bendire's Thrasher is recognized as a Species of Greatest Conservation Need (SGCN) or equivalent designations in the State Wildlife Action Plans (SWAPs) of all U.S. states where they occur (Arizona, California, Nevada, New Mexico and Utah; AGFD 2012, WAPT 2012, CDFW 2015, UWAPJT 2015, NMDGF 2016). All SWAPs identify the need for additional information and development of management actions that advance conservation of these species, while also emphasizing an overall lack of sufficient monitoring that would elucidate population sizes, trend estimates, and habitat requirements of both. This lack of knowledge limits the efficient assessment of conservation needs and stymies targeted on-the-ground conservation.

Bendire's Thrashers occupy desert habitats across the desert southwest. In Arizona, the core of their distribution, breeding and wintering populations (both migratory and resident) of Bendire's Thrashers occur in the flood plains and valleys within parts of the Sonoran Basin and Range Ecoregion, including the Lower Colorado/Lower Gila River valleys, Middle Gila/Salt River floodplains, Gila/Salt River Intermediate basins, Upper Gila River Basin, Central Sonoran/Colorado Desert Basins and Arizona Upland/Eastern Sonoran basins. In disturbed habitats, such as Avra Valley, Bendire's Thrashers (resident and migratory populations) can be commonly found utilizing mesquite tree and shrub-lined edges of agricultural fields and large livestock operations within the Sonoran ecoregion, as well as small rural farm and ranch communities found in these areas (Ammon et al. 2020).

The vegetation community in the Sonoran ecoregion where Bendire's Thrashers regularly occur is commonly composed of creosote bush (*Larrea tridentate*), wolfberry (*Lycium* spp.), graythorn (*Zizipus obtusifolia*), yucca (*Yucca* spp.), and cholla (*Cylindropuntia* spp.) as well as larger structures of cholla, yucca, or desert tree species such as mesquite (*Prosopis* spp.), palo verde (*Parkinsonia* spp.), or ironwood (*Olneya tesota*).

Bendire's Thrashers typically occur in low densities, but in some areas, concentrated breeding has been documented in particular patches. In Arizona, these include an area outside of Wikieup, Arizona, which was designated as an Audubon Global Important Bird Area (IBA; aziba.org), as well as in Avra Valley, west of Tucson. In these areas, numerous breeding Bendire's Thrashers have been documented in a relatively small area. Additionally, this was the study site for a study to investigate wintering movements of Bendire's Thrashers. This study, which utilized GPS tag technology to track Bendire's Thrashers showed that individuals in Avra Valley stayed on small territories throughout the winter and breeding season (Corrie Borgman, unpublished data). Numerous documented breeding and wintering territories are in direct conflict with the West Preferred Alternative Route in Pima County. Because Bendire's Thrasher are occupying this area throughout the year, and in relatively high densities to surrounding areas, these sites are important to the local Bendire's Thrasher population. Loss habitat resulting from the West Preferred Alternative Route would result in displacement or loss of an important concentration of breeding and wintering sites for this at-risk species.

This species faces numerous threats from the expansion and growth of the urban footprint in Arizona and beyond. While this species is commonly found on rural edges, such as around the edges of low-density housing, at ranch houses, or areas with historical farming and active or historical grazing, loss of habitat and the level of disturbance associated with the construction of an interstate are not likely to be compatible with presence of this species.

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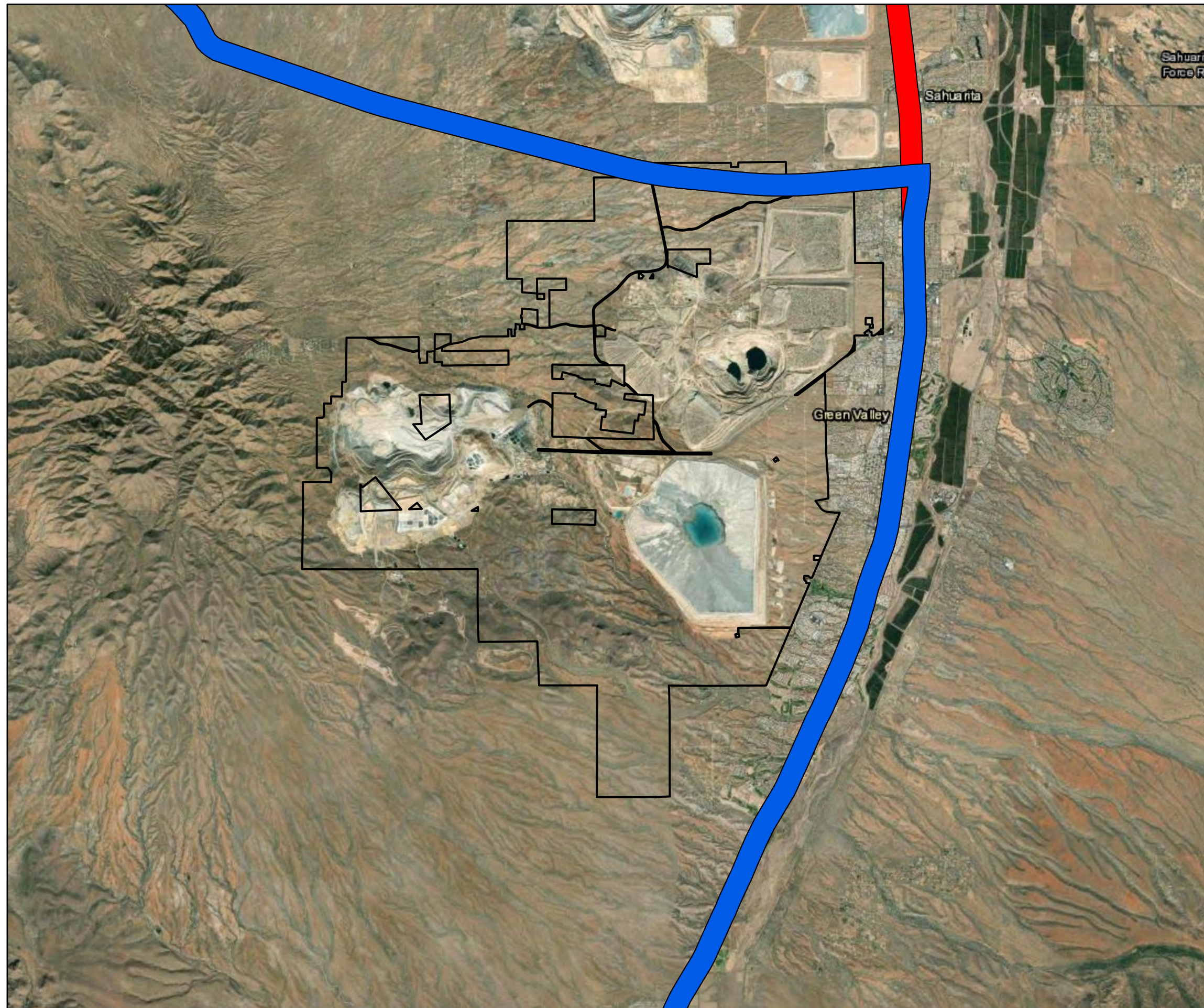
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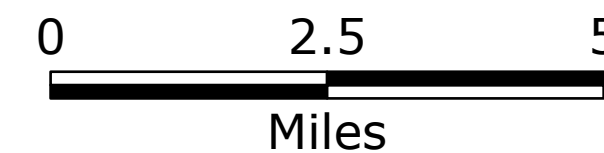
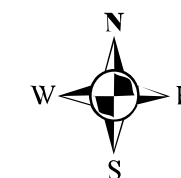
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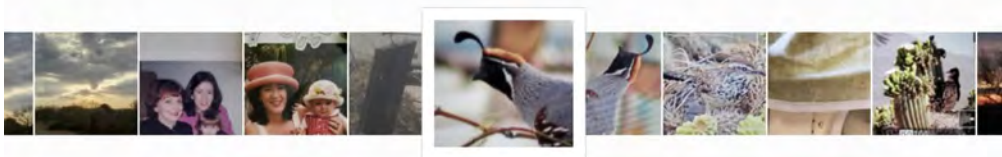


Potential I-11 Routes

Legend

-  Sierrita Property Boundary
-  I-11 Preferred Alternative
-  I-11 Recommended Alternative







June 24, 2019

M.A. Burgess

PO Box 87704

Tucson, AZ 85754

TO: I-11 Tier 1 EIS Study Team

c/o ADOT Communications

1655 W Jackson Street, Mail Drop 126F

Phoenix, AZ 85007

To ADOT Communications Staff and others Whom it May Concern:

I am writing to you in reasonable and vehement opposition to the so-called Recommended Alternative for Interstate 11 by-pass through rural Altar and Avra Valley. The nature of this desert valley cannot support or survive a freeway.

I have worked in Avra Valley and Altar Valley for over 50 years, with Native Tohono O'odham harvesters, with local farmers, native plant growers, scientists, with Buenos Aires National Wildlife Refuge, Ironwood Forest, Saguaro National Park West since it was a National Monument, and on staff at the Arizona-Sonora Desert Museum, hence I speak with wisdom and care, from a deep perspective.

The iconic desert plants of this wide valley system, and the rural, long-distance desert landscape of scattered farms and preserved natural areas, are part of our collective Arizona Heritage and should not be compromised.

The area's economic importance for tourism alone – left as rural landscape-- should ring loud cash-register bells in the mind of any planner or economist. Tourists come here to Saguaro National Park, to the world-famous Desert Museum, to the remote Ironwood Forest, positively enhancing Arizona's economy; visitors and residents alike are blown away by the true unbroken, long-range views, the experience and feeling of expansive desert landscape. If you would put a value on a broad unbroken vista, find a direct indication in Tucson's tourism dollars.

Since before statehood to the present, landowners have settled Avra Valley because it IS rural, because it does NOT have fast-moving traffic and vehicle noise and pollution. They deserve to have planners understand this and keep it rural.

Scientists continue long-term studies of Avra Valley's and Altar Valley's unique desert plants and animals. A freeway would harm the very habitat and corridors of their plant and animal subjects, interrupting natural movement. Their time-critical studies would be altered or destroyed. Astronomers

at Kitt Peak National Observatory depend on dark skies for their studies of deep space. A freeway with its necessary lighting systems, traffic, and increased population would compromise the present low light levels of the Valley that make astronomy at Kitt Peak so successful.

But far more important than economic benefit, rural lifestyle, popular recreation on public lands, or scientific value is the need to keep traditional Native American harvesting terrain intact. A freeway through the middle of traditional Tohono O'odham desert harvesting land is unethical, insupportable, racially discriminating, and socially and culturally destructive. The Valley must be left intact, undivided by the destructive slice of a freeway. The traditional Tohono O'odham still use this terrain not only for their ceremonial saguaro harvest, but also as a source of critical foods that they are using in increasing quantity for diabetes prevention—mesquite from mesquite woodlands, cholla, wild rhubarb, prickly pear cactus pads and fruits, wild chia, amaranth grain.... These wild-harvested, disease-preventing foods lie right in the path of the proposed freeway. Such traffic would not only prevent ingress and egress to harvest-land, it would pollute the foods themselves. The greater dual Valley area is a garden and pharmacy for Native Elders and an educational training ground for young Natives who are trying to stay healthy, physically and culturally.

Another route through an already-urbanized, already-disturbed space should be found for Interstate 11, such as the orange route shown on a recent map of alternatives. With advancing technology, the present corridor of I-10 and I-19 could be used far more efficiently with double deck or underground traffic.

Please--No more disturbance of our natural, precious, valuable desert! The swath cut by a freeway corridor invites every form of unhealthy pollution—dust, emissions, noise, noxious and invasive species.

Thank you for attending to these truths and for considering Nature, culture, and health in preserving what we have!

Sincerely,

Martha A Burgess

Ethnobotanist

520-907-9471, marthaab@aol.com



To:ADOT

Comments on the Final I-11 Tier 1 Environmental Impact Statement open for public review.

First, I am not against the need for a good route to unite and facilitate commerce between Mexico and Canada and all points in between. However I do not agree with one of the options currently under consideration. To put my feelings in as concise a manner as possible, I would like you to add my input to your review as follows.

Please:

ELIMINATE the West Route from further consideration in the Final Tier 1 Decision of Record, and Endorse instead, the East Route that utilizes existing I-19 & I-10 for the Sahuarita to Marana Section

Yes, I-19 (the new I-11?) would have to be widened by one or two lanes, but the cost and the use of that freeway would be beneficial not only to the new truck traffic, but also the residents of both GreenValley and Sahuarita.

An added problem with the unwanted West Route.

I feel the disruption caused our community and the difficulty building over mine tailings and Drainage issues would be significant and unpredictable. Our recent storms have played havoc with water flow and I'm sure the disruption of the freeway itself (let alone the mayhem that would exist during construction) would only exacerbate the problem

Thank you for accepting my comments on this issue. Please listen to mine and the many others that must be coming in against the West Route.

West Route – BAD

East Route- GOOD

Thomas Burns
1706 W Placita del Zocalo
Sahuarita. AZ 85629

ARIZONA WATER COMPANY

3805 N. BLACK CANYON HIGHWAY, PHOENIX, AZ 85015-5351 • P.O. BOX 29006, PHOENIX, AZ 85038-9006
PHONE: (602) 240-6860 • FAX: (602) 240-6874 • TOLL FREE: (800) 533-6023 • www.azwater.com

August 16, 2021

Arizona Department of Transportation
I-11 Tier EIS Study Team
ADOT Communications Department
1655 W. Jackson Street Mail Drop 126F
Phoenix, AZ 85007

Re: Interstate 11 Corridor Tier 1 Environmental Impact Statement, Nogales to Wickenburg

To Whom It May Concern:

Arizona Water Company (“AWC”) has reviewed Interstate 11 Corridor Tier 1 Environmental Impact Statement, Nogales to Wickenburg. AWC has concerns regarding both the Preferred Alternative and the Recommended Alternative alignments for the Highway. The Preferred Alternative and Recommended Alternative fall within the AWC service area and are in conflict with existing AWC facilities within our Pinal Valley water system.

In addition, both alternatives fall within the “Areas of Growth” identified by the EIS study. Each Alternative would disrupt planned future growth in Arizona City and in Casa Grande. I respectfully request that AWC be notified and included in all future schedule design and construction coordination meetings for the above mentioned project.

If you have any questions or need any further information please call me at the number listed above.

Very truly yours,



Andrew J. Haas, P.E.
Vice President – Engineering
developmentservices@azwater.com

fad

E-MAIL: engineering@azwater.com



**Coalition for
Sonoran Desert Protection**

738 N. 5th Ave., Suite 205
Tucson, Arizona 85705
520.388.9925 * sonorandesert.org

Arizona Center for Law in the Public Interest * Arizona Native Plant Society * Bat Conservation International * Cascabel Conservation Association * Center for Biological Diversity * Center for Environmental Ethics * Defenders of Wildlife * Desert Watch * Environmental Law Society * Friends of Cabeza Prieta * Friends of Ironwood Forest * Friends of Madera Canyon * Friends of Saguaro National Park * Friends of Tortolita * Gates Pass Area Neighborhood Association * Genius Loci Foundation * Great Old Broads for Wilderness–Tucson * Native Seeds / SEARCH * Protect Land and Neighborhoods * Safford Peak Watershed Education Team * Save the Scenic Santa Ritas * Sierra Club – Grand Canyon Chapter * Sierra Club – Rincon Group * Sky Island Alliance * Southwestern Biological Institute * Tortolita Alliance * Tortolita Homeowners Association * Tucson Audubon Society * Tucson Herpetological Society * Tucson Mountains Association * Wildlands Network

August 16, 2021

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

RE: Comments on the Interstate 11 Tier 1 Final Environmental Impact Statement, Nogales to Wickenburg

To Whom It May Concern:

We appreciate the opportunity to provide comments on the Interstate 11 Tier 1 Final Environmental Impact Statement (FEIS), Nogales to Wickenburg. We submit the enclosed comments on behalf of the Coalition for Sonoran Desert Protection and the undersigned organizations.

Inadequate time for review

We have been reviewing the FEIS documents as thoroughly as we have been able to, considering the FEIS and appendices total 5,800 pages and the community was given just 30 calendar days to submit comments. This is inadequate for the reasons stated in our July 20, 2021 request to extend the deadline by 90 days. For comparison, the comment period on the Draft Tier 1 EIS (DEIS) began on April 5, 2019 and closed on July 8, 2019. During that time, 12,445 comments were submitted through various media, including the ADOT project website, emails, a telephone hotline, letter, and oral and written testimony at public meetings. The community in southern Arizona has shown a high amount of interest in this proposed highway project and thus should have been given more than 30 days to review these thousands of pages of documents.

However, you state on August 12, 2021,

“In reviewing the comments that have been submitted during the current Final Tier 1 EIS review period, the I-11 study team is looking for substantive issues that were not raised during the 90-day Draft Tier 1 EIS public outreach process. For all of these reasons, the Final Tier 1 EIS review period will remain at 30 days, concluding on August 16, 2021.

While the reviewers and authors may know what revisions were made between the DEIS and the FEIS, members of the public do not know this information and must still read through the thousands of pages of texts and maps to know what these changes are. Trying to compare the two documents and parse through their differences is an arduous endeavor, even for conservation professionals, much less the general public. Examples of substantive differences that need to be examined include changes to the route of the Recommended Alternative in the DEIS to its current iteration as the West Preferred Alternative Option in the FEIS. There is also now a second route option that has been added to the FEIS, resulting in two Preferred Alternatives, a “West Option” and an “East Option.” While we are glad to see the “East Option” back under consideration, this is a significant change between the DEIS and FEIS. New significant issues of concern may have arisen with these changes and these changes require adequate time for review and analysis.

Lack of information demonstrating overall need for project

We continue to have significant concerns with this overall proposal. As a global comment, we continue to question the Purpose and Need of this project. ADOT and FHWA have not adequately demonstrated the need, nor have they directly responded to any of our comments questioning this need.

Inadequate response to comments submitted on the DEIS and Administrative Draft

In reading the detailed comments from both the DEIS and the Administrative Draft, we are disappointed that no substantive revisions were made in response to comments made by Cooperating Agencies, Participating Agencies, or the public at large on the southern portion of the proposed I-11. While we appreciate that the agencies responded to the overwhelming opposition to the Recommended Alternative by providing an East Option in the FEIS, the now West Option is still under consideration, despite overwhelming public opinion against this route and the significant negative impacts this route would cause that have been outlined by experts.

Studying impacts to lands are routinely deflected to the Tier 2 phase of this planning process; however, expert cooperating agencies and others have shared specific known negative impacts to land resources that would be caused by the Recommended Alternative/West Option, yet they were not addressed or responded to in the FEIS.

We stand by our detailed comments submitted on the DEIS on July 4, 2019 and are resubmitting them here, in the hopes that they will be addressed by the Project Team.

New substantive issues not addressed in our DEIS submittal

1. A thorough update on emerging data and information related to climate change and the impact of this project on climate change and related issues.

In early August 2021, the Intergovernmental Panel on Climate Change released its latest report: *Climate Change: Major Relevant Findings from the IPCC Sixth Assessment Report (IPCC 2021)*¹.

The report clearly describes how climate change is accelerating as are severe weather events that are made more severe and frequent by the warming temperatures and intensification of the global water cycle.

The report released new findings about how the climate system responds to the interplay between human influence, natural drivers, and internal variability. The assessment of climate-related risks and adaptation planning as well as the contribution of this project to potentially fueling further climate change should be assessed.

A few specific conclusions from the report to highlight include:

A.3 Human-induced climate change is already affecting many weather and climate extremes in every region across the globe. Evidence of observed changes in extremes such as heatwaves, heavy precipitation, droughts, and tropical cyclones, and in particular, their attribution to human influence, has strengthened since AR5.

B.3 Continued global warming is projected to further intensify the global water cycle, including its variability, global monsoon precipitation and the severity of wet and dry events.

Projected changes in extremes are larger in frequency and intensity with every additional increment of global warming. At the high end of future global warming levels (4 degrees C) heavy precipitation events that occurred once every 10 years may be expected to occur as frequently as once every 2.3 - 3.6 years and be 30.2% wetter.

The EIS should include assessment of route location against the likelihood of extreme weather events such as monsoonal flooding.

In addition, a recent Washington Post article² discussed five key statements in the IPCC report. The final statement reads:

Global warming of 1.5°C and 2°C will be exceeded during the 21st century unless deep reductions in carbon dioxide (CO₂) and other greenhouse gas emissions occur in the coming decades.

¹ IPCC, 2021: Summary for Policymakers. In: Climate Change 2021: The Physical Science Basis. Contribution of Working Group I to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change [Masson-Delmotte, V., P. Zhai, A. Pirani, S. L. Connors, C. Péan, S. Berger, N. Caud, Y. Chen, L. Goldfarb, M. I. Gomis, M. Huang, K. Leitzell, E. Lonnoy, J. B. R. Matthews, T. K. Maycock, T. Waterfield, O. Yelekçi, R. Yu and B. Zhou (eds.)]. Cambridge University Press. In Press.

² <https://www.washingtonpost.com/climate-environment/2021/08/10/ipcc-report-un-takeaways/>

The article continued:

Discussions around climate change often involve the idea of keeping the planet from warming beyond certain thresholds, such as 1.5 degrees or 2 degrees Celsius — the latter of which scientists and policymakers have identified as a red line if the planet is to avoid catastrophic and irreversible consequences. The world is already experiencing 1.09 degrees of warming, according to the report. The best-case scenarios it explored would stabilize warming at 1.5 degrees, but that would involve cutting emissions to “net-zero” by 2050.

So far, though, countries are falling short of what is needed to avoid the worst effects of climate change, according to a U.N. analysis from earlier this year. Even if current emissions pledges are realized, they would amount to just a 1 percent reduction in global emissions by 2030, compared to 2010 levels. Scientists say the number needs to be closer to a 50 percent reduction.

“We must act decisively now,” said Guterres, the U.N. chief. “Every fraction of a degree counts.”

Building a new freeway in southern Arizona to enable increased traffic by fossil-fuel burning trucks and cars is the exact opposite of the type of smart planning needed for our future and the future of our planet. Additionally, converting lands into highways contributes to urban heat island effects. Thus, even if all greenhouse gas emission vehicles are replaced by EV vehicles, highway expansion will still lead to a net increase in climate warming.

2. Impacts to Scenic Routes in Avra Valley

Pima County has clearly identified Scenic Routes. The West Option would negatively impact four Scenic Routes in Avra Valley, including:

Ajo Road, Scenic, State Highway (West Option crosses over once)
 Sandario Road: Scenic, Major Route (West Option crosses over twice)
 Avra Valley: Scenic, Major Route (West Option crosses over once)
 Silverbell: Scenic, Major Route (West Option crosses over once)

The purpose of Pima County’s code (18.77.040) related to the protection of Scenic Routes is to “preserve and enhance the visual resources of the natural and built environment from and along scenic routes in order to:

1. Protect property values and the character of neighborhoods;
2. Protect and enhance the unique character of a community, including vegetation, architecture and geology;
3. Protect and enhance the economic value of tourism; and
4. Protect natural resources.”

These Scenic Routes would be dramatically impacted by the construction of a new freeway in Avra Valley. A full evaluation of these impacts needs to be completed before the FEIS is finalized and a Record of Decision is made.

3. Impacts to the Tucson Mitigation Corridor

We support and reiterate the concerns below expressed by the Bureau of Reclamation (BOR) related to the impacts of the West Option to the Tucson Mitigation Corridor. The BOR expressed the following in comments they recently submitted in response to the FEIS on August 16, 2021.

Based on the Final EIS and the Section 4(f) Evaluation, the Preferred Alternative West Option through the Tucson Mitigation Corridor (TMC) would result in permanent adverse impacts to the primary function of the TMC. The Fish and Wildlife Coordination Act (FWCA) of 1958 (PL 85-624, 16 U.S.C. 661 et seq.) requires that “lands described herein for fish and wildlife purposes shall not become subject to exchange or other transaction if those actions would defeat the initial purpose of their acquisition [16 U.S.C., section 663(d)].” As identified in past correspondence, the TMC was established under the authority of the FWCA “[t]o mitigate for the movement disruption impacts, not totally compensated for by the wildlife crossing structures over the aqueduct, by providing an undeveloped and long-term movement corridor for wildlife to maintain and promote normal gene flow while avoiding genetic isolation of the Tucson Mountains and wildlife habitat to the west.”

The FEIS contains no information supporting the proposition that construction of a major highway through the TMC would not defeat this initial purpose of the property. After reviewing the Final Tier 1 EIS/Preliminary 4(f) Analysis and after considerable review of the TMC’s historic purpose, the BOR lacks sufficient information to conclude that it could grant the right-of-way through the TMC that would be required to implement the Preferred Alternative West Option (BOR, 1983; FWS, 1984; BOR, 1985; BOR, 1990; and, BOR, 2020). At this time, Reclamation does not believe the adverse impacts of a surface-level or elevated highway through the TMC can be mitigated in a manner that avoids defeating the purpose for which the TMC was acquired. Further, Reclamation questions whether an underground highway beneath the TMC, with necessary surface features for ventilation and emergency access, could be designed in a manner that does not defeat that purpose.

4. Likelihood of new alternative transportation options between Tucson and Phoenix absorbing traffic load

Included in the bipartisan infrastructure bill currently working its way through Congress is \$66 billion for Amtrak which would include adding a new route between Tucson and Phoenix with service three times a day as well as a route from Tucson to Los Angeles³.

The addition of these alternative transportation options will likely have significant impacts to transportation volumes and other metrics along the I-10 corridor between Tucson and Phoenix. The impacts should be thoroughly evaluated before any Record of Decision is issued.

³ <https://www.kold.com/2021/07/15/tucson-phoenix-amtrak-service-may-be-track/>

5. Impacts from the Covid-19 global pandemic and how it has changed how people work and commute

Traffic studies and land plans in the FEIS have not accounted for the COVID-19 global pandemic. For the past 16 months, office workers who are able have been working from home. From 2019-2020, congestion measures fell 50% or more in the U.S., a drop reflected in Arizona cities⁴.

Although some in-person business will resume, the new prevalence of remote work approaches and video conferencing to support virtual meetings has created a seismic shift in work approach. Some companies are eschewing brick and mortar office space and allowing employees to work from home permanently or adopting a hybrid model that allows employees to work from home part of the week/month. Furthermore, many companies are allowing workers more flexible schedules which directly reduces commuter traffic. These changes in worker schedules could reduce commuter traffic for years to come. A Mercer survey from May 2021 found 70% of companies reported that a blend of in-person and remote working will be the new normal.

Changes in traffic volume and timing of peak hours has likely changed dramatically since March 2020 and these changes should be studied in combination with alternative transportation options that may come online in the coming years.

6. Local resolutions by Pima County and the City of Tucson support abandoning the Preferred Alternative West Option; Town of Sahuarita also formally opposed West Option

Both the City of Tucson Mayor and Council (August 10, 2021) and the Pima County Board of Supervisors (August 16, 2021) have reaffirmed their opposition to the Preferred Alternative West Option through Resolutions (attached). The Town of Sahuarita also unanimously voted to oppose the West Option on August 10, 2021 and will be submitting a letter to that effect.

Conclusion

Given new substantive issues we have raised in this letter, the only viable option is the “No Build” option. However, if you move ahead with a “build” option in Tier 2, the only acceptable “build” option for I-11 in southern Arizona is the East Option, which must be undergrounded through the heart of Tucson. Impacts related to this option must be studied adequately should this project move to Tier 2. The underground alignment has the opportunity to mitigate the enormous existing urban heat island caused by the current freeway infrastructure and would offer reparation for the injustices inflicted on Tucson’s Mexican-American, minority-majority, and low income urban neighborhoods, by the original construction of I-10. We support the full comments submitted by the Tucson Historic Preservation Foundation on the issues surrounding the East Option.

⁴ <https://cronkitenews.azpbs.org/2021/07/07/traffic-stop-commuting-times-costs-fell-sharply-during-pandemic-year/>

Overwhelming opposition to a new freeway in Avra Valley is longstanding and robust in southern Arizona. Given the latest scientific conclusions in the recent IPCC report, reductions in commuter traffic due to the Covid-19 pandemic which could be permanent, the overwhelmingly negative impacts to federal, state, and local protected open spaces, and the potential for disastrous consequences for the local water supply and groundwater table, along with many other issues we raised in our 2019 DEIS comments, we implore you to remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage.

Thank you very much for considering our comments on this proposal.

Sincerely,

Carolyn Campbell, Executive Director, Coalition for Sonoran Desert Protection
 Robin Clark for Avra Valley Coalition
 Tom Hannagan, President, Friends of Ironwood Forest
 Louise Misztal, Executive Director, Sky Island Alliance
 Barbara Rose, Project Coordinator, Safford Peak Watershed Education Team
 Diana Hadley, Co-President, Northern Jaguar Project
 Demion Clinco, President, Tucson Historic Preservation Foundation
 Sandy Bahr, Chapter Director, Sierra Club - Grand Canyon Chapter
 Meg Weesner, Chair, Sierra Club - Rincon Group
 Emily Yetman, Executive Director, Living Streets Alliance
 Kevin Gaither-Banchoff, Development Director, WildEarth Guardians
 Paul Eckerstom, President, Tucson Mountains Association
 Gayle Hartmann, President, Save the Scenic Santa Ritas
 Robert Villa, President, Tucson Herpetological Society
 Randy Serraglio, Southwest Conservation Advocate, Center for Biological Diversity
 Terry Majewski, Chair, Tucson-Pima Historical Commission
 Christina McVie, President, Community Water Coalition of Southern Arizona
 Patti Caldwell, Interim Executive Director, Tucson Audubon Society
 Fred Stula, Executive Director, Friends of Saguaro National Park
 Pearl Mast, Conservation Committee Chair, Cascabel Conservation Association
 Myles Traphagen, Borderlands Project Coordinator, Wildlands Network
 Denise Garland, President, Gates Pass Area Neighborhood Association
 Ho Yi Wan, President, Arizona Chapter of The Wildlife Society
 Mike Quigley, Arizona State Director, The Wilderness Society
 Robert Peters, Southwest Representative, Defenders of Wildlife

Attachments

City of Tucson Resolution 23386 (Approved on August 10, 2021)
 Pima County Resolution 2021-50 (Approved on August 16, 2021)
 2019 DEIS Comments and Attachments submitted by the Coalition for Sonoran Desert Protection and other organizations

ADOPTED BY THE
MAYOR AND COUNCIL

August 10, 2021

RESOLUTION NO. 23386

RELATING TO PUBLIC HEALTH AND SAFETY: DECLARING AND REAFFIRMING MAYOR AND COUNCIL'S OPPOSITION TO CONSTRUCTION OF A NEW INTERSTATE HIGHWAY (INTERSTATE 11, "I-11") THAT BYPASSES THE CITY OF TUCSON AND TRAVERSES PRISTINE AND INVALUABLE SONORAN DESERT AREAS; AND DECLARING AN EMERGENCY.

WHEREAS, the City of Tucson (Tucson) works to advance goals of sustainability, equity, economic growth, and vibrant, livable neighborhoods; and

WHEREAS, in November 2013 Tucson voters adopted Plan Tucson, the City of Tucson General Plan & Sustainability Plan; and

WHEREAS, Tucson has established a Sustainability Program that recognizes the detriment of petroleum-fueled car and truck travel because of their greenhouse-gas and pollutant emissions; and

WHEREAS, Plan Tucson seeks to create, preserve, and manage biologically rich, connected open space; wildlife and plant habitat; and wildlife corridors, including natural washes and pockets of native vegetation, while working to eradicate invasive species; and

WHEREAS, on June 18, 2019, the Mayor and Council adopted Resolution No. 23051, opposing the proposed alignment of I-11 that would have had the effect of bypassing the existing Interstate 10. The Mayor and Council found that any proposed

route that would result in the construction of a new interstate highway in or through Avra Valley would produce enormous adverse impacts to economic, environmental, historic, cultural, and archaeological resources that could not be adequately mitigated and that are contrary to the interstate design standards and criteria that must be applied to this project; and

WHEREAS on September 9th, 2020, Tucson Mayor and Council unanimously endorsed a declaration of a “Climate Emergency” which among other measures calls for “developing and enhancing land use patterns that foster safe, multimodal, accessible, equitable, intelligent, and clean motorized and non- motorized travel options, infrastructure, and community connectivity; and

WHEREAS, an interstate highway in the Avra Valley would degrade the Sonoran Desert, sever wildlife corridors, impede washes and flood prone areas, open new areas to intense residential and commercial development far from existing urban centers, and encourage more car and truck travel at time when climate change and air pollution are growing concerns; and

WHEREAS, Tucson strives to protect night skies from light; and

WHEREAS, Tucson believes in an urban form that conserves natural resources, improves and builds on existing public infrastructure and facilities, and provides an interconnected multi-modal transportation system to enhance the mobility of people and goods; and

WHEREAS, I-11 poses a water contamination risk to Tucson Water’s CAP water recharge facilities in Avra Valley, which provides drinking water to Tucson Water customers; and

WHEREAS, the City of Tucson and Tucson Water seek to protect their groundwater, surface water, and stormwater from contamination; especially during a time of historic drought and increased reliance on CAP water due to PFAS contamination of other water sources; and

WHEREAS, in April 2012 the Mayor and Council passed a resolution to adopt the Downtown Gateway Redevelopment Area and central business district; and

WHEREAS, Tucson seeks to capitalize on Tucson's strategic location by maintaining and enhancing Tucson as an international port and center for commerce and logistics; and

WHEREAS, Tucson supports the expansion of passenger and freight multi-modal transportation services to better connect Tucson to regional and international markets and destinations; and

WHEREAS, the Interstate 11 Final Tier 1 Environmental Impact Statement Recommended Alternative route would run through the Avra Valley, negatively impacting Tucson Mountain Park, Saguaro National Park - West, Ironwood Forest National Monument, Bureau of Reclamation's Central Arizona Project mitigation parcel, and severing linkages between important habitat areas and disturbing an unknown number of archeological sites; and

WHEREAS, the cost of building a new highway in Avra Valley would be enormous, would promote urban sprawl, and would divert cars and trucks away from existing businesses in Tucson; and

...

...

WHEREAS the state of Arizona could reduce highway traffic congestion, reduce the cost of highway maintenance, and save on the costs of rights of way purchases and concrete and asphalt production and installation - while reducing air pollution and greenhouse gas emissions – by instead investing in I-19 & I-10 and developing multi-modal transportation facilities in existing transportation corridors to sustainably accommodate projected increases in freight while providing for much-needed passenger rail traffic.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF TUCSON, ARIZONA, AS FOLLOWS:

SECTION 1. The Mayor and Council strongly oppose the currently proposed alignment “West Option” alignment of I-11, that would have the effect of bypassing the existing Interstate 10. The Mayor and Council support the Preferred Alternative “East Option,” which proposes the expansion and reconfiguration of the existing I-10 and I-19 corridor as the only acceptable alternative for the proposed I-11 highway. The Mayor and Council find that any alternative route that would result in the construction of a new interstate highway in or through Avra Valley would produce enormous adverse impacts to economic, environmental, historic, cultural, and archaeological resources that could not be adequately mitigated and that are contrary to the interstate design standards and criteria that must be applied to this project.

SECTION 2. WHEREAS, it is necessary for the preservation of the peace, health, and safety of the City of Tucson that this Resolution become immediately

effective, an emergency is hereby declared to exist, and this Resolution shall be effective immediately upon its passage and adoption.

PASSED, ADOPTED AND APPROVED by the Mayor and Council of the City of Tucson, Arizona, August 10, 2021.

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO FORM:

REVIEWED BY:

CITY ATTORNEY

CITY MANAGER

MR/dg
8/2/21

RESOLUTION NO. 2021 - __

RESOLUTION OF THE PIMA COUNTY BOARD OF SUPERVISORS IN OPPOSITION TO CONSTRUCTION OF THE WESTERN OPTION OF AN INTERSTATE 11 HIGHWAY PROPOSAL THAT BYPASSES TUCSON AND TRAVERSES PRISTINE AND INVALUABLE SONORAN DESERT AREAS

WHEREAS, Pima County in 2007 unanimously adopted a Resolution opposed to the construction of any highway that bypasses Tucson and traverses pristine and invaluable Sonoran Desert areas; and

WHEREAS, Pima County's national award winning landmark Sonoran Desert Conservation Plan and associated Multi-Species Habitat Conservation Plan identifies 44 rare local species of concern, whose areas of habitat and corridors between habitat areas are already under severe threat from development; and

WHEREAS, Pima County in 2017 adopted a Resolution to further Pima County's commitments to climate protection; and

WHEREAS, Pima County has established a Sustainability Program that recognizes the detriment of petroleum fueled car and truck travel because of their greenhouse gas and pollutant emissions, and therefore has caused the County to transition its fleet to use alternative fuels; and

WHEREAS, since 1974 Pima County has brought more than 98,000 acres of land and assumed grazing leases on more than 141,000 acres for open space and wildlife habitat preservation, and to mitigate impacts from development; and

WHEREAS, Pima County updated its Floodplain Management Ordinance in 2010 to avoid and minimize impacts to riparian vegetation along local washes; and

WHEREAS, Pima County adopted an updated county-wide Floodplain Management Plan in 2020 that creates a roadmap to guide the community through a number of steps to evaluate flood hazards, assess exposure to damage, and consider alternatives to address these issues; and

WHEREAS, Pima County is conducting the Brawley Wash Watershed Plan/Environmental Assessment (Plan/EA) to develop and study potential alternatives in creating a long-term plan to reduce flooding and erosion in the Brawley Wash watershed with a strong environmental resource focus; and

WHEREAS, the Federal Highway Administration and the Arizona Department of Transportation (ADOT) have published the Interstate 11 Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f); and

WHEREAS, the EIS has advanced to the point of identifying two alternatives for the Preferred Alternative in Pima County; and

WHEREAS, the “West Option” Preferred Alternative through Avra Valley would degrade the Sonoran Desert, sever wildlife corridors identified by the ADOT sponsored “Arizona Wildlife Linkages Assessment,” impede washes and sheet-flooding flow ways, promote sprawl by opening new areas to intense residential and commercial development far from existing urban centers, thus encouraging more car and truck travel at a time when climate change and air pollution are growing concerns; and

WHEREAS, the Bureau of Reclamation’s Tucson Mitigation Corridor (TMC) is a wildlife mitigation property established in 1990 to provide for wildlife movement across the Central Arizona Project (CAP) aqueduct; and

WHEREAS, the Avra Valley alternative is not consistent with the TMC Cooperative Agreement and Master Management Plan and would defeat the initial purpose of the TMC’s acquisition as identified in 16 USC 663(d); and

WHEREAS, the West alternative through Avra Valley negatively impacts Tucson Mountain Park, Saguaro National Park, Ironwood Forest National Monument, Bureau of Reclamation’s Central Arizona Project Canal Mitigation Corridor, and important elements of the County’s Sonoran Desert Conservation Plan by slicing through sensitive areas, severing wildlife movement corridors and linkages between important habitat areas, and disturbing an unknown number of archaeological sites; and

WHEREAS, the cost of building a new highway would be enormous, requiring the acquisition of thousands of acres of new rights of way, expenditures of already high and rapidly increasing costs of concrete and asphalt, putting a tremendous burden on taxpayers and future highway users; and

WHEREAS, the production of the millions of tons of concrete and asphalt for this massive construction project would cause significant air pollution and greenhouse gas emissions, as would the operation of heavy machinery in the construction process; and

WHEREAS, a new highway near or through Pima County on any new route, would promote urban sprawl, causing local governments to incur large financial responsibilities for new infrastructure costs, and force major changes to existing county land-use and zoning designations; and

WHEREAS, a new controlled access highway bypass would divert cars and trucks away from existing businesses that are dependent upon commerce generated from traffic on existing highways; and

WHEREAS, the State of Arizona could reduce highway traffic congestion, reduce the cost of highway maintenance, and save on the costs of rights of way purchases and concrete and asphalt production and installation – while reducing air pollution and greenhouse gas emissions – by instead expanding capacity and developing multi-modal transportation facilities in existing transportation corridors to sustainably accommodate projected increases in freight while providing for much-needed passenger rail traffic.

NOW, THEREFORE, BE IT RESOLVED, that the Pima County Board of Supervisors:

Opposes the construction of the Preferred Alternative – West Option in Pima County that has the stated purpose of bypassing the existing Interstate 10 because ADOT erroneously believed that the environmental, historic, archaeological, and urban form impacts could not be adequately mitigated.

PASSED AND ADOPTED by the Board of Supervisors, Pima County, Arizona, this ____ day of August, 2021.

Sharon Bronson
Chair, Pima County Board of Supervisors

ATTEST:

Julie Castañeda
Clerk of the Board

APPROVED AS TO FORM:



Lesley M. Lukach
Deputy County Attorney



Coalition for Sonoran Desert Protection

758 N. 5th Ave., Suite 212
Tucson, Arizona 85705
520.388.9925 • sonorandesert.org

Arizona Center for Law in the Public Interest • Arizona Native Plant Society • Bat Conservation International • Cascabel Conservation Association • Center for Biological Diversity • Center for Environmental Ethics • Defenders of Wildlife • Desert Watch • Environmental Law Society • Friends of Cabeza Prieta • Friends of Ironwood Forest • Friends of Madera Canyon • Friends of Saguaro National Park • Friends of Tortolita • Gates Pass Area Neighborhood Association • Genius Loci Foundation • Native Seeds / SEARCH • Protect Land and Neighborhoods • Safford Peak Watershed Education Team • Save the Scenic Santa Ritas • Sierra Club – Grand Canyon Chapter • Sierra Club – Rincon Group • Sky Island Alliance • Society for Ecological Restoration • Southwestern Biological Institute • Tortolita Homeowners Association • Tucson Audubon Society • Tucson Herpetological Society • Tucson Mountains Association • Wildlands Network

July 4, 2019

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

RE: Comments on the Interstate 11 Tier 1 Draft Environmental Impact Statement, Nogales to Wickenburg

To Whom It May Concern:

We appreciate the opportunity to provide comments on the *Interstate 11 Tier 1 Draft Environmental Impact Statement (DEIS), Nogales to Wickenburg*. We submit the enclosed comments on behalf of the Coalition for Sonoran Desert Protection and the undersigned organizations.

Overview

In summary, we are in strong opposition to the Recommended Alternative route identified in the I-11 Tier 1 DEIS (“DEIS”). Our opposition is rooted in the major negative environmental and economic impacts that would inevitably occur if the Recommended Alternative route is successfully built and our belief that other transportation alternatives, including improving and expanding existing interstates, a focus on multi-modal solutions, and the inclusion of expanded rail service, could more effectively achieve the goals identified in the DEIS.

The Recommended Alternative route would have grave and devastating impacts to Pima County that cannot be adequately mitigated. These include:

- Impacts to federal lands such as Saguaro National Park, Ironwood Forest National Monument, and the Bureau of Reclamation’s Central Arizona Project Mitigation Corridor.
- Impacts to local conservation lands such as Tucson Mountain Park and Pima County’s Conservation Lands System.
- Impacts to planned mitigation lands for Pima County’s Incidental Take Permit and Multi-Species Habitat Conservation Plan, which was finalized in October 2016 and is now being actively implemented, along with planned mitigation lands for an Incidental Take Permit submitted by the City of Tucson to the U.S. Fish and Wildlife Service in 2014 (currently under review).

- Impacts to critical wildlife linkages and connectivity between large wildland blocks as described in the 2006 Arizona's Wildlife Linkages Assessment (completed by a diverse group of statewide stakeholders) and the 2012 Pima County Wildlife Connectivity Assessment (conducted by the Arizona Game and Fish Department (AGFD)), including the Coyote-Ironwood-Tucson Wildlife Linkage and the Ironwood-Picacho Wildlife Linkage.
- Impacts to increasingly rare riparian habitat.
- Impacts to an unknown number of rare archaeological sites.
- Impacts to Tucson Water's CAP water recharge facilities in Avra Valley, groundwater, and surface water, including inevitable spills from trucks carrying gases, dangerous chemicals, petroleum products and other toxins that will contaminate the regional aquifer serving drinking water to a major metropolitan area, including water banked by Metro Water, Marana, Tucson, Oro Valley, and Phoenix.
- Impacts to Tucson's businesses and economy and its position as an international port and center for commerce and logistics, including impacts to tourism powerhouses such as Saguaro National Park and the Arizona-Sonora Desert Museum.
- Impacts to established and long-standing rural communities and private property owners in Avra Valley and surrounding areas.
- Increasing the risk of devastating wildfires, given the extensive buffelgrass infestation present in Avra Valley.

We believe that these impacts cannot be adequately mitigated.

Purpose and Need

First and foremost, we strongly believe that ADOT and FHWA have failed to clearly and thoroughly demonstrate the need for construction of an entirely new freeway, based on the best available science and data. ADOT and FHWA should analyze not only the most current transportation and growth models and current and projected traffic volumes, but also changing transportation modes. For example, if the Mariposa Point of Entry was fully staffed and operational 24 hours a day (which it currently is not), the currently required overnight parking would be reduced, spreading out traffic volumes throughout the day (and also decreasing air pollution since refrigerated trucks have to stay running all night long while they are parked), and negating the need for this proposal at all. Additionally, autonomous truck testing is currently occurring in southern Arizona, is expected to continue, and could safely accommodate truck traffic at night or in a designated lane. ¹

The following planned projects should be analyzed by ADOT and FHWA:

- Plans to continue widening Interstate 10.

¹ <https://www.wired.com/story/embark-self-driving-truck-deliveries/>
https://tucson.com/business/pcc-tusimple-team-up-to-offer-self-driving-truck-operations/article_fb05bf3e-ba44-5dfd-ab23-dd6975cd509a.html

<https://www.tucsonweekly.com/tucson/hands-off-the-wheel/Content?oid=25111164>

- Elements of ADOT's 2017-2021 Five Year Plan to include, but not be limited to, State Route 189: Nogales to Interstate 19; Interstate 19: Ajo Way traffic interchange, and; Interstate 10: State Route 87 to Picacho, Earley Road to Interstate 8, Ina Road traffic interchange, Houghton Road traffic interchange, Ruthrauff Road traffic interchange, Kino Parkway traffic interchange, and Country Club Road traffic interchange.
- ADOT's 2011 "State Rail Plan," which was developed to address the needs of both freight and passengers.²

Also, of note is Representative Ann Kirkpatrick's July 5, 2016 announcement of \$54 million secured in a highway grant for ADOT's I-10 Phoenix to Tucson Corridor Improvements Project, via the U.S. Department of Transportation's competitive FASTLANE program. Tucson Mayor Rothschild said, "Completing expansion of I-10 between Tucson and Phoenix, which now alternates between two and three lanes in each direction, will result in a safer, more efficient highway for people and freight, and that's very good news for Tucson, Phoenix and the state as a whole."³

Concerns with the overall NEPA process

We have serious concerns about the larger NEPA process and the premature identification of a "Recommended Alternative" route without adequate scientific and economic analysis and environmental studies. We question the ability of the involved agencies to present thorough information to the public about the myriad impacts of the Recommended Alternative route, and other considered alternatives, given the inadequate analysis presented in the DEIS. **We fully support and incorporate by reference the full comments on the I-11 DEIS submitted by the National Parks Conservation Association in July 2019, including a more detailed analysis on this issue.**

Major Environmental Impacts from the Recommended Alternative Route

Impacts to Federal and Local Protected Areas

The Recommended Alternative route would have significant direct, indirect and cumulative impacts to a wide portfolio of federal and local protected areas and the significant biological and cultural resources they contain. The Recommended Alternative route would negatively impact Saguaro National Park, Tucson Mountain Park, Ironwood Forest National Monument, the Bureau of Reclamation's Central Arizona Project Mitigation Corridor, and mitigation lands for Pima County's federal Incidental Take Permit (ITP) and Multi-Species Habitat Conservation Plan, which was finalized in October 2016. Pima County is now actively implementing this 30-year Multi-Species Conservation Plan and *mitigation lands in Avra Valley are critical to its long-term success with special emphasis on riparian areas*. The City of Tucson submitted their Avra Valley Habitat Conservation Plan to the FWS in November 2014, and this HCP is currently under

² See: <https://www.azdot.gov/docs/planning/state-rail-plan.pdf?sfvrsn=0>. This rail plan was based off of this study completed in 2010: <https://www.azdot.gov/docs/planning/rail-framework-study-final-report.pdf?sfvrsn=0>

³ See <http://www.wbtv.com/story/32378220/southern-az-receives-grant-to-improve-i-10-between-phoenix-and-tucson>.

review. Meanwhile, Tucson Water's operations in Avra Valley are planned and conducted as if the HCP is already in full effect. All of these protected lands are public investments in conservation.

We strongly emphasize that we and many others have commented in the past that local conservation lands are as important to consider as federal conservation lands in Pima County. Unfortunately, impacts to local conservation lands have not been adequately addressed and analyzed in the documents related to this process, including the DEIS. This has become even more true since the EIS Scoping comment period in 2016. Since then, Pima County has received their federal Incidental Take Permit and is now actively implementing their 30-year Multi-Species Conservation Plan. The success of this plan depends on the health and integrity of Pima County's mitigation lands, many of which are in Avra Valley and directly in the path of the Recommended Alternative route. It is disappointing to see a total lack of acknowledgement of these important local conservation lands in the DEIS and in recent public presentations and materials - any review of environmental impacts should address impacts to local conservation lands in detail, particularly in light of the fact that these protections are a result of a federal Incidental Take Permit.

Impacts to Wildlife Linkages

The Recommended Alternative route would sever critical wildlife linkages that have been identified for protection by state and local agencies through various planning processes. Pima County's Sonoran Desert Conservation Plan, a nationally recognized regional conservation plan developed and implemented over the last 19 years, identifies a Critical Landscape Connection across the Central Arizona Project canal in Avra Valley. The Arizona Wildlife Linkages Workgroup, spearheaded by ADOT and AGFD, identified the Avra Valley linkage zone and Ironwood-Tortolita linkage zone in the 2006 Arizona's Wildlife Linkages Assessment. More recently, AGFD's 2012 Pima County Wildlife Connectivity Assessment identified and modeled the Coyote-Ironwood-Tucson Wildlife Linkage Design, including large swaths of land in Avra Valley. The Recommended Alternative route would also sever the Ironwood-Picacho wildlife linkage.⁴

In general, severed wildland blocks create isolated wildlife populations, which then become more susceptible to extinction than connected populations. Connectivity is also necessary for wildlife to move across the landscape as they attempt to adapt to rapidly changing habitat conditions driven by climate change. Thus, the impact of a massive linear feature, such as a new highway severing important movement areas, valley wide, for wildlife, cannot be adequately mitigated off-site. This is especially true in the Tucson Mountains, home to Saguaro National Park and Tucson Mountain Park. Scientists are becoming increasingly concerned about the

⁴ Arizona Wildlife Linkages Assessment: <https://www.azdot.gov/business/environmental-planning/programs/wildlife-linkages>

Pima County Wildlife Connectivity Assessment:
http://conservationcorridor.org/cpb/Arizona_Game_and_Fish_Department_2012-Pima.pdf

isolation of this wildland block as development pressures increase from the east and north. The Recommended Alternative route would only further cement the total isolation of wildlife that live in the Tucson Mountains. This would result in devastating and irreversible consequences for wildlife diversity, wildlife genetic health, and overall ecosystem resilience in this area.

Impacts to local wildlife linkages are not adequately addressed in the DEIS and adequate mitigation for impacts resulting from the Recommended Alternative route are not possible.

Impacts to Pima County's Conservation Lands System

The Recommended Alternative route would impact lands identified in the Sonoran Desert Conservation Plan's Conservation Lands System (CLS). The CLS was first adopted in compliance with Arizona state law by Pima County in 2001 (and further amended in 2005) as a part of the Environmental Element of the County's required Comprehensive Land Use Plan. The County convened a Science Technical Advisory Team (STAT), comprised of members of the FWS, AGFD, National Park Service, professional biologists and natural resource academics. The CLS consists of a STAT-driven, scientifically based map and set of policy guidelines for Pima County's most biologically-rich lands. These lands include Important Riparian Areas (IRAs), Biological Core Areas, Multiple Use Management Areas, and Species Special Management Areas. Each land category has recommended open space guidelines that are applied when landowners request a rezoning or other discretionary action from the County.

The CLS is a cornerstone of the SDCP and has guided land use and conservation decisions in Pima County since its adoption. **We reiterate that implementation of the CLS is a foundational piece of Pima County's federal ITP under Section 10 of the Endangered Species Act. Impacts to Pima County's SDCP and the CLS are not adequately addressed in the DEIS. The Recommended Alternative route would damage CLS mitigation lands to such an extent that the integrity of Pima County's federal ITP permit would be compromised. Again, adequate mitigation for these impacts is not possible.**⁵

Impacts to Riparian Habitat

The Recommended Alternative route would undoubtedly destroy and/or degrade important, and increasingly rare, riparian habitat. Some 80% of vertebrate species in the arid southwest

⁵ Pima County's Conservation Lands System Map and Policies:

https://webcms.pima.gov/UserFiles/Servers/Server_6/File/Government/Office%20of%20Sustainability%20and%20Conservation/Conservation%20Science/The%20Sonoran%20Desert%20Conservation%20Plan/CLS_Bio_0211_LowRes.pdf

The full text of the MSCP, Annual Reports, maps, and other important information can be found at:
<http://webcms.pima.gov/cms/one.aspx?portalId=169&pageId=52674>

More information on Pima County's Sonoran Desert Conservation Plan can be found at:
http://webcms.pima.gov/government/sustainability_and_conservation/conservation_science/the_sonoran_desert_conservation_plan/

region are dependent on riparian areas for at least part of their life cycle; over half of these cannot survive without access to riparian areas (Noss and Peters 1995).

The Arizona Partners in Flight Bird Conservation Plan states:

“Riparian woodlands comprise a very limited geographical area that is entirely disproportionate to their landscape importance... and immense biological interest (Lowe and Brown 1973). It has been estimated that only 1% of the western United States historically constituted this habitat type, and that 95% of the historic total has been altered or destroyed in the past 100 years (Krueper 1993, 1996). Riparian woodlands are among the most severely threatened habitats within Arizona. Maintenance of existing patches of this habitat, and restoration of mature riparian deciduous forests, should be among the top conservation priorities in the state.”⁶

Riparian habitat is valued for its multiple benefits to people as well as wildlife; it protects the natural functions of floodplains, provides shelter, food, and natural beauty, prevents erosion, protects water quality, and increases groundwater recharge. Riparian habitat contains higher water availability, vegetation density, and biological productivity. Pima County has developed riparian conservation guidelines that make every effort to protect, restore, and enhance on-site the structure and functions of the CLS’s IRAs and other riparian systems. Off-site mitigation of riparian resources is a less favorable option and is constrained by the lack of riparian habitat available with which to mitigate. Every effort should be made to avoid, protect, restore, and enhance the structure and functions of riparian areas. The CLS set aside guideline for IRAs is 95% of any given area of impact.

The lack of consideration of the certainty of flooding in the Altar and Avra Valleys and the subsequent isolation of people and properties from public health and safety responders, not to mention the potential costly relocation of existing infrastructure for the CAP canal, Tucson Water, Marana Water and other regional water providers, numerous El Paso/Kinder Morgan boosting stations, and various electric utility substations is just one example of the flawed NEPA process. This woeful lack of analysis of social, cultural, scientific and economic impacts in the choice of an alternative without adequate due diligence is negligent and should be considered a fatal flaw. This DEIS puts the cart before the horse and would have dire consequences for the region.

Impacts to at-risk species

The Recommended Alternative route would negatively impact a range of specific wildlife species and especially those classified as federally “endangered” or “threatened,” those identified by the state of Arizona HabiMap (www.habimap.org) as “species of conservation concern or species of economic and recreational importance,” and those identified by Pima

⁶ http://www.azgfd.gov/pdfs/w_c/partners_flight/APIF%20Conservation%20Plan.1999.Final.pdf

County and FWS as “vulnerable” under the SDCP and ITP. Some of these species include, but are not limited to:

Aberts towhee
 Bell's vireo
 Western burrowing owl
 Cactus ferruginous pygmy-owl
 Western yellow-billed cuckoo
 Swainson’s hawk
 Rufous-winged sparrow
 Giant spotted whiptail
 Tucson shovel-nosed snake
 Pima pineapple cactus
 Nichol turk’s head cactus
 California leaf-nosed bat
 Mexican long-tailed bat
 Pale Townsend’s big-eared bat
 Lesser long-nosed bat
 Merriam's mouse
 Jaguar
 Ocelot

Specific impacts to the Tucson shovel-nosed snake

The Tucson shovel-nosed snake (*Chionactis annulata klauberi*) is a small colubrid adapted to the sandy loams of the northeastern Sonoran Desert region of central and southeastern Arizona. It was petitioned for listing as “threatened” or “endangered” under the US Endangered Species Act (ESA) based on its habitat specialization in sandy desert flats subject to agricultural conversion and urban sprawl and its disappearance from the Tucson region (Center for Biological Diversity 2004). The subspecies was defined based on the strong infusion of black pigment on the red crossbands, which may enhance both coral snake mimicry and background-matching via flicker-fusion (Mahrtdt et al. 2001). Its geographic range was described by Klauber (1951) and Cross (1979) and additional genetic analysis by Wood et al. (2008, 2014) supported continued recognition of the subspecies but did not define its distributional limits.⁷

⁷ Mahrtdt, C.R.; Beaman, K.R.; Rosen P.C.; [et al]. 2001. *Chionactis occipitalis*. Catalog of American Amphibians and Reptiles. 731: 1–12.

Klauber, L.M. 1951. The shovel-nosed snake, *Chionactis* with descriptions of two new subspecies. Transactions of the San Diego Society of Natural History. 11: 141–204.

Cross, J.K. 1979. Multivariate and univariate character geography in *Chionactis* (Reptilia: Serpentes). Dissertation. Tucson, AZ: The University of Arizona. 517 p.
http://arizona.openrepository.com/arizona/bitstream/10150/298514/1/azu_td_7916875_sip1_m.pdf [accessed February 2, 2018].

In 2014 the U.S. Fish and Wildlife Service rejected the snake for ESA listing based on an incorrect range map for the subspecies that included geographic areas within a sister taxon, *C. a. annulata* (USFWS; 2014). In 2018, Bradley and Rosen (in press) produced a more accurate distribution model for the species based on published genetic and distributional data (Figure 1).⁸ They found that 39% of its habitat has been lost to urban development and agriculture and the remaining habitat is in geographically isolated pockets with no genetic connectivity to each other.

The I-11 Recommended Alternative route would have dire consequences for the remaining population of the Tucson shovel-nosed snake through road strikes and further habitat fragmentation. The highway would bisect some of the last intact habitat for the subspecies, including occupied territory within the Avra Valley. Another example of this is evident in the areas between Gila Bend and Maricopa, within and adjacent to the Sonoran Desert National Monument. This has been a reliable place to still see the snake and several individuals have been recorded along highway 238. The Recommended Alternative route would cut through this habitat block and this area would become a population sink as snakes and other wildlife, venturing outside of the monument, would be crushed by trucks and cars.

Further analysis of impacts to the Tucson shovel-nosed snake needs to be completed by the agencies to adequately understand the impacts of corridor alternatives.

Wood, D.A.; Meik, J.M.; Holycross, A.T.; [et al.]. 2008. Molecular and phenotypic diversity in the Western Shovel-nosed snake, with emphasis on the status of the Tucson Shovel-nosed snake (*Chionactis occipitalis klauberi*). *Conservation Genetics*. 9: 1489–1507.

Wood, D.A.; Fisher, R.N.; Vandergast, A.G. 2014. Fuzzy Boundaries: Color and Gene Flow Patterns among Parapatric Lineages of the Western Shovel-Nosed Snake and Taxonomic Implication. *PLoS ONE* 9(5): e97494.

⁸ U.S. Fish and Wildlife Service, Arizona Ecological Services Field Office. 2014. Species Status Report for the Tucson Shovel-Nosed Snake. [Online]. 78 p. Available: <https://www.regulations.gov/document?D=FWS-R2-ES-2014-0035-0002>.

Bradley, C.M. and Rosen, P.R. In Press. Defining suitable habitat and Conservation Status for the Tucson shovel-nosed snake (*Chionactis annulata klauberi*) in the Sonoran Desert. *Biodiversity and Management of the Madrean Archipelago IV conference proceedings*.

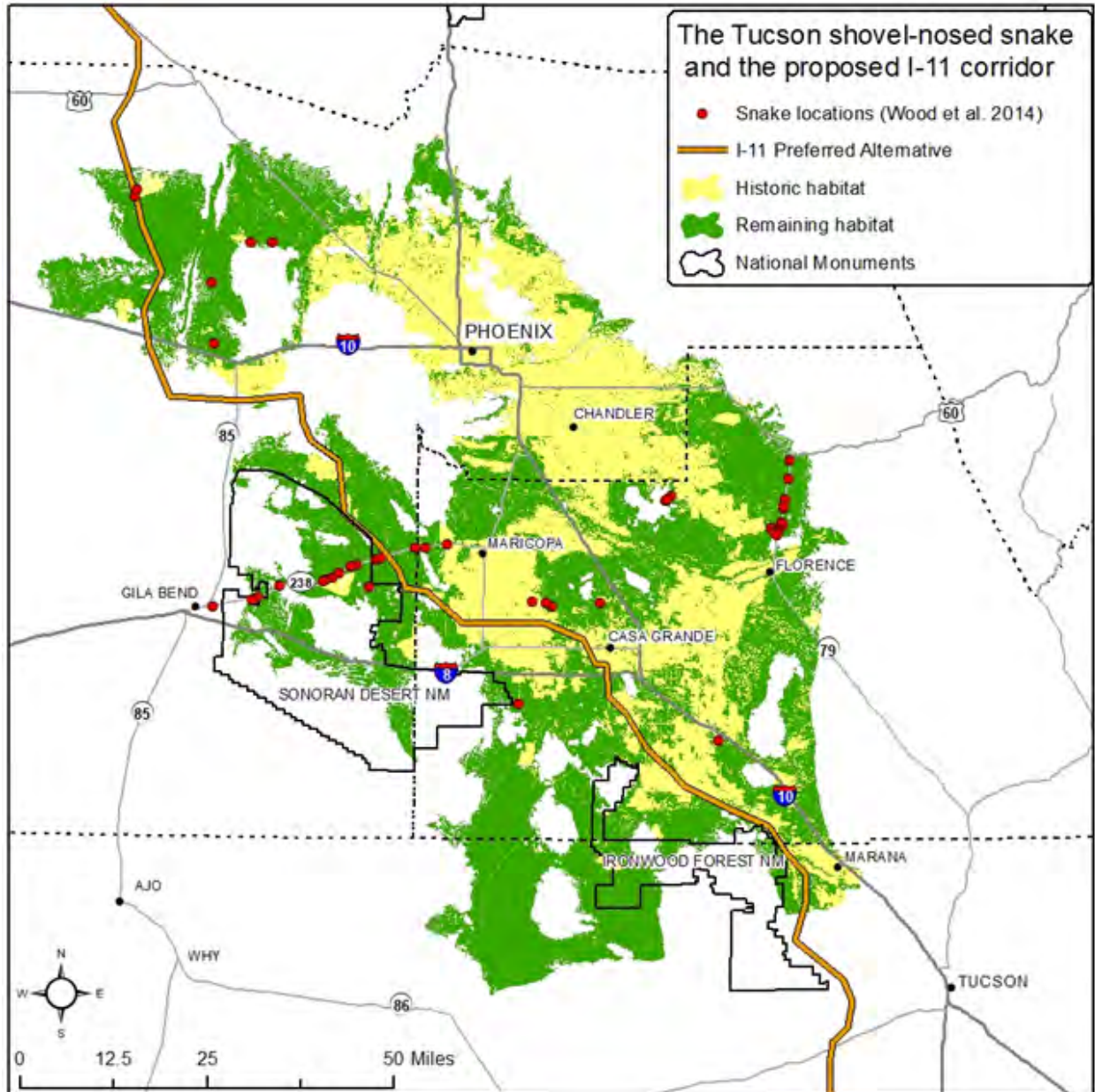


Figure 1: Historic and remaining habitat for the Tucson shovel-nosed snake and the I-11 Recommended Alternative route.

Impacts from noise and light pollution

The Recommended Alternative route would negatively impact resident and migratory wildlife and the wildlife habitats and corridors they use through noise and light pollution. The Recommended Alternative route would especially impact the integrity of the dark skies required for astronomical observatories such as the two reflective telescopes of the MDM Observatory, the Mount Lemmon Observatory, the Kitt Peak National Observatory, the Steward Observatory, the Fred Lawrence Whipple Observatory, and the Massive Monolithic Telescope, through light pollution, both from vehicle headlights, street lighting, and from reasonably foreseeable future commercial and residential development.

Impacts to the economy

The Recommended Alternative route runs adjacent to some of southern Arizona's long-standing economic powerhouses, such as the Arizona-Sonora Desert Museum, Saguaro National Park West, and Old Tucson. It also comes perilously close to emerging economic engines such as Ironwood Forest National Monument.

A May 28, 2019 press release directly from Saguaro National Park and the National Park Service stated that, "957,000 visitors to Saguaro National Park in 2018 spent \$62.1 million in communities near the park. That spending supported 866 jobs in the local area, \$31.3 million in labor income and had a cumulative benefit to the local economy of \$90.9 million dollars." The Recommended Alternative route is located within 1,300 feet of the boundary of Saguaro National Park and will have unmitigable impacts on the visitor experience, including increased noise, light, haze and air pollution, increased likelihood of the spread of invasive species such as buffelgrass, increased likelihood of wildfire starts, and decreased quality of viewsheds. None of these impacts can be adequately mitigated.

The Recommended Alternative route is also located within 400 feet of the boundary of Ironwood Forest National Monument, an increasingly popular national monument supported by a robust and active group of volunteers and land managers. A new visitor kiosk was recently installed at IFNM at the Agua Blanca portal and the annual "Meet the Monument" event grows every year, with increasing numbers of participants every year. Building a freeway next to these protected public lands would cause irreparable harm to a place that is gaining momentum and actively investing in the visitor experience.

On April 17, 2019, local newspaper the AZ Daily Star reported on a recent U.S. News and World Report article that identified the Arizona-Sonora Desert Museum as one of the best 30 zoos nationwide. The Recommended Alternative route is located within approximately a half-mile of the Arizona-Sonora Desert Museum. Construction of this route would cause increased noise, light, and air pollution, increased likelihood of the spread of invasive species such as buffelgrass, increased likelihood of wildfire starts, and decreased quality of the viewshed at the museum. None of these impacts can be adequately mitigated.

The Recommended Alternative route would also drive traffic AWAY from Tucson's downtown and growing business districts that rely on traffic from I-19 and I-10 to survive. The City of Tucson resolution adopted unanimously by the Mayor and Council on June 19, 2019 clearly states opposition to the Recommended Alternative route and includes the following statements:

"...Tucson believes in an urban form that conserves natural resources, improves and builds on existing public infrastructure and facilities, and provides an interconnected multi-modal transportation system to enhance the mobility of people and goods.

...Tucson seeks to protect its CAP water recharge facilities in Avra Valley, groundwater, surface water, and stormwater from contamination.

...In April 2012 the Mayor and Council passed a resolution to adopt the Downtown Gateway Redevelopment Area and central business district.

...Tucson seeks to capitalize on Tucson's strategic location by maintaining and enhancing Tucson as an international port and center for commerce and logistics.

...Tucson supports the expansion of passenger and freight multi-modal transportation services to better connect Tucson to regional and international markets and destinations.

...[The] cost of building a new highway in Avra Valley would be enormous, would promote urban sprawl, and would divert cars and trucks away from existing businesses in Tucson.

...[The] state of Arizona could reduce highway traffic congestion, reduce the cost of highway maintenance, and save on the costs of rights of way purchases and concrete and asphalt production and installation - while reducing air pollution and greenhouse gas emissions - by instead investing in I-19 & I-10 and developing multi-modal transportation facilities in existing transportation corridors to sustainably accommodate projected increases in freight while providing for much-needed passenger rail traffic."

These are all economic arguments for either the No Build alternative or co-locating I-11 with I-19 and I-10 and demonstrate the grave economic consequences to the City of Tucson from the Recommended Alternative route. It is impossible to mitigate for these impacts to Tucson's economy and water supply.

Last, the DEIS needs to improve its analysis of the far-reaching impacts to local governments from building a brand-new freeway in a currently rural area. The Recommended Alternative route would lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other infrastructure and services, the cost of which would likely be borne by local governments such as the City of Tucson, Town of Marana, and Pima County.

Cost of considered alternatives

Our interpretation of the cost of considered alternatives in the DEIS indicates that the Recommended Alternative route would cost approximately \$3.4 billion MORE to construct than the Orange Alternative that co-locates I-11 with I-19 and I-10 in the Tucson region. This estimate is based on information in Table 2-8 on page 2-33 of the DEIS. For Section A-F2, the Green Build Alternative construction costs are estimated to be \$3,998,431,000 and the Orange Build Alternative construction costs are estimated to be \$585,899,000. This leads to the conclusion that it will cost approximately \$3.4 billion more to construct the Green Build Alternative. **We are also unclear why the DEIS does not clearly outline the costs of the Recommended Alternative route (blue on maps), rather leaving it up to the reader to somehow interpret the costs from the other identified routes and where they overlap with**

the Recommended Alternative route. The public should be given clear information for comparison and not be left to make unsure inferences from the incomplete data presented.

One other example of where the DEIS states the costs of considered alternatives in a confusing and incomplete way is in the following section:

Errata 4.5.3

Tunneling – Placing portions of the proposed Project in a tunnel was considered in the property-specific avoidance analysis (Section 4.4.3) as a means to avoid potential impacts to clusters of properties and Historic Districts. FHWA determined that tunneling could result in a use of one or more Section 4(f) properties and, therefore, is not an avoidance alternative. However, even if a way of avoiding use of Section 4(f) properties were to be found, the cost estimate for placing I-11 in a tunnel in Downtown Tucson is approximately \$3.5 to \$5.1 billion, compared to \$240 million for the at-grade concept and \$1 billion for the elevated concept. The extraordinary cost for tunneling indicates that, while tunneling may be feasible, it is not prudent (Avoidance Analysis Factor 4).
Elevated Structures – Elevating I-11 in Downtown Tucson to avoid impacting Section 4(f) properties was considered in the property-specific avoidance analysis (Section 4.4.3.2 and 4.4.3.3). Although the elevated lanes could avoid direct impacts on adjacent Section 4(f) properties, noise and visual impacts would result in adverse effects to historic buildings and structures. Deep excavations for the elevated structure foundations would impact archaeological resources. For these reasons, an elevated lanes alternative through Downtown Tucson is not an avoidance alternative. The elevated alternative also would impact businesses and residences that are not protected by Section 4(f) and would add \$1 billion to the overall capital cost of the Orange Alternative.

It is unclear what specifically the “\$240 million” is referring to in terms of the specific section of highway considered for an at-grade concept. It should also be noted that even though \$1 billion was added to the Orange Alternative in order to elevate I-11 through downtown Tucson, the capital costs would still be \$2.4 billion LESS than the Recommended Alternative route.

In general, we are disappointed with the presentation of the cost of considered alternatives - they are difficult to interpret and should be more clearly and conclusively discussed so compared costs of alternatives are clear to the reader. The examples highlighted above are not exhaustive by any means and we recommend a thorough overhauling of this entire section of the DEIS.

Inadequate 4(F) analysis

The comparison between impacts to the Tucson Mitigation Corridor (TMC) and impacts to the seven historic properties likely to be used if the Orange Alternative is chosen are inadequate as presented in the DEIS.

Use of programmatic “net benefit” evaluation for TMC is inappropriate

Conducting a “net benefit” programmatic evaluation of the proposed use of the TMC is completely inappropriate for this 4(f) property. First, the federal regulations that govern 4(f)

evaluations make clear that the use of programmatic evaluations like the “net benefit” evaluation are to be used only “for certain minor uses of Section 4(f) property.” (23 CFR 774.3(d)) Additionally, per agency guidance, the “net benefit” must be realized on the 4(f) property itself; promising off-site mitigation to offset impacts to a 4(f) property is not the same thing. According to FHWA guidance, a “‘net benefit’ is achieved when the transportation use, the measures to minimize harm, and the mitigation incorporated into the project results in an overall enhancement of the Section 4(f) property... A project does not achieve a “net benefit” if it will result in a substantial diminishment of the function or value that made the property eligible for Section 4(f) protection.”⁹

There is simply no way to achieve a “net benefit” on this 4(f) property, as the use proposed here will, without a doubt, diminish - if not entirely undermine - the ability of the TMC to provide landscape connectivity for wildlife movement. This is especially true considering that this property is itself serving as mitigation for a previous linear project that impacted landscape connectivity in this same area. Regardless of the off-site mitigation promised, it is unlikely that this property will be able to continue to serve as mitigation for that previous project, should this proposed use be approved. **For these reasons, the use of the “net benefit” evaluation for the TMC is simply indefensible. The agencies should conduct an individual evaluation on the TMC property and revise the entire *Draft Preliminary Section 4(f) Evaluation* to consider that individual evaluation.**

Assessment of 4(f) property uses relies on inconsistent information

Because the agencies relied on the incorrect assumption that a “net benefit” would be achieved for the TMC 4(f) property, the DEIS provides no information whatsoever on the actual impacts that may be inflicted on the TMC. No baseline information on the TMC is provided and no information on potential impacts is provided. Without this information, there is no way for the reader to understand what a “net benefit” even means in this context; thus, it is inappropriate to leave this information out. However, because net benefit is inappropriate, it is imperative that the EIS provide actual information regarding potential impacts, such as what is provided for other potentially impacted 4(f) properties.

For example, Google imagery does not provide adequate information for assessing historic integrity and architectural significance for numerous reasons, and there are other far more valid approaches to evaluating such properties that the agencies could have used instead. Acknowledging one of the many pitfalls of this approach, the DEIS admits that “many [properties] were classified as possibly eligible simply because the Google imagery did not provide a clear view.”

In addition, the DEIS is inconsistent in analyzing the costs and feasibility of tunneling through downtown Tucson but does not include a similar analysis of the costs and feasibility of tunneling under the entire 4(f) Tucson Mitigation Corridor.

⁹ “Section 4(f) Evaluation and Approval for Transportation Projects that Have a Net Benefit to a Section 4(f) Property.” Federal Highway Administration Environmental Review Toolkit.
https://www.environment.fhwa.dot.gov/legislation/section4f/4f_netbenefits.aspx.

The DEIS is inconsistent in how it presents information related to the assessment of 4(f) properties. One example of this can be found in a comparison of how information regarding the TMC is represented versus how information regarding the downtown Tucson historic properties is represented. While it is technically true that 15% of the TMC acreage would be within the build corridor (453 out of 2958 acres), far more than just 15% would actually be impacted, considering the purpose for which the TMC was designated (providing landscape connectivity for wildlife movement). In contrast, the EIS asserts that 100% (3 of 3 acres) of the Manning House would be “used;” however, the document goes on to say, “Any ROW expansion east of I-10 would take part of a parking lot associated with the Levi H. Manning House but the house is unlikely to be directly affected.” (EIS at 3.7-24.) Therefore, while 100% of this historic property would be within the corridor, the EIS makes clear that the impact is not 100%. However, with the TMC no parallel consideration of actual impacts is given.

Reliance on insufficient information to compare each Alternative’s potential use of 4(f) properties.

Agencies are required to “identify any methodologies used and shall make explicit reference... to the scientific and other sources relied upon for conclusions in the statement.” (40 CFR 1502.24.) It has long been established that agencies must articulate “a rational connection between the facts found and the choice made.” *Motor Vehicle Mfrs. Ass’n of the U.S. v. State Farm Mut. Auto Ins. Co.*, 463 U.S. 29, 43 (1983).

The flaws resulting from the “net benefit” assumption for TMC aside, the validity of some of the information used to inform the comparison of 4(f) properties is extremely questionable. The information provided for each property is insufficient, in some cases contradictory, and is undermined by inadequate, contradictory information about the properties being compared, and using different metrics.

Scope and Intensity of Impacts to 4(f) properties potentially impacted by Orange Alternative are artificially inflated, while no corollary information is provided for the 4(f) property potentially impacted by the Purple and Green Alternatives.

The DEIS’s comparison of the number of 4(f) properties and their potential use under each alternative is confounding to the reader, precluding meaningful analysis.

Table 4-4 provides the percentage of each 4(f) property located within a build corridor for the various alternatives. However, this information seems to contradict information in the text, causing confusion regarding how potential use of each property is being assessed. This results in a significantly problematic apples-to-oranges comparison of the potential use of each property that tells the reader virtually nothing about the actual potential use of each 4(f) property.

For example, the potential use of the Manning House in downtown Tucson is unclear. First, the property description is inconsistent from one section to the next; on table 4-4 it is described as 1 acre in size, but on table 4-4 it is described as 3 acres in size. Second, Table 4-4 estimates that 100% of the property is subject to “potential use,” but in the text on page 3.7-24 the DEIS

states, “Any ROW expansion east of I-10 would take part of a parking lot associated with the Levi H. Manning House but the house is unlikely to be directly affected.” This indicates that the percentage of “potential use” is not the same as the percentage of the property potentially directly impacted, indicating that indirect impacts are part of the “potential use” consideration. Another example of this is Barrio Anita, where the percentage of the property subject to “potential use” is 85 percent. At the same time, the text states that out of 66 buildings identified in the Barrio Anita Historic District NRHP nomination, the Orange Alternative “could require land from four parcels with contributing residences along the west side of Contzen Avenue but not all of those houses might be directly affected” (EIS at 3.7-24). To make matters more confusing, elsewhere the text states, “The Orange Alternative could require... Removal of at least one historic residential structure adjacent to I-10 in Barrio Anita” (page 4-75). Again, the only explanation for the discrepancy between the percentage of potential use and the amount of land potentially directly impacted is that indirect impacts are considered in the percentage of potential use.

In contrast, the potential use of the TMC property does not appear to include indirect impacts. Table 4-4 shows that only 15% of the property is subject to potential use, with only the percentage of land directly impacted. However, the percentage of potential use would be far larger if indirect impacts are considered for this property, considering how severely compromised the TMC would be as a wildlife movement corridor if an interstate is routed along its entire western boundary or diagonally, from southeast to northwest, through the parcel. There is no explanation for why the TMC is not given the same consideration as the 4(f) properties it is being compared against.

Other discrepancies abound. Page 4-73 provides a list of seven 4(f) properties in downtown Tucson that are subject to potential use by the Orange Alternative, which includes the Barrio Anita Historic District and the David G. Herrera and Ramon Quiroz Park (formerly Oury Park). The analysis uses this number to compare the Orange Alternative’s potential impacts to 4(f) properties to those of the Purple and Green Alternatives, where only one property -- the TMC -- is subject to potential use. However, the text makes clear that Quiroz Park is a contributing property to the Barrio Anita Historic District, and the Park is not listed separately on Table 4-2 or Table 4-4. Inadvertently or otherwise, listing Quiroz Park separately only in this context artificially increases the number of properties potentially impacted by the Orange Alternative and skews the comparison with the Purple and Green Alternatives.

Information provided in Least Harm Analysis is so inadequate it precludes meaningful analysis

Least harm analysis Factor 1: Ability to mitigate adverse impacts on each Section 4(f) property

When considering the ability to mitigate adverse impacts to each Section 4(f) property, the DEIS provides a list of strategies to mitigate and minimize impacts to Section 4(f) properties in Downtown Tucson on page 4-76. These include measures such as replacement of land, design modifications, restoration, preservation of impacted historic buildings, and compensation. However, on p. 4-96 the DEIS states, “There is a low ability to mitigate the impacts of the Orange Alternative.”

In addition, on page 4-108 the DEIS states, “After careful consideration, FHWA and ADOT determined Orange Alternative impacts are unmitigable...” Leaving aside the fact that these statements are clearly contradictory to one another, the document provides no meaningful information to support these declaratory statements.

Least harm analysis Factor 2: Relative severity of the remaining harm, after mitigation.

On page 4-96, the DEIS states, “As indicated in Table 4-7 (Summary of Potential Section 4(f) Uses by Build Corridor Alternative) and described for Factor 1, FHWA and ADOT will be required to provide specific mitigation in order to achieve the potential types of uses presented in the table. By achieving the programmatic net benefit finding, the Purple, Green, and Recommended Alternatives would substantially reduce and possibly eliminate remaining harm to the TMC property.” This statement explicitly demonstrates skewing of the comparison.

Least harm analysis Factor 3: Relative significance of each Section 4(f) property

The DEIS asserts the following on page 4-97, “FHWA considers each Section 4(f) property to be equally significant in this evaluation; none of the properties has been determined through this evaluation or through coordination with officials with jurisdiction to be of different value.” We strongly disagree with this outlandish statement and urge further evaluation of all Section 4(f) properties. This statement asserts that the entire Tucson Mitigation Corridor is equal to the parking lot of the Manning House, which is a ridiculous and erroneous assertion to make.

Least harm analysis Factor 6

Section 4(f) properties are defined in part as “*publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site).*” The Ironwood Forest National Monument was designated by Presidential Proclamation in June of 2000, under a new protective classification of federal Bureau of Land Management lands. We disagree with the conclusion in the DEIS (Appendix F) that fails to recognize Ironwood Forest National Monument as a Section 4(f) property.

Furthermore, the DEIS fails to consider the magnitude of adverse impacts on multiple properties not protected by Section 4(f). For example, for the Purple and Green Alternatives, this analysis must include the Ironwood Forest National Monument (see above), Tucson Mountain Wildlife Area, and Sonoran Desert National Monument. We believe these properties should be considered as 4(f) properties. However, even though these properties are not considered 4(f) properties, this does not mean there are no adverse impacts to them.

Consideration of other transportation strategies

The DEIS and the choice of the Recommended Alternative route overlooks other less costly options that would encourage the free flow of goods through our region. These include:

- Changes to the management of the existing highway to reduce congestion, including pricing, scheduling, and other programs;

- Technologies that improve traffic flows;
- Enhancements to our rail system, including light rail and intermodal transportation;
- Other road improvements that will divert traffic from I-10.

During the Scoping phase, we strongly recommended a more thorough analysis and consideration of these other transportation strategies that will also better equip our region to adapt to the growing impacts of climate change. Assessing the cumulative impacts of these options on congestion also needs to be more thoroughly considered in the DEIS. **We reiterate our request for this more thorough analysis in future planning efforts and this analysis be completed and shared with the public prior to designating a Preferred Alternative.**

Additional necessary studies

The following studies must be completed prior to designating a Preferred Alternative, with the results communicated to the community and incorporated into the decision process early on:

- A complete inventory of known and potential historic and archaeological resources that could be directly or indirectly impacted by the Recommended Alternative route. This study should be reviewed and approved by the Tucson Historic Preservation Foundation, the Tucson-Pima County Historical Commission, the City of Tucson Historic Preservation Office, the Pima County Cultural Resources and Historic Preservation Division, and the Arizona State Historic Preservation Office.
- Environmental quality impacts: air quality, noise, light pollution, viewshed, wildlife, vegetation, watershed, and the health and biological integrity of the Brawley/Los Robles wash system and Santa Cruz River.
- Social and economic equity impacts.

When studies are completed, there needs to be a demonstrated respect for the natural, historic, and archaeological resources and avoidance of all these resources in any Recommended Alternative route. Furthermore, we strongly encourage ADOT and FHWA to refer to the “I-11 Super Corridor Study” final document, which was submitted to ADOT in 2016, to draw inspiration on a comprehensive design. The Sustainable Cities Lab, hosted at the University of Arizona (UA) College of Architecture, Planning and Landscape Architecture, completed this transdisciplinary study on the I-11 corridor along with Arizona State University and the University of Nevada, Las Vegas. UA's study area focused on opportunities from Marana to south of downtown Tucson. Their outcomes incorporate many of our outlined points, including the addition of light and heavy rail, walking, cycling, new technology for controlling traffic as well as incorporating alternative forms of energy production and transportation. Using such studies and designs would help us reduce impacts in Tucson’s downtown and surrounding areas should co-location be further considered.

Other factors that must be more thoroughly analyzed for all corridor alternatives include how continued climate change, which is a reasonably foreseeable circumstance, will impact Arizona’s water resources and projected population growth; public health implications,

including increased air pollution and the proliferation of valley fever; and long-term impacts on local and regional land-use plans.

The Recommended Alternative route through Avra Valley would facilitate commercial and residential development in this area. Such exurban development would result in even more habitat fragmentation, cause local governments to incur large financial responsibilities for new infrastructure costs and maintenance, and force major changes to existing local and regional land-use and zoning designations. Existing land use plans have already identified areas most appropriate for growth as mandated by state law and any new transportation corridors should be appropriately sited within those existing identified growth areas.

Considering the identified Recommended Alternative route in the DEIS, we argue that either the No Build alternative or improvements to existing transportation corridors and reducing congestion on existing highways in order to accommodate future traffic will best avoid and minimize environmental and larger community impacts. **Because of this, we stand in strong opposition to the Recommended Alternative route.**

Local government opposition

In 2007, the elected Pima County Board of Supervisors passed Resolution No. 2007-343 (attached) opposing “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.” Additionally, the Board called for the expansion of “capacity along Interstate 10 for multiple modes of travel including, but not limited to, freight, passenger cars, transit, intercity passenger rail, and bicycle, and for beautification of the existing corridor.”

Additionally, in April 2019 Pima County Board of Supervisors’ Chair Richard Elías and Supervisor Sharon Bronson (in whose Districts most of the proposed highway is located) released a statement stating, in part, “The Pima County Board of Supervisors adopted Resolution 2007-343 on December 18, 2007, setting forth its opposition to construction of an interstate highway through ‘invaluable Sonoran Desert areas.’ That remains the official position of Pima County government...A new freeway through any pristine Sonoran Desert area, and especially through Avra Valley, still is a very bad idea and the Pima County Board of Supervisors remains officially opposed to it” (attached). We strongly concur with Pima County’s elected officials and their resolution. Rather than investigating the potential for new transportation corridors in Pima County, we encourage all transportation planners to work to develop multi-modal transportation options within existing transportation corridors.

On June 18, 2019, the City of Tucson Mayor and Council adopted a resolution explicitly opposing the Recommended Alternative route (attached). The resolution states, in part, “The Mayor and Council strongly oppose the currently proposed alignment of I-11, that would have the effect of bypassing the existing Interstate 10. The Mayor and Council support the expansion and reconfiguration of the existing I-10 and I-19 corridor as the only acceptable alternative for the proposed I-11 highway; and that any alternative route that would result in the construction

of a new interstate highway in or through Avra Valley would produce enormous adverse impacts to economic, environmental, historic, cultural and archaeological resources that could not be adequately mitigated and that are contrary to the interstate design standards and criteria that must be applied to the project.”

On May 18, 2019, Arizona District 3 Congressman Raúl Grijalva submitted comments on the DEIS voicing his opposition to the Recommended Alternative route. We have attached the Congressman’s letter as well.

Thank you for the opportunity to provide comments on the *Interstate 11 Tier 1 Draft Environmental Impact Statement, Nogales to Wickenburg*. **Given the far-reaching and devastating impacts that the Recommended Alternative route would have on the incredible portfolio of public conservation lands in and adjacent to Avra Valley, we express our strong opposition to the Recommended Alternative route and feel that should additional capacity be warranted, that reconfiguration of existing highways is the only acceptable Alternative. This DEIS is replete with inadequate analyses and is, in and of itself, a fatal flaw.** We look forward to your analysis and assessment and to commenting further in future phases of the process. If we can be of any assistance, please do not hesitate to contact us.

Sincerely,

Carolyn Campbell
Executive Director, Coalition for Sonoran Desert Protection

Jodi Netzer, Director
Tucson Entrepreneurs

Sandy Bahr, Chapter Director
Sierra Club - Grand Canyon Chapter

Robin Clark *for*
Avra Valley Coalition

Meg Weesner, Chair
Sierra Club - Rincon Group

Tom Hannagan, President
Friends of Ironwood Forest

Emily Yetman, Executive Director
Living Streets Alliance

Louise Misztal, Executive Director
Sky Island Alliance

Kevin Gaither-Banchoff, Development
Director

Barbara Rose, Project Coordinator
Safford Peak Watershed Education Team

WildEarth Guardians

Diana Hadley, Co-President
Northern Jaguar Project

Peter Chesson, President
Tucson Mountains Association

Demion Clinco, President
Tucson Historic Preservation Foundation

Gayle Hartmann, President
Save the Scenic Santa Ritas

Robert Villa, President
Tucson Herpetological Society

Terry Majewski, Chair
Tucson-Pima Historical Commission

Ivy Schwartz, President
Community Water Coalition of Southern
Arizona

Jonathan Lutz, Executive Director
Tucson Audubon Society

Nancy Williams, President
People for Land and Neighborhoods

Fred Stula, Executive Director
Friends of Saguaro National Park

Pearl Mast and Anna Lands, Co-Chairs
Conservation Committee
Cascabel Conservation Association

Randy Serraglio, Southwest Conservation
Advocate
Center for Biological Diversity

Myles Traphagen, Borderlands Project
Coordinator
Wildlands Network

Gary Kordosky, President
Gates Pass Area Neighborhood Association

Della Grove, President
Citizens for Picture Rocks

Jessica Moreno, President
Arizona Chapter of The Wildlife Society

Mike Quigley, Arizona State Director
The Wilderness Society

Robert Peters, Southwest Representative
Defenders of Wildlife

Attachments: April 2019 Memo from Pima County Supervisors Richard Elías and Sharon
Bronson
Pima County Resolution No. 2007-343
City of Tucson Resolution No. 23051
May 2019 Letter from Rep. Raúl Grijalva (D-AZ)

ATTACHMENTS

April 2019 Memo from Pima County Supervisors Richard Elías and Sharon Bronson



PIMA COUNTY BOARD OF SUPERVISORS

130 WEST CONGRESS STREET, 11th FLOOR
TUCSON, ARIZONA 85701-1317

(520) 724-8126
district5@pima.gov
www.district5.pima.gov

To Whom It May Concern:

The Pima County Board of Supervisors adopted Resolution No. 2007-343 on December 18, 2007, setting forth its opposition to construction of an interstate highway through "invaluable Sonoran Desert areas." That remains the official position of Pima County government.

At the time, the proposal under consideration was for an Interstate 10 Bypass Freeway, but it was along the same suggested routes as the currently proposed Interstate 11. A "favored" route then, as now, was through Avra Valley.

A freeway through the Avra Valley or other parts of the delicate Sonoran Desert is not compatible with the county's landmark Sonoran Desert Conservation Plan or with its Sustainability Plan to combat climate change in line with the 2015 Paris Agreement.

A freeway would destroy sensitive habitat for many of the 44 unique species of concern that the Conservation Plan protects. It would sever vital wildlife corridors between critical habitat areas of some of the larger species such as the Desert Bighorn.

The Sustainability Plan aims to steer the county government operations away from fossil fuel use and dependency, and a new freeway would promote increased fossil-fuel use, to the detriment of our air quality as well as to climate change.

A freeway through Avra Valley would impact severely and negatively such jewels and tourist areas as Tucson Mountain Park, Saguaro National Park, Ironwood National Monument, and the Arizona-Sonora Desert Museum. It would diminish vastly the quality of life of thousands of Avra Valley residents.

The cost of buying land for and building an entirely new freeway would be tremendous, when we do not have enough funds to maintain properly our existing roads and highways. It would cost much less to improve existing railroad corridors for cleaner passenger rail service and increased freight traffic.

An Interstate 11 would divert traffic away from existing businesses that depend on Interstate 10 and Interstate 19 traffic visibility for their survival.

A new freeway through any pristine Sonoran Desert area, and especially through Avra Valley, still is a very bad idea and the Pima County Board of Supervisors remains officially opposed to it.

Sincerely,

Richard Elías, Chairman
Pima County Board of Supervisors

Sharon Bronson, District Three Supervisor
Pima County Board of Supervisors

RESOLUTION NO. 2007- 343

**A RESOLUTION OF THE PIMA COUNTY BOARD OF SUPERVISORS IN
OPPOSITION TO CONSTRUCTION OF AN INTERSTATE HIGHWAY LINK
THAT BYPASSES TUCSON AND TRAVERSES PRISTINE AND INVALUABLE
SONORAN DESERT AREAS**

WHEREAS, Pima County's landmark Sonoran Desert Conservation Plan identifies 55 rare local species of concern, whose areas of habitat and corridors between habitat areas already are under threat from development; and

WHEREAS, Pima County has established a Sustainability Program that recognizes the detriment of petroleum-fueled car and truck travel to this effort because of their greenhouse-gas and pollutant emissions, and therefore calls for the County to shift its fleet to use alternative fuels; and

WHEREAS, since 1974 Pima County has bought more than 45,000 acres of land and assumed grazing leases on 86,000 acres for open-space and wildlife habitat preservation, and to mitigate impacts from development; and

WHEREAS, Pima County updated its Riparian Mitigation Ordinance in 2005 to avoid and minimize impacts to riparian vegetation along local washes; and

WHEREAS, the Arizona Department of Transportation (ADOT) has undertaken the Interstate 10 Phoenix-Tucson Bypass Study to look at alternative routes for new controlled access highways that Interstate 10 cars and trucks could use to bypass the Tucson and Phoenix metropolitan areas; and

WHEREAS, the study has advanced to the point of identifying two alternative routes which impact Pima County; and

WHEREAS, each of the alternatives would degrade the Sonoran Desert, sever wildlife corridors identified by the ADOT-sponsored "Arizona Wildlife Linkages Assessment," impede washes, open new areas to intense residential and commercial development far from existing urban centers, and thus encourage more car and truck travel at time when global warming and air pollution are growing concerns; and

WHEREAS, one of the alternatives would traverse the San Pedro River Valley impacting both Cochise County and Pima County; and

WHEREAS, the San Pedro River and its valley constitute one of the most biologically diverse and important ecosystems in North America, which also serves as vitally important flyway for hundreds of unique migratory bird species and is a sensitive aquatic and terrestrial wildlife corridor; and

WHEREAS, there are more than 500 known archaeological sites in the San Pedro River Valley, some dating back as much as 12,000 years and some considered sacred to Native American people; and

WHEREAS, a second identified route runs through the Avra Valley, negatively impacting Tucson Mountain Park, Saguaro National Park, Ironwood National Monument, Bureau of Reclamation's Central Arizona Project Canal mitigation area, and important elements of the County's Sonoran Desert Conservation Plan by slicing through sensitive areas, severing linkages between important habitat areas, and disturbing an unknown number of archeological sites; and

WHEREAS, the cost of building a new controlled-access highway would be enormous, requiring the acquisition of thousands of acres of new rights of way, expenditures on high and rapidly increasing costs of concrete and asphalt, putting a tremendous burden on taxpayers and future highway users; and

WHEREAS, the production of the millions of tons of concrete and asphalt for this massive construction project would cause significant air pollution and greenhouse gas emissions, as would the operation of heavy machinery in the construction process; and

WHEREAS, a new controlled-access highway near or through Pima County on any route, would promote urban sprawl, causing local governments to incur large financial responsibilities for new infrastructure costs and force major changes to existing county land-use and zoning designations; and

WHEREAS, a new controlled-access highway bypass would divert cars and trucks away from existing businesses that are dependent upon commerce generated from traffic on existing highways; and

WHEREAS, the state of Arizona could reduce highway traffic congestion, reduce the cost of highway maintenance, and save on the costs of rights of way purchases and concrete and asphalt production and installation – while reducing air pollution and greenhouse gas emissions – by instead expanding capacity and developing multi-modal transportation facilities in existing transportation corridors to sustainably accommodate projected increases in freight while providing for much-needed passenger rail traffic.

NOW, THEREFORE, BE IT RESOLVED that the Pima County Board of Supervisors:

1. 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, archeological, and urban form impacts could not be adequately mitigated.

2. Supports the continuation of studies relating to this bypass such that the full costs of mitigation measures can be brought forth.
3. Calls upon the office of Governor Janet Napolitano to direct ADOT to undertake studies related to expanding capacity along Interstate 10 for multiple modes of travel including, but not limited to, freight, passenger cars, transit, intercity passenger rail, and bicycle, and for beautification of the existing corridor.

Passed by the Board of Supervisors of Pima County, this 18th day of December, 2007.




Chairman, Pima County Board of Supervisors

ATTEST:



Clerk of the Board

APPROVED AS TO FORM:



Deputy County Attorney

ADOPTED BY THE
MAYOR AND COUNCIL

June 18, 2019

RESOLUTION NO. 23051

RELATING TO PUBLIC HEALTH AND SAFETY: DECLARING MAYOR AND COUNCIL'S OPPOSITION TO CONSTRUCTION OF A NEW INTERSTATE HIGHWAY THAT BYPASSES THE CITY OF TUCSON AND TRAVERSES PRISTINE AND INVALUABLE SONORAN DESERT AREAS; AND DECLARING AN EMERGENCY.

WHEREAS, the City of Tucson (Tucson) works to advance goals of sustainability, equity, economic growth and vibrant, livable neighborhoods; and

WHEREAS, in November 2013 Tucson voters adopted Plan Tucson, the City of Tucson General Plan & Sustainability Plan; and

WHEREAS, Tucson has established a Sustainability Program that recognizes the detriment of petroleum-fueled car and truck travel because of their greenhouse-gas and pollutant emissions; and

WHEREAS, Plan Tucson seeks to create, preserve, and manage biologically rich, connected open space; wildlife and plant habitat; and wildlife corridors, including natural washes and pockets of native vegetation, while working to eradicate invasive species; and

WHEREAS, an interstate highway in the Avra Valley would degrade the Sonoran Desert, sever wildlife corridors, impede washes and flood prone areas, open new areas to intense residential and commercial development

far from existing urban centers, and encourage more car and truck travel at time when climate change and air pollution are growing concerns; and

WHEREAS, Tucson strives to protect night skies from light; and

WHEREAS, Tucson believes in an urban form that conserves natural resources, improves and builds on existing public infrastructure and facilities, and provides an interconnected multi-modal transportation system to enhance the mobility of people and goods; and

WHEREAS, Tucson seeks to protect its CAP water recharge facilities in Avra Valley, groundwater, surface water, and stormwater from contamination; and

WHEREAS, in April 2012 the Mayor and Council passed a resolution to adopt the Downtown Gateway Redevelopment Area and central business district; and

WHEREAS, Tucson seeks to capitalize on Tucson's strategic location by maintaining and enhancing Tucson as an international port and center for commerce and logistics; and

WHEREAS, Tucson supports the expansion of passenger and freight multi-modal transportation services to better connect Tucson to regional and international markets and destinations; and

WHEREAS, the Interstate 11 Draft Tier 1 Environmental Impact Statement Recommended Alternative route would run through the Avra Valley, negatively impacting Tucson Mountain Park, Saguaro National Park - West, Ironwood Forest National Monument, Bureau of Reclamation's Central Arizona

Project mitigation parcel, and severing linkages between important habitat areas and disturbing an unknown number of archeological sites; and

WHEREAS, the cost of building a new highway in Avra Valley would be enormous, would promote urban sprawl, and would divert cars and trucks away from existing businesses in Tucson; and

WHEREAS the state of Arizona could reduce highway traffic congestion, reduce the cost of highway maintenance, and save on the costs of rights of way purchases and concrete and asphalt production and installation - while reducing air pollution and greenhouse gas emissions – by instead investing in I-19 & I-10 and developing multi-modal transportation facilities in existing transportation corridors to sustainably accommodate projected increases in freight while providing for much-needed passenger rail traffic.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF TUCSON, ARIZONA, AS FOLLOWS:

SECTION 1. The Mayor and Council strongly oppose the currently proposed alignment of I-11, that would have the effect of bypassing the existing Interstate 10. The Mayor and Council support the expansion and reconfiguration of the existing I-10 and I-19 corridor as the only acceptable alternative for the proposed I-11 highway; and that any alternative route that would result in the construction of a new interstate highway in or through Avra Valley would produce enormous adverse impacts to economic, environmental, historic, cultural and archaeological resources that could not be adequately

mitigated and that are contrary to the interstate design standards and criteria that must be applied to this project.

SECTION 2. WHEREAS, it is necessary for the preservation of the peace, health and safety of the City of Tucson that this Resolution become immediately effective, an emergency is hereby declared to exist and this Resolution shall be effective immediately upon its passage and adoption.

PASSED, ADOPTED AND APPROVED by the Mayor and Council of the City of Tucson, Arizona, June 18, 2019.

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO FORM:

REVIEWED BY:

del 

CITY ATTORNEY

CITY MANAGER

MR/dg
6/13/19

COMMITTEE ON NATURAL RESOURCES
CHAIRMAN
COMMITTEE ON EDUCATION AND LABOR
HIGHER EDUCATION AND WORKFORCE INVESTMENT
SUBCOMMITTEE
CIVIL RIGHTS AND HUMAN SERVICES SUBCOMMITTEE
CONGRESSIONAL PROGRESSIVE CAUCUS
CHAIR EMERITUS

Congress of the United States
House of Representatives
Washington, DC 20515-0307

WEBSITE: <http://grijalva.house.gov/>

May 8, 2019

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

Also emailed to: I-11ADOTStudy@hdrinc.com

Re: the I-11 Draft Tier 1 Environmental Impact Statement and Preliminary Section 4(f) Evaluation (Draft Tier 1 EIS) Nogales to Wickenburg

Dear Mr. Van Echo,

I would like to take this opportunity to provide input during the public comment period on the Draft Tier 1 EIS referenced above.

I am concerned that the current comment period is too short for a comprehensive review of this extremely large document (762 pages plus appendices). I request that the comment period be extended for a total of 120 days—which is common for projects of this magnitude and controversy—making the revised due date for comments August 3, 2019.

I support efforts to physically connect Arizona and Nevada via transportation corridors to facilitate Canadian and Mexican trade routes. The City of Tucson and the metro region of Pima County would benefit most by enhancing existing infrastructure that already provides the connection: Interstate 10 and 19, or option “A” and “B” that have been included in your route studies.

I am **very concerned** that a hybrid option of routes going through Altar and Avra Valley has instead been chosen for the preferred alternative in the Draft Tier 1 EIS. This route would necessitate building new interstate. This route would negatively impact rural communities in Avra Valley, Saguaro National Park, Tucson Mountain Park, Ironwood Forest National Monument, and other protected open spaces and wildlife corridors. I pointed this out during the scoping process in a June 1, 2017, letter to project manager Jan Van Echo. For the record I would like to repeat my concerns:

This proposed route of the Interstate would bring in new development, roads, traffic, and have a negative impact on dark skies, wilderness values, and quality of life for residents of that community. Even a limited access roadway would still open this mainly undeveloped area to massive sprawl. Residents of my district affected by this option have called my office expressing these same concerns. Pima County voters have consistently opposed opening up the far western areas of Pima County to development via this transportation corridor. At some point, the Federal Highway Administration and the Arizona Department of Transportation must be responsive and support alternatives that provide economic opportunity in the existing metro region and not continue to promote routes that local voters have overwhelmingly opposed.

Frankly, it troubles me that after two scoping periods and a stakeholder engagement process that resulted in widespread opposition to proceeding with any route through Avra Valley – and with serious concerns expressed

all along by cooperating land and wildlife managing agencies – your study has determined that the much more costly alternative with greater negative impacts and fewer benefits for Pima County is the preferred alternative.

One explanation for this conclusion is that a Tier 1 analysis is not enough for a federal process to come up with the better route alternative. The tiering of the required environmental compliance means that the decision is not informed by the best information and that vague promises of future mitigation is enough to allow the incredible decision to bisect an important wildlife mitigation area with a major freeway. This calls into question the Department of Transportation's unusual practice of coming to a decision without the full environmental compliance that most other federal projects regularly require.

A proposed MOU giving the state environmental compliance responsibilities for federal highway projects in Arizona, which would include the Tier 2 study, further demonstrates the inappropriate fragmentation of planning and compliance this project will receive, especially compared to projects with this sort of impact on protected lands that our community would normally expect.

Another issue of concern is the regularity with which this route keeps re-surfacing. Voters overwhelmingly voted against a ½ cent sales tax that would have funded a similar project back in the mid-1980s. The Picture Rocks community along with many other Pima Country residents and organizations have and continue to vocally oppose it, yet this route keeps being promoted as the preferred option.

Very little is being done to address alternatives to continuous freeway expansion, such as facilitating the expansion and use of intermodal shipping yards, facilitating the creation of public rail transportation lines as alternatives to continuously promoting freeway development—especially in pristine habitat corridor areas. I consistently remain opposed to any highway plan that opens up the Avra valley to widespread environmental destruction.

The possible fast tracking of this project, despite information typically disseminated by the project's managers at public meetings that there is not current funding available, is concerning. While that may be currently true, this project is in conjunction with the Federal Highway Administration, I-11 and Intermountain West Corridor Study (IWCS) completed in 2014. With talk in Congress about developing an infrastructure spending package, the state appears to be attempting to remove all barriers to fast tracking this project once, and if, funding is available. If Congress is able to pass an infrastructure package, the voters will have no say, as planning will be completed, and routes will have been previously selected.

If the project's purpose is to provide a high-priority north to south transportation corridor to connect to major metropolitan areas and markets with Mexico and Canada, then I believe that the best option is using Interstate 10 and 19, which already includes metropolitan Tucson and protects the environmentally sensitive area west of Tucson.

Thank you for your time and the opportunity to provide input.

Sincerely,



Raúl M. Grijalva,
Member of Congress, (AZ-03)

Cc: Jan Van Echo, PE, ADOT I-11 Study Manager



**Coalition for
Sonoran Desert Protection**

738 N. 5th Ave., Suite 205
Tucson, Arizona 85705
520.388.9925 * sonorandesert.org

Arizona Center for Law in the Public Interest * Arizona Native Plant Society * Bat Conservation International * Cascabel Conservation Association * Center for Biological Diversity * Center for Environmental Ethics * Defenders of Wildlife * Desert Watch * Environmental Law Society * Friends of Cabeza Prieta * Friends of Ironwood Forest * Friends of Madera Canyon * Friends of Saguaro National Park * Friends of Tortolita * Gates Pass Area Neighborhood Association * Genius Loci Foundation * Great Old Broads for Wilderness–Tucson * Native Seeds / SEARCH * Protect Land and Neighborhoods * Safford Peak Watershed Education Team * Save the Scenic Santa Ritas * Sierra Club – Grand Canyon Chapter * Sierra Club – Rincon Group * Sky Island Alliance * Southwestern Biological Institute * Tortolita Alliance * Tortolita Homeowners Association * Tucson Audubon Society * Tucson Herpetological Society * Tucson Mountains Association * Wildlands Network

August 16, 2021

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

RE: Comments on the Interstate 11 Tier 1 Final Environmental Impact Statement, Nogales to Wickenburg

To Whom It May Concern:

We appreciate the opportunity to provide comments on the Interstate 11 Tier 1 Final Environmental Impact Statement (FEIS), Nogales to Wickenburg. We submit the enclosed comments on behalf of the Coalition for Sonoran Desert Protection and the undersigned organizations.

Inadequate time for review

We have been reviewing the FEIS documents as thoroughly as we have been able to, considering the FEIS and appendices total 5,800 pages and the community was given just 30 calendar days to submit comments. This is inadequate for the reasons stated in our July 20, 2021 request to extend the deadline by 90 days. For comparison, the comment period on the Draft Tier 1 EIS (DEIS) began on April 5, 2019 and closed on July 8, 2019. During that time, 12,445 comments were submitted through various media, including the ADOT project website, emails, a telephone hotline, letter, and oral and written testimony at public meetings. The community in southern Arizona has shown a high amount of interest in this proposed highway project and thus should have been given more than 30 days to review these thousands of pages of documents.

However, you state on August 12, 2021,

“In reviewing the comments that have been submitted during the current Final Tier 1 EIS review period, the I-11 study team is looking for substantive issues that were not raised during the 90-day Draft Tier 1 EIS public outreach process. For all of these reasons, the Final Tier 1 EIS review period will remain at 30 days, concluding on August 16, 2021.

While the reviewers and authors may know what revisions were made between the DEIS and the FEIS, members of the public do not know this information and must still read through the thousands of pages of texts and maps to know what these changes are. Trying to compare the two documents and parse through their differences is an arduous endeavor, even for conservation professionals, much less the general public. Examples of substantive differences that need to be examined include changes to the route of the Recommended Alternative in the DEIS to its current iteration as the West Preferred Alternative Option in the FEIS. There is also now a second route option that has been added to the FEIS, resulting in two Preferred Alternatives, a “West Option” and an “East Option.” While we are glad to see the “East Option” back under consideration, this is a significant change between the DEIS and FEIS. New significant issues of concern may have arisen with these changes and these changes require adequate time for review and analysis.

Lack of information demonstrating overall need for project

We continue to have significant concerns with this overall proposal. As a global comment, we continue to question the Purpose and Need of this project. ADOT and FHWA have not adequately demonstrated the need, nor have they directly responded to any of our comments questioning this need.

Inadequate response to comments submitted on the DEIS and Administrative Draft

In reading the detailed comments from both the DEIS and the Administrative Draft, we are disappointed that no substantive revisions were made in response to comments made by Cooperating Agencies, Participating Agencies, or the public at large on the southern portion of the proposed I-11. While we appreciate that the agencies responded to the overwhelming opposition to the Recommended Alternative by providing an East Option in the FEIS, the now West Option is still under consideration, despite overwhelming public opinion against this route and the significant negative impacts this route would cause that have been outlined by experts.

Studying impacts to lands are routinely deflected to the Tier 2 phase of this planning process; however, expert cooperating agencies and others have shared specific known negative impacts to land resources that would be caused by the Recommended Alternative/West Option, yet they were not addressed or responded to in the FEIS.

We stand by our detailed comments submitted on the DEIS on July 4, 2019 and are resubmitting them here, in the hopes that they will be addressed by the Project Team.

New substantive issues not addressed in our DEIS submittal

1. A thorough update on emerging data and information related to climate change and the impact of this project on climate change and related issues.

In early August 2021, the Intergovernmental Panel on Climate Change released its latest report: *Climate Change: Major Relevant Findings from the IPCC Sixth Assessment Report (IPCC 2021)*¹.

The report clearly describes how climate change is accelerating as are severe weather events that are made more severe and frequent by the warming temperatures and intensification of the global water cycle.

The report released new findings about how the climate system responds to the interplay between human influence, natural drivers, and internal variability. The assessment of climate-related risks and adaptation planning as well as the contribution of this project to potentially fueling further climate change should be assessed.

A few specific conclusions from the report to highlight include:

A.3 Human-induced climate change is already affecting many weather and climate extremes in every region across the globe. Evidence of observed changes in extremes such as heatwaves, heavy precipitation, droughts, and tropical cyclones, and in particular, their attribution to human influence, has strengthened since AR5.

B.3 Continued global warming is projected to further intensify the global water cycle, including its variability, global monsoon precipitation and the severity of wet and dry events.

Projected changes in extremes are larger in frequency and intensity with every additional increment of global warming. At the high end of future global warming levels (4 degrees C) heavy precipitation events that occurred once every 10 years may be expected to occur as frequently as once every 2.3 - 3.6 years and be 30.2% wetter.

The EIS should include assessment of route location against the likelihood of extreme weather events such as monsoonal flooding.

In addition, a recent Washington Post article² discussed five key statements in the IPCC report. The final statement reads:

Global warming of 1.5°C and 2°C will be exceeded during the 21st century unless deep reductions in carbon dioxide (CO₂) and other greenhouse gas emissions occur in the coming decades.

¹ IPCC, 2021: Summary for Policymakers. In: Climate Change 2021: The Physical Science Basis. Contribution of Working Group I to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change [Masson-Delmotte, V., P. Zhai, A. Pirani, S. L. Connors, C. Péan, S. Berger, N. Caud, Y. Chen, L. Goldfarb, M. I. Gomis, M. Huang, K. Leitzell, E. Lonnoy, J. B. R. Matthews, T. K. Maycock, T. Waterfield, O. Yelekçi, R. Yu and B. Zhou (eds.)]. Cambridge University Press. In Press.

² <https://www.washingtonpost.com/climate-environment/2021/08/10/ipcc-report-un-takeaways/>

The article continued:

Discussions around climate change often involve the idea of keeping the planet from warming beyond certain thresholds, such as 1.5 degrees or 2 degrees Celsius — the latter of which scientists and policymakers have identified as a red line if the planet is to avoid catastrophic and irreversible consequences. The world is already experiencing 1.09 degrees of warming, according to the report. The best-case scenarios it explored would stabilize warming at 1.5 degrees, but that would involve cutting emissions to “net-zero” by 2050.

So far, though, countries are falling short of what is needed to avoid the worst effects of climate change, according to a U.N. analysis from earlier this year. Even if current emissions pledges are realized, they would amount to just a 1 percent reduction in global emissions by 2030, compared to 2010 levels. Scientists say the number needs to be closer to a 50 percent reduction.

“We must act decisively now,” said Guterres, the U.N. chief. “Every fraction of a degree counts.”

Building a new freeway in southern Arizona to enable increased traffic by fossil-fuel burning trucks and cars is the exact opposite of the type of smart planning needed for our future and the future of our planet. Additionally, converting lands into highways contributes to urban heat island effects. Thus, even if all greenhouse gas emission vehicles are replaced by EV vehicles, highway expansion will still lead to a net increase in climate warming.

2. Impacts to Scenic Routes in Avra Valley

Pima County has clearly identified Scenic Routes. The West Option would negatively impact four Scenic Routes in Avra Valley, including:

Ajo Road, Scenic, State Highway (West Option crosses over once)
 Sandario Road: Scenic, Major Route (West Option crosses over twice)
 Avra Valley: Scenic, Major Route (West Option crosses over once)
 Silverbell: Scenic, Major Route (West Option crosses over once)

The purpose of Pima County’s code (18.77.040) related to the protection of Scenic Routes is to “preserve and enhance the visual resources of the natural and built environment from and along scenic routes in order to:

1. Protect property values and the character of neighborhoods;
2. Protect and enhance the unique character of a community, including vegetation, architecture and geology;
3. Protect and enhance the economic value of tourism; and
4. Protect natural resources.”

These Scenic Routes would be dramatically impacted by the construction of a new freeway in Avra Valley. A full evaluation of these impacts needs to be completed before the FEIS is finalized and a Record of Decision is made.

3. Impacts to the Tucson Mitigation Corridor

We support and reiterate the concerns below expressed by the Bureau of Reclamation (BOR) related to the impacts of the West Option to the Tucson Mitigation Corridor. The BOR expressed the following in comments they recently submitted in response to the FEIS on August 16, 2021.

Based on the Final EIS and the Section 4(f) Evaluation, the Preferred Alternative West Option through the Tucson Mitigation Corridor (TMC) would result in permanent adverse impacts to the primary function of the TMC. The Fish and Wildlife Coordination Act (FWCA) of 1958 (PL 85-624, 16 U.S.C. 661 et seq.) requires that “lands described herein for fish and wildlife purposes shall not become subject to exchange or other transaction if those actions would defeat the initial purpose of their acquisition [16 U.S.C., section 663(d)].” As identified in past correspondence, the TMC was established under the authority of the FWCA “[t]o mitigate for the movement disruption impacts, not totally compensated for by the wildlife crossing structures over the aqueduct, by providing an undeveloped and long-term movement corridor for wildlife to maintain and promote normal gene flow while avoiding genetic isolation of the Tucson Mountains and wildlife habitat to the west.”

The FEIS contains no information supporting the proposition that construction of a major highway through the TMC would not defeat this initial purpose of the property. After reviewing the Final Tier 1 EIS/Preliminary 4(f) Analysis and after considerable review of the TMC’s historic purpose, the BOR lacks sufficient information to conclude that it could grant the right-of-way through the TMC that would be required to implement the Preferred Alternative West Option (BOR, 1983; FWS, 1984; BOR, 1985; BOR, 1990; and, BOR, 2020). At this time, Reclamation does not believe the adverse impacts of a surface-level or elevated highway through the TMC can be mitigated in a manner that avoids defeating the purpose for which the TMC was acquired. Further, Reclamation questions whether an underground highway beneath the TMC, with necessary surface features for ventilation and emergency access, could be designed in a manner that does not defeat that purpose.

4. Likelihood of new alternative transportation options between Tucson and Phoenix absorbing traffic load

Included in the bipartisan infrastructure bill currently working its way through Congress is \$66 billion for Amtrak which would include adding a new route between Tucson and Phoenix with service three times a day as well as a route from Tucson to Los Angeles³.

The addition of these alternative transportation options will likely have significant impacts to transportation volumes and other metrics along the I-10 corridor between Tucson and Phoenix. The impacts should be thoroughly evaluated before any Record of Decision is issued.

³ <https://www.kold.com/2021/07/15/tucson-phoenix-amtrak-service-may-be-track/>

5. Impacts from the Covid-19 global pandemic and how it has changed how people work and commute

Traffic studies and land plans in the FEIS have not accounted for the COVID-19 global pandemic. For the past 16 months, office workers who are able have been working from home. From 2019-2020, congestion measures fell 50% or more in the U.S., a drop reflected in Arizona cities⁴.

Although some in-person business will resume, the new prevalence of remote work approaches and video conferencing to support virtual meetings has created a seismic shift in work approach. Some companies are eschewing brick and mortar office space and allowing employees to work from home permanently or adopting a hybrid model that allows employees to work from home part of the week/month. Furthermore, many companies are allowing workers more flexible schedules which directly reduces commuter traffic. These changes in worker schedules could reduce commuter traffic for years to come. A Mercer survey from May 2021 found 70% of companies reported that a blend of in-person and remote working will be the new normal.

Changes in traffic volume and timing of peak hours has likely changed dramatically since March 2020 and these changes should be studied in combination with alternative transportation options that may come online in the coming years.

6. Local resolutions by Pima County and the City of Tucson support abandoning the Preferred Alternative West Option; Town of Sahuarita also formally opposed West Option

Both the City of Tucson Mayor and Council (August 10, 2021) and the Pima County Board of Supervisors (August 16, 2021) have reaffirmed their opposition to the Preferred Alternative West Option through Resolutions (attached). The Town of Sahuarita also unanimously voted to oppose the West Option on August 10, 2021 and will be submitting a letter to that effect.

Conclusion

Given new substantive issues we have raised in this letter, the only viable option is the “No Build” option. However, if you move ahead with a “build” option in Tier 2, the only acceptable “build” option for I-11 in southern Arizona is the East Option, which must be undergrounded through the heart of Tucson. Impacts related to this option must be studied adequately should this project move to Tier 2. The underground alignment has the opportunity to mitigate the enormous existing urban heat island caused by the current freeway infrastructure and would offer reparation for the injustices inflicted on Tucson’s Mexican-American, minority-majority, and low income urban neighborhoods, by the original construction of I-10. We support the full comments submitted by the Tucson Historic Preservation Foundation on the issues surrounding the East Option.

⁴ <https://cronkitenews.azpbs.org/2021/07/07/traffic-stop-commuting-times-costs-fell-sharply-during-pandemic-year/>

Overwhelming opposition to a new freeway in Avra Valley is longstanding and robust in southern Arizona. Given the latest scientific conclusions in the recent IPCC report, reductions in commuter traffic due to the Covid-19 pandemic which could be permanent, the overwhelmingly negative impacts to federal, state, and local protected open spaces, and the potential for disastrous consequences for the local water supply and groundwater table, along with many other issues we raised in our 2019 DEIS comments, we implore you to remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage. Thank you very much for considering our comments on this proposal.

Sincerely,

Carolyn Campbell, Executive Director, Coalition for Sonoran Desert Protection
 Robin Clark for Avra Valley Coalition
 Tom Hannagan, President, Friends of Ironwood Forest
 Louise Misztal, Executive Director, Sky Island Alliance
 Barbara Rose, Project Coordinator, Safford Peak Watershed Education Team
 Diana Hadley, Co-President, Northern Jaguar Project
 Demion Clinco, President, Tucson Historic Preservation Foundation
 Sandy Bahr, Chapter Director, Sierra Club - Grand Canyon Chapter
 Meg Weesner, Chair, Sierra Club - Rincon Group
 Emily Yetman, Executive Director, Living Streets Alliance
 Kevin Gaither-Banchoff, Development Director, WildEarth Guardians
 Paul Eckerstom, President, Tucson Mountains Association
 Gayle Hartmann, President, Save the Scenic Santa Ritas
 Robert Villa, President, Tucson Herpetological Society
 Randy Serraglio, Southwest Conservation Advocate, Center for Biological Diversity
 Terry Majewski, Chair, Tucson-Pima Historical Commission
 Christina McVie, President, Community Water Coalition of Southern Arizona
 Patti Caldwell, Interim Executive Director, Tucson Audubon Society
 Fred Stula, Executive Director, Friends of Saguaro National Park
 Pearl Mast, Conservation Committee Chair, Cascabel Conservation Association
 Myles Traphagen, Borderlands Project Coordinator, Wildlands Network
 Denise Garland, President, Gates Pass Area Neighborhood Association
 Ho Yi Wan, President, Arizona Chapter of The Wildlife Society
 Mike Quigley, Arizona State Director, The Wilderness Society
 Robert Peters, Southwest Representative, Defenders of Wildlife
 Cyndi Tuell, Arizona and New Mexico Director, Western Watersheds Project

Attachments

City of Tucson Resolution 23386 (Approved on August 10, 2021)
 Pima County Resolution 2021-50 (Approved on August 16, 2021)
 2019 DEIS Comments and Attachments submitted by the Coalition for Sonoran Desert Protection and other organizations

ADOPTED BY THE
MAYOR AND COUNCIL

August 10, 2021

RESOLUTION NO. 23386

RELATING TO PUBLIC HEALTH AND SAFETY: DECLARING AND REAFFIRMING MAYOR AND COUNCIL'S OPPOSITION TO CONSTRUCTION OF A NEW INTERSTATE HIGHWAY (INTERSTATE 11, "I-11") THAT BYPASSES THE CITY OF TUCSON AND TRAVERSES PRISTINE AND INVALUABLE SONORAN DESERT AREAS; AND DECLARING AN EMERGENCY.

WHEREAS, the City of Tucson (Tucson) works to advance goals of sustainability, equity, economic growth, and vibrant, livable neighborhoods; and

WHEREAS, in November 2013 Tucson voters adopted Plan Tucson, the City of Tucson General Plan & Sustainability Plan; and

WHEREAS, Tucson has established a Sustainability Program that recognizes the detriment of petroleum-fueled car and truck travel because of their greenhouse-gas and pollutant emissions; and

WHEREAS, Plan Tucson seeks to create, preserve, and manage biologically rich, connected open space; wildlife and plant habitat; and wildlife corridors, including natural washes and pockets of native vegetation, while working to eradicate invasive species; and

WHEREAS, on June 18, 2019, the Mayor and Council adopted Resolution No. 23051, opposing the proposed alignment of I-11 that would have had the effect of bypassing the existing Interstate 10. The Mayor and Council found that any proposed

route that would result in the construction of a new interstate highway in or through Avra Valley would produce enormous adverse impacts to economic, environmental, historic, cultural, and archaeological resources that could not be adequately mitigated and that are contrary to the interstate design standards and criteria that must be applied to this project; and

WHEREAS on September 9th, 2020, Tucson Mayor and Council unanimously endorsed a declaration of a “Climate Emergency” which among other measures calls for “developing and enhancing land use patterns that foster safe, multimodal, accessible, equitable, intelligent, and clean motorized and non- motorized travel options, infrastructure, and community connectivity; and

WHEREAS, an interstate highway in the Avra Valley would degrade the Sonoran Desert, sever wildlife corridors, impede washes and flood prone areas, open new areas to intense residential and commercial development far from existing urban centers, and encourage more car and truck travel at time when climate change and air pollution are growing concerns; and

WHEREAS, Tucson strives to protect night skies from light; and

WHEREAS, Tucson believes in an urban form that conserves natural resources, improves and builds on existing public infrastructure and facilities, and provides an interconnected multi-modal transportation system to enhance the mobility of people and goods; and

WHEREAS, I-11 poses a water contamination risk to Tucson Water’s CAP water recharge facilities in Avra Valley, which provides drinking water to Tucson Water customers; and

WHEREAS, the City of Tucson and Tucson Water seek to protect their groundwater, surface water, and stormwater from contamination; especially during a time of historic drought and increased reliance on CAP water due to PFAS contamination of other water sources; and

WHEREAS, in April 2012 the Mayor and Council passed a resolution to adopt the Downtown Gateway Redevelopment Area and central business district; and

WHEREAS, Tucson seeks to capitalize on Tucson's strategic location by maintaining and enhancing Tucson as an international port and center for commerce and logistics; and

WHEREAS, Tucson supports the expansion of passenger and freight multi-modal transportation services to better connect Tucson to regional and international markets and destinations; and

WHEREAS, the Interstate 11 Final Tier 1 Environmental Impact Statement Recommended Alternative route would run through the Avra Valley, negatively impacting Tucson Mountain Park, Saguaro National Park - West, Ironwood Forest National Monument, Bureau of Reclamation's Central Arizona Project mitigation parcel, and severing linkages between important habitat areas and disturbing an unknown number of archeological sites; and

WHEREAS, the cost of building a new highway in Avra Valley would be enormous, would promote urban sprawl, and would divert cars and trucks away from existing businesses in Tucson; and

...

...

WHEREAS the state of Arizona could reduce highway traffic congestion, reduce the cost of highway maintenance, and save on the costs of rights of way purchases and concrete and asphalt production and installation - while reducing air pollution and greenhouse gas emissions – by instead investing in I-19 & I-10 and developing multi-modal transportation facilities in existing transportation corridors to sustainably accommodate projected increases in freight while providing for much-needed passenger rail traffic.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF TUCSON, ARIZONA, AS FOLLOWS:

SECTION 1. The Mayor and Council strongly oppose the currently proposed alignment “West Option” alignment of I-11, that would have the effect of bypassing the existing Interstate 10. The Mayor and Council support the Preferred Alternative “East Option,” which proposes the expansion and reconfiguration of the existing I-10 and I-19 corridor as the only acceptable alternative for the proposed I-11 highway. The Mayor and Council find that any alternative route that would result in the construction of a new interstate highway in or through Avra Valley would produce enormous adverse impacts to economic, environmental, historic, cultural, and archaeological resources that could not be adequately mitigated and that are contrary to the interstate design standards and criteria that must be applied to this project.

SECTION 2. WHEREAS, it is necessary for the preservation of the peace, health, and safety of the City of Tucson that this Resolution become immediately

effective, an emergency is hereby declared to exist, and this Resolution shall be effective immediately upon its passage and adoption.

PASSED, ADOPTED AND APPROVED by the Mayor and Council of the City of Tucson, Arizona, August 10, 2021.

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO FORM:

REVIEWED BY:

CITY ATTORNEY

CITY MANAGER

MR/dg
8/2/21

RESOLUTION NO. 2021 - __

RESOLUTION OF THE PIMA COUNTY BOARD OF SUPERVISORS IN OPPOSITION TO CONSTRUCTION OF THE WESTERN OPTION OF AN INTERSTATE 11 HIGHWAY PROPOSAL THAT BYPASSES TUCSON AND TRAVERSES PRISTINE AND INVALUABLE SONORAN DESERT AREAS

WHEREAS, Pima County in 2007 unanimously adopted a Resolution opposed to the construction of any highway that bypasses Tucson and traverses pristine and invaluable Sonoran Desert areas; and

WHEREAS, Pima County's national award winning landmark Sonoran Desert Conservation Plan and associated Multi-Species Habitat Conservation Plan identifies 44 rare local species of concern, whose areas of habitat and corridors between habitat areas are already under severe threat from development; and

WHEREAS, Pima County in 2017 adopted a Resolution to further Pima County's commitments to climate protection; and

WHEREAS, Pima County has established a Sustainability Program that recognizes the detriment of petroleum fueled car and truck travel because of their greenhouse gas and pollutant emissions, and therefore has caused the County to transition its fleet to use alternative fuels; and

WHEREAS, since 1974 Pima County has brought more than 98,000 acres of land and assumed grazing leases on more than 141,000 acres for open space and wildlife habitat preservation, and to mitigate impacts from development; and

WHEREAS, Pima County updated its Floodplain Management Ordinance in 2010 to avoid and minimize impacts to riparian vegetation along local washes; and

WHEREAS, Pima County adopted an updated county-wide Floodplain Management Plan in 2020 that creates a roadmap to guide the community through a number of steps to evaluate flood hazards, assess exposure to damage, and consider alternatives to address these issues; and

WHEREAS, Pima County is conducting the Brawley Wash Watershed Plan/Environmental Assessment (Plan/EA) to develop and study potential alternatives in creating a long-term plan to reduce flooding and erosion in the Brawley Wash watershed with a strong environmental resource focus; and

WHEREAS, the Federal Highway Administration and the Arizona Department of Transportation (ADOT) have published the Interstate 11 Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f); and

WHEREAS, the EIS has advanced to the point of identifying two alternatives for the Preferred Alternative in Pima County; and

WHEREAS, the “West Option” Preferred Alternative through Avra Valley would degrade the Sonoran Desert, sever wildlife corridors identified by the ADOT sponsored “Arizona Wildlife Linkages Assessment,” impede washes and sheet-flooding flow ways, promote sprawl by opening new areas to intense residential and commercial development far from existing urban centers, thus encouraging more car and truck travel at a time when climate change and air pollution are growing concerns; and

WHEREAS, the Bureau of Reclamation’s Tucson Mitigation Corridor (TMC) is a wildlife mitigation property established in 1990 to provide for wildlife movement across the Central Arizona Project (CAP) aqueduct; and

WHEREAS, the Avra Valley alternative is not consistent with the TMC Cooperative Agreement and Master Management Plan and would defeat the initial purpose of the TMC’s acquisition as identified in 16 USC 663(d); and

WHEREAS, the West alternative through Avra Valley negatively impacts Tucson Mountain Park, Saguaro National Park, Ironwood Forest National Monument, Bureau of Reclamation’s Central Arizona Project Canal Mitigation Corridor, and important elements of the County’s Sonoran Desert Conservation Plan by slicing through sensitive areas, severing wildlife movement corridors and linkages between important habitat areas, and disturbing an unknown number of archaeological sites; and

WHEREAS, the cost of building a new highway would be enormous, requiring the acquisition of thousands of acres of new rights of way, expenditures of already high and rapidly increasing costs of concrete and asphalt, putting a tremendous burden on taxpayers and future highway users; and

WHEREAS, the production of the millions of tons of concrete and asphalt for this massive construction project would cause significant air pollution and greenhouse gas emissions, as would the operation of heavy machinery in the construction process; and

WHEREAS, a new highway near or through Pima County on any new route, would promote urban sprawl, causing local governments to incur large financial responsibilities for new infrastructure costs, and force major changes to existing county land-use and zoning designations; and

WHEREAS, a new controlled access highway bypass would divert cars and trucks away from existing businesses that are dependent upon commerce generated from traffic on existing highways; and

WHEREAS, the State of Arizona could reduce highway traffic congestion, reduce the cost of highway maintenance, and save on the costs of rights of way purchases and concrete and asphalt production and installation – while reducing air pollution and greenhouse gas emissions – by instead expanding capacity and developing multi-modal transportation facilities in existing transportation corridors to sustainably accommodate projected increases in freight while providing for much-needed passenger rail traffic.

NOW, THEREFORE, BE IT RESOLVED, that the Pima County Board of Supervisors:

Opposes the construction of the Preferred Alternative – West Option in Pima County that has the stated purpose of bypassing the existing Interstate 10 because ADOT erroneously believed that the environmental, historic, archaeological, and urban form impacts could not be adequately mitigated.

PASSED AND ADOPTED by the Board of Supervisors, Pima County, Arizona, this ____ day of August, 2021.

Sharon Bronson
Chair, Pima County Board of Supervisors

ATTEST:

Julie Castañeda
Clerk of the Board

APPROVED AS TO FORM:



Lesley M. Lukach
Deputy County Attorney



Coalition for Sonoran Desert Protection

758 N. 5th Ave., Suite 212
Tucson, Arizona 85705
520.388.9925 • sonorandesert.org

Arizona Center for Law in the Public Interest • Arizona Native Plant Society • Bat Conservation International • Cascabel Conservation Association • Center for Biological Diversity • Center for Environmental Ethics • Defenders of Wildlife • Desert Watch • Environmental Law Society • Friends of Cabeza Prieta • Friends of Ironwood Forest • Friends of Madera Canyon • Friends of Saguaro National Park • Friends of Tortolita • Gates Pass Area Neighborhood Association • Genius Loci Foundation • Native Seeds / SEARCH • Protect Land and Neighborhoods • Safford Peak Watershed Education Team • Save the Scenic Santa Ritas • Sierra Club – Grand Canyon Chapter • Sierra Club – Rincon Group • Sky Island Alliance • Society for Ecological Restoration • Southwestern Biological Institute • Tortolita Homeowners Association • Tucson Audubon Society • Tucson Herpetological Society • Tucson Mountains Association • Wildlands Network

July 4, 2019

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

RE: Comments on the Interstate 11 Tier 1 Draft Environmental Impact Statement, Nogales to Wickenburg

To Whom It May Concern:

We appreciate the opportunity to provide comments on the *Interstate 11 Tier 1 Draft Environmental Impact Statement (DEIS), Nogales to Wickenburg*. We submit the enclosed comments on behalf of the Coalition for Sonoran Desert Protection and the undersigned organizations.

Overview

In summary, we are in strong opposition to the Recommended Alternative route identified in the I-11 Tier 1 DEIS (“DEIS”). Our opposition is rooted in the major negative environmental and economic impacts that would inevitably occur if the Recommended Alternative route is successfully built and our belief that other transportation alternatives, including improving and expanding existing interstates, a focus on multi-modal solutions, and the inclusion of expanded rail service, could more effectively achieve the goals identified in the DEIS.

The Recommended Alternative route would have grave and devastating impacts to Pima County that cannot be adequately mitigated. These include:

- Impacts to federal lands such as Saguaro National Park, Ironwood Forest National Monument, and the Bureau of Reclamation’s Central Arizona Project Mitigation Corridor.
- Impacts to local conservation lands such as Tucson Mountain Park and Pima County’s Conservation Lands System.
- Impacts to planned mitigation lands for Pima County’s Incidental Take Permit and Multi-Species Habitat Conservation Plan, which was finalized in October 2016 and is now being actively implemented, along with planned mitigation lands for an Incidental Take Permit submitted by the City of Tucson to the U.S. Fish and Wildlife Service in 2014 (currently under review).

- Impacts to critical wildlife linkages and connectivity between large wildland blocks as described in the 2006 Arizona's Wildlife Linkages Assessment (completed by a diverse group of statewide stakeholders) and the 2012 Pima County Wildlife Connectivity Assessment (conducted by the Arizona Game and Fish Department (AGFD)), including the Coyote-Ironwood-Tucson Wildlife Linkage and the Ironwood-Picacho Wildlife Linkage.
- Impacts to increasingly rare riparian habitat.
- Impacts to an unknown number of rare archaeological sites.
- Impacts to Tucson Water's CAP water recharge facilities in Avra Valley, groundwater, and surface water, including inevitable spills from trucks carrying gases, dangerous chemicals, petroleum products and other toxins that will contaminate the regional aquifer serving drinking water to a major metropolitan area, including water banked by Metro Water, Marana, Tucson, Oro Valley, and Phoenix.
- Impacts to Tucson's businesses and economy and its position as an international port and center for commerce and logistics, including impacts to tourism powerhouses such as Saguaro National Park and the Arizona-Sonora Desert Museum.
- Impacts to established and long-standing rural communities and private property owners in Avra Valley and surrounding areas.
- Increasing the risk of devastating wildfires, given the extensive buffelgrass infestation present in Avra Valley.

We believe that these impacts cannot be adequately mitigated.

Purpose and Need

First and foremost, we strongly believe that ADOT and FHWA have failed to clearly and thoroughly demonstrate the need for construction of an entirely new freeway, based on the best available science and data. ADOT and FHWA should analyze not only the most current transportation and growth models and current and projected traffic volumes, but also changing transportation modes. For example, if the Mariposa Point of Entry was fully staffed and operational 24 hours a day (which it currently is not), the currently required overnight parking would be reduced, spreading out traffic volumes throughout the day (and also decreasing air pollution since refrigerated trucks have to stay running all night long while they are parked), and negating the need for this proposal at all. Additionally, autonomous truck testing is currently occurring in southern Arizona, is expected to continue, and could safely accommodate truck traffic at night or in a designated lane. ¹

The following planned projects should be analyzed by ADOT and FHWA:

- Plans to continue widening Interstate 10.

¹ <https://www.wired.com/story/embark-self-driving-truck-deliveries/>
https://tucson.com/business/pcc-tusimple-team-up-to-offer-self-driving-truck-operations/article_fb05bf3e-ba44-5dfd-ab23-dd6975cd509a.html

<https://www.tucsonweekly.com/tucson/hands-off-the-wheel/Content?oid=25111164>

- Elements of ADOT's 2017-2021 Five Year Plan to include, but not be limited to, State Route 189: Nogales to Interstate 19; Interstate 19: Ajo Way traffic interchange, and; Interstate 10: State Route 87 to Picacho, Earley Road to Interstate 8, Ina Road traffic interchange, Houghton Road traffic interchange, Ruthrauff Road traffic interchange, Kino Parkway traffic interchange, and Country Club Road traffic interchange.
- ADOT's 2011 "State Rail Plan," which was developed to address the needs of both freight and passengers.²

Also, of note is Representative Ann Kirkpatrick's July 5, 2016 announcement of \$54 million secured in a highway grant for ADOT's I-10 Phoenix to Tucson Corridor Improvements Project, via the U.S. Department of Transportation's competitive FASTLANE program. Tucson Mayor Rothschild said, "Completing expansion of I-10 between Tucson and Phoenix, which now alternates between two and three lanes in each direction, will result in a safer, more efficient highway for people and freight, and that's very good news for Tucson, Phoenix and the state as a whole."³

Concerns with the overall NEPA process

We have serious concerns about the larger NEPA process and the premature identification of a "Recommended Alternative" route without adequate scientific and economic analysis and environmental studies. We question the ability of the involved agencies to present thorough information to the public about the myriad impacts of the Recommended Alternative route, and other considered alternatives, given the inadequate analysis presented in the DEIS. **We fully support and incorporate by reference the full comments on the I-11 DEIS submitted by the National Parks Conservation Association in July 2019, including a more detailed analysis on this issue.**

Major Environmental Impacts from the Recommended Alternative Route

Impacts to Federal and Local Protected Areas

The Recommended Alternative route would have significant direct, indirect and cumulative impacts to a wide portfolio of federal and local protected areas and the significant biological and cultural resources they contain. The Recommended Alternative route would negatively impact Saguaro National Park, Tucson Mountain Park, Ironwood Forest National Monument, the Bureau of Reclamation's Central Arizona Project Mitigation Corridor, and mitigation lands for Pima County's federal Incidental Take Permit (ITP) and Multi-Species Habitat Conservation Plan, which was finalized in October 2016. Pima County is now actively implementing this 30-year Multi-Species Conservation Plan and *mitigation lands in Avra Valley are critical to its long-term success with special emphasis on riparian areas*. The City of Tucson submitted their Avra Valley Habitat Conservation Plan to the FWS in November 2014, and this HCP is currently under

² See: <https://www.azdot.gov/docs/planning/state-rail-plan.pdf?sfvrsn=0>. This rail plan was based off of this study completed in 2010: <https://www.azdot.gov/docs/planning/rail-framework-study-final-report.pdf?sfvrsn=0>

³ See <http://www.wbtv.com/story/32378220/southern-az-receives-grant-to-improve-i-10-between-phoenix-and-tucson>.

review. Meanwhile, Tucson Water's operations in Avra Valley are planned and conducted as if the HCP is already in full effect. All of these protected lands are public investments in conservation.

We strongly emphasize that we and many others have commented in the past that local conservation lands are as important to consider as federal conservation lands in Pima County. Unfortunately, impacts to local conservation lands have not been adequately addressed and analyzed in the documents related to this process, including the DEIS. This has become even more true since the EIS Scoping comment period in 2016. Since then, Pima County has received their federal Incidental Take Permit and is now actively implementing their 30-year Multi-Species Conservation Plan. The success of this plan depends on the health and integrity of Pima County's mitigation lands, many of which are in Avra Valley and directly in the path of the Recommended Alternative route. It is disappointing to see a total lack of acknowledgement of these important local conservation lands in the DEIS and in recent public presentations and materials - any review of environmental impacts should address impacts to local conservation lands in detail, particularly in light of the fact that these protections are a result of a federal Incidental Take Permit.

Impacts to Wildlife Linkages

The Recommended Alternative route would sever critical wildlife linkages that have been identified for protection by state and local agencies through various planning processes. Pima County's Sonoran Desert Conservation Plan, a nationally recognized regional conservation plan developed and implemented over the last 19 years, identifies a Critical Landscape Connection across the Central Arizona Project canal in Avra Valley. The Arizona Wildlife Linkages Workgroup, spearheaded by ADOT and AGFD, identified the Avra Valley linkage zone and Ironwood-Tortolita linkage zone in the 2006 Arizona's Wildlife Linkages Assessment. More recently, AGFD's 2012 Pima County Wildlife Connectivity Assessment identified and modeled the Coyote-Ironwood-Tucson Wildlife Linkage Design, including large swaths of land in Avra Valley. The Recommended Alternative route would also sever the Ironwood-Picacho wildlife linkage.⁴

In general, severed wildland blocks create isolated wildlife populations, which then become more susceptible to extinction than connected populations. Connectivity is also necessary for wildlife to move across the landscape as they attempt to adapt to rapidly changing habitat conditions driven by climate change. Thus, the impact of a massive linear feature, such as a new highway severing important movement areas, valley wide, for wildlife, cannot be adequately mitigated off-site. This is especially true in the Tucson Mountains, home to Saguaro National Park and Tucson Mountain Park. Scientists are becoming increasingly concerned about the

⁴ Arizona Wildlife Linkages Assessment: <https://www.azdot.gov/business/environmental-planning/programs/wildlife-linkages>

Pima County Wildlife Connectivity Assessment:
http://conservationcorridor.org/cpb/Arizona_Game_and_Fish_Department_2012-Pima.pdf

isolation of this wildland block as development pressures increase from the east and north. The Recommended Alternative route would only further cement the total isolation of wildlife that live in the Tucson Mountains. This would result in devastating and irreversible consequences for wildlife diversity, wildlife genetic health, and overall ecosystem resilience in this area.

Impacts to local wildlife linkages are not adequately addressed in the DEIS and adequate mitigation for impacts resulting from the Recommended Alternative route are not possible.

Impacts to Pima County's Conservation Lands System

The Recommended Alternative route would impact lands identified in the Sonoran Desert Conservation Plan's Conservation Lands System (CLS). The CLS was first adopted in compliance with Arizona state law by Pima County in 2001 (and further amended in 2005) as a part of the Environmental Element of the County's required Comprehensive Land Use Plan. The County convened a Science Technical Advisory Team (STAT), comprised of members of the FWS, AGFD, National Park Service, professional biologists and natural resource academics. The CLS consists of a STAT-driven, scientifically based map and set of policy guidelines for Pima County's most biologically-rich lands. These lands include Important Riparian Areas (IRAs), Biological Core Areas, Multiple Use Management Areas, and Species Special Management Areas. Each land category has recommended open space guidelines that are applied when landowners request a rezoning or other discretionary action from the County.

The CLS is a cornerstone of the SDCP and has guided land use and conservation decisions in Pima County since its adoption. **We reiterate that implementation of the CLS is a foundational piece of Pima County's federal ITP under Section 10 of the Endangered Species Act. Impacts to Pima County's SDCP and the CLS are not adequately addressed in the DEIS. The Recommended Alternative route would damage CLS mitigation lands to such an extent that the integrity of Pima County's federal ITP permit would be compromised. Again, adequate mitigation for these impacts is not possible.**⁵

Impacts to Riparian Habitat

The Recommended Alternative route would undoubtedly destroy and/or degrade important, and increasingly rare, riparian habitat. Some 80% of vertebrate species in the arid southwest

⁵ Pima County's Conservation Lands System Map and Policies:

https://webcms.pima.gov/UserFiles/Servers/Server_6/File/Government/Office%20of%20Sustainability%20and%20Conservation/Conservation%20Science/The%20Sonoran%20Desert%20Conservation%20Plan/CLS_Bio_0211_LowRes.pdf

The full text of the MSCP, Annual Reports, maps, and other important information can be found at:

<http://webcms.pima.gov/cms/one.aspx?portalId=169&pageId=52674>

More information on Pima County's Sonoran Desert Conservation Plan can be found at:

http://webcms.pima.gov/government/sustainability_and_conservation/conservation_science/the_sonoran_desert_conservation_plan/

region are dependent on riparian areas for at least part of their life cycle; over half of these cannot survive without access to riparian areas (Noss and Peters 1995).

The Arizona Partners in Flight Bird Conservation Plan states:

“Riparian woodlands comprise a very limited geographical area that is entirely disproportionate to their landscape importance... and immense biological interest (Lowe and Brown 1973). It has been estimated that only 1% of the western United States historically constituted this habitat type, and that 95% of the historic total has been altered or destroyed in the past 100 years (Krueper 1993, 1996). Riparian woodlands are among the most severely threatened habitats within Arizona. Maintenance of existing patches of this habitat, and restoration of mature riparian deciduous forests, should be among the top conservation priorities in the state.”⁶

Riparian habitat is valued for its multiple benefits to people as well as wildlife; it protects the natural functions of floodplains, provides shelter, food, and natural beauty, prevents erosion, protects water quality, and increases groundwater recharge. Riparian habitat contains higher water availability, vegetation density, and biological productivity. Pima County has developed riparian conservation guidelines that make every effort to protect, restore, and enhance on-site the structure and functions of the CLS’s IRAs and other riparian systems. Off-site mitigation of riparian resources is a less favorable option and is constrained by the lack of riparian habitat available with which to mitigate. Every effort should be made to avoid, protect, restore, and enhance the structure and functions of riparian areas. The CLS set aside guideline for IRAs is 95% of any given area of impact.

The lack of consideration of the certainty of flooding in the Altar and Avra Valleys and the subsequent isolation of people and properties from public health and safety responders, not to mention the potential costly relocation of existing infrastructure for the CAP canal, Tucson Water, Marana Water and other regional water providers, numerous El Paso/Kinder Morgan boosting stations, and various electric utility substations is just one example of the flawed NEPA process. This woeful lack of analysis of social, cultural, scientific and economic impacts in the choice of an alternative without adequate due diligence is negligent and should be considered a fatal flaw. This DEIS puts the cart before the horse and would have dire consequences for the region.

Impacts to at-risk species

The Recommended Alternative route would negatively impact a range of specific wildlife species and especially those classified as federally “endangered” or “threatened,” those identified by the state of Arizona HabiMap (www.habimap.org) as “species of conservation concern or species of economic and recreational importance,” and those identified by Pima

⁶ http://www.azgfd.gov/pdfs/w_c/partners_flight/APIF%20Conservation%20Plan.1999.Final.pdf

County and FWS as “vulnerable” under the SDCP and ITP. Some of these species include, but are not limited to:

Aberts towhee
 Bell's vireo
 Western burrowing owl
 Cactus ferruginous pygmy-owl
 Western yellow-billed cuckoo
 Swainson’s hawk
 Rufous-winged sparrow
 Giant spotted whiptail
 Tucson shovel-nosed snake
 Pima pineapple cactus
 Nichol turk’s head cactus
 California leaf-nosed bat
 Mexican long-tailed bat
 Pale Townsend’s big-eared bat
 Lesser long-nosed bat
 Merriam's mouse
 Jaguar
 Ocelot

Specific impacts to the Tucson shovel-nosed snake

The Tucson shovel-nosed snake (*Chionactis annulata klauberi*) is a small colubrid adapted to the sandy loams of the northeastern Sonoran Desert region of central and southeastern Arizona. It was petitioned for listing as “threatened” or “endangered” under the US Endangered Species Act (ESA) based on its habitat specialization in sandy desert flats subject to agricultural conversion and urban sprawl and its disappearance from the Tucson region (Center for Biological Diversity 2004). The subspecies was defined based on the strong infusion of black pigment on the red crossbands, which may enhance both coral snake mimicry and background-matching via flicker-fusion (Mahrtdt et al. 2001). Its geographic range was described by Klauber (1951) and Cross (1979) and additional genetic analysis by Wood et al. (2008, 2014) supported continued recognition of the subspecies but did not define its distributional limits.⁷

⁷ Mahrtdt, C.R.; Beaman, K.R.; Rosen P.C.; [et al]. 2001. *Chionactis occipitalis*. Catalog of American Amphibians and Reptiles. 731: 1–12.

Klauber, L.M. 1951. The shovel-nosed snake, *Chionactis* with descriptions of two new subspecies. Transactions of the San Diego Society of Natural History. 11: 141–204.

Cross, J.K. 1979. Multivariate and univariate character geography in *Chionactis* (Reptilia: Serpentes). Dissertation. Tucson, AZ: The University of Arizona. 517 p.
http://arizona.openrepository.com/arizona/bitstream/10150/298514/1/azu_td_7916875_sip1_m.pdf [accessed February 2, 2018].

In 2014 the U.S. Fish and Wildlife Service rejected the snake for ESA listing based on an incorrect range map for the subspecies that included geographic areas within a sister taxon, *C. a. annulata* (USFWS; 2014). In 2018, Bradley and Rosen (in press) produced a more accurate distribution model for the species based on published genetic and distributional data (Figure 1).⁸ They found that 39% of its habitat has been lost to urban development and agriculture and the remaining habitat is in geographically isolated pockets with no genetic connectivity to each other.

The I-11 Recommended Alternative route would have dire consequences for the remaining population of the Tucson shovel-nosed snake through road strikes and further habitat fragmentation. The highway would bisect some of the last intact habitat for the subspecies, including occupied territory within the Avra Valley. Another example of this is evident in the areas between Gila Bend and Maricopa, within and adjacent to the Sonoran Desert National Monument. This has been a reliable place to still see the snake and several individuals have been recorded along highway 238. The Recommended Alternative route would cut through this habitat block and this area would become a population sink as snakes and other wildlife, venturing outside of the monument, would be crushed by trucks and cars.

Further analysis of impacts to the Tucson shovel-nosed snake needs to be completed by the agencies to adequately understand the impacts of corridor alternatives.

Wood, D.A.; Meik, J.M.; Holycross, A.T.; [et al.]. 2008. Molecular and phenotypic diversity in the Western Shovel-nosed snake, with emphasis on the status of the Tucson Shovel-nosed snake (*Chionactis occipitalis klauberi*). *Conservation Genetics*. 9: 1489–1507.

Wood, D.A.; Fisher, R.N.; Vandergast, A.G. 2014. Fuzzy Boundaries: Color and Gene Flow Patterns among Parapatric Lineages of the Western Shovel-Nosed Snake and Taxonomic Implication. *PLoS ONE* 9(5): e97494.

⁸ U.S. Fish and Wildlife Service, Arizona Ecological Services Field Office. 2014. Species Status Report for the Tucson Shovel-Nosed Snake. [Online]. 78 p. Available: <https://www.regulations.gov/document?D=FWS-R2-ES-2014-0035-0002>.

Bradley, C.M. and Rosen, P.R. In Press. Defining suitable habitat and Conservation Status for the Tucson shovel-nosed snake (*Chionactis annulata klauberi*) in the Sonoran Desert. *Biodiversity and Management of the Madrean Archipelago IV conference proceedings*.

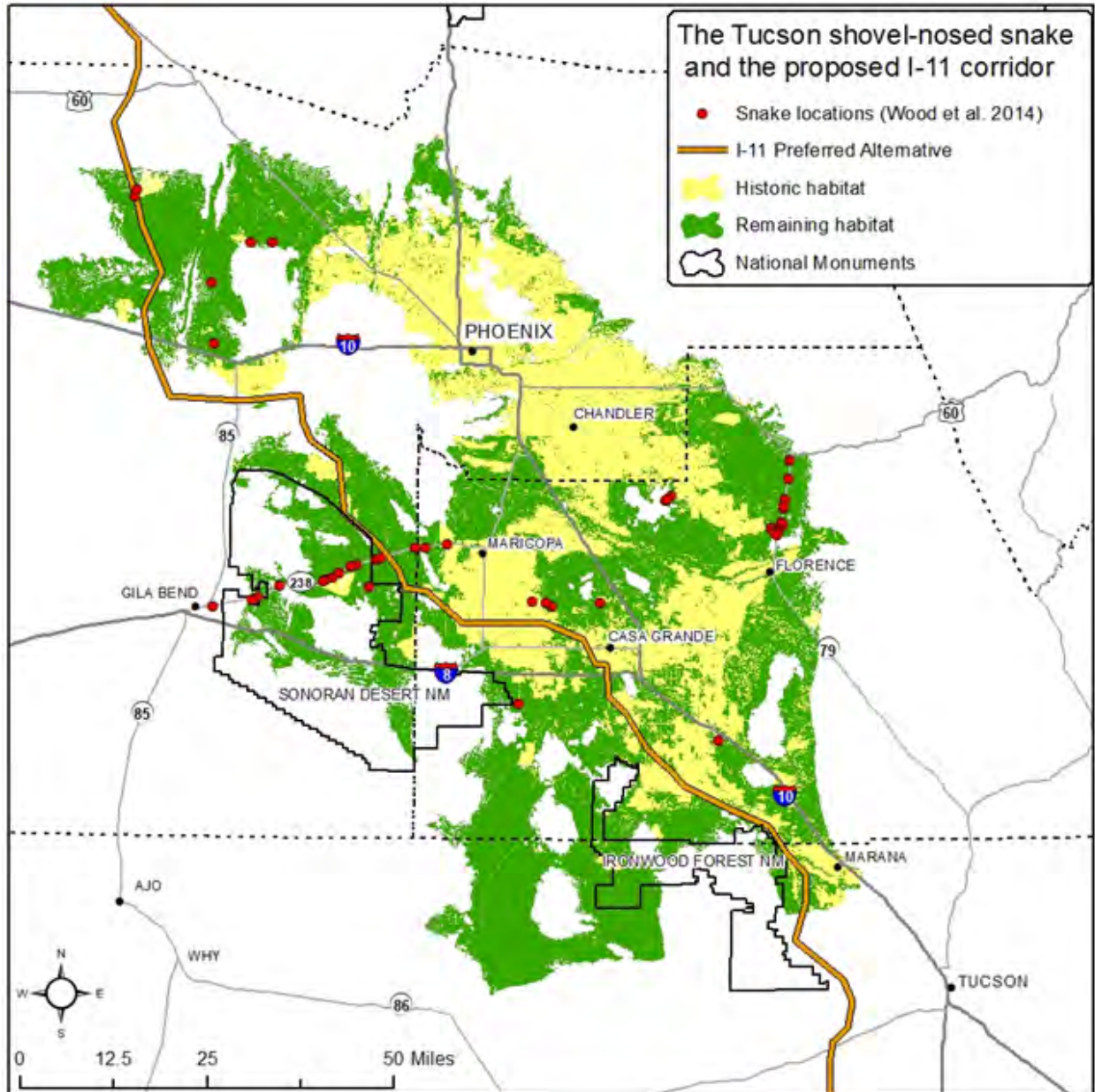


Figure 1: Historic and remaining habitat for the Tucson shovel-nosed snake and the I-11 Recommended Alternative route.

Impacts from noise and light pollution

The Recommended Alternative route would negatively impact resident and migratory wildlife and the wildlife habitats and corridors they use through noise and light pollution. The Recommended Alternative route would especially impact the integrity of the dark skies required for astronomical observatories such as the two reflective telescopes of the MDM Observatory, the Mount Lemmon Observatory, the Kitt Peak National Observatory, the Steward Observatory, the Fred Lawrence Whipple Observatory, and the Massive Monolithic Telescope, through light pollution, both from vehicle headlights, street lighting, and from reasonably foreseeable future commercial and residential development.

Impacts to the economy

The Recommended Alternative route runs adjacent to some of southern Arizona's long-standing economic powerhouses, such as the Arizona-Sonora Desert Museum, Saguaro National Park West, and Old Tucson. It also comes perilously close to emerging economic engines such as Ironwood Forest National Monument.

A May 28, 2019 press release directly from Saguaro National Park and the National Park Service stated that, "957,000 visitors to Saguaro National Park in 2018 spent \$62.1 million in communities near the park. That spending supported 866 jobs in the local area, \$31.3 million in labor income and had a cumulative benefit to the local economy of \$90.9 million dollars." The Recommended Alternative route is located within 1,300 feet of the boundary of Saguaro National Park and will have unmitigable impacts on the visitor experience, including increased noise, light, haze and air pollution, increased likelihood of the spread of invasive species such as buffelgrass, increased likelihood of wildfire starts, and decreased quality of viewsheds. None of these impacts can be adequately mitigated.

The Recommended Alternative route is also located within 400 feet of the boundary of Ironwood Forest National Monument, an increasingly popular national monument supported by a robust and active group of volunteers and land managers. A new visitor kiosk was recently installed at IFNM at the Agua Blanca portal and the annual "Meet the Monument" event grows every year, with increasing numbers of participants every year. Building a freeway next to these protected public lands would cause irreparable harm to a place that is gaining momentum and actively investing in the visitor experience.

On April 17, 2019, local newspaper the AZ Daily Star reported on a recent U.S. News and World Report article that identified the Arizona-Sonora Desert Museum as one of the best 30 zoos nationwide. The Recommended Alternative route is located within approximately a half-mile of the Arizona-Sonora Desert Museum. Construction of this route would cause increased noise, light, and air pollution, increased likelihood of the spread of invasive species such as buffelgrass, increased likelihood of wildfire starts, and decreased quality of the viewshed at the museum. None of these impacts can be adequately mitigated.

The Recommended Alternative route would also drive traffic AWAY from Tucson's downtown and growing business districts that rely on traffic from I-19 and I-10 to survive. The City of Tucson resolution adopted unanimously by the Mayor and Council on June 19, 2019 clearly states opposition to the Recommended Alternative route and includes the following statements:

"...Tucson believes in an urban form that conserves natural resources, improves and builds on existing public infrastructure and facilities, and provides an interconnected multi-modal transportation system to enhance the mobility of people and goods.

...Tucson seeks to protect its CAP water recharge facilities in Avra Valley, groundwater, surface water, and stormwater from contamination.

...In April 2012 the Mayor and Council passed a resolution to adopt the Downtown Gateway Redevelopment Area and central business district.

...Tucson seeks to capitalize on Tucson's strategic location by maintaining and enhancing Tucson as an international port and center for commerce and logistics.

...Tucson supports the expansion of passenger and freight multi-modal transportation services to better connect Tucson to regional and international markets and destinations.

...[The] cost of building a new highway in Avra Valley would be enormous, would promote urban sprawl, and would divert cars and trucks away from existing businesses in Tucson.

...[The] state of Arizona could reduce highway traffic congestion, reduce the cost of highway maintenance, and save on the costs of rights of way purchases and concrete and asphalt production and installation - while reducing air pollution and greenhouse gas emissions - by instead investing in I-19 & I-10 and developing multi-modal transportation facilities in existing transportation corridors to sustainably accommodate projected increases in freight while providing for much-needed passenger rail traffic."

These are all economic arguments for either the No Build alternative or co-locating I-11 with I-19 and I-10 and demonstrate the grave economic consequences to the City of Tucson from the Recommended Alternative route. It is impossible to mitigate for these impacts to Tucson's economy and water supply.

Last, the DEIS needs to improve its analysis of the far-reaching impacts to local governments from building a brand-new freeway in a currently rural area. The Recommended Alternative route would lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other infrastructure and services, the cost of which would likely be borne by local governments such as the City of Tucson, Town of Marana, and Pima County.

Cost of considered alternatives

Our interpretation of the cost of considered alternatives in the DEIS indicates that the Recommended Alternative route would cost approximately \$3.4 billion MORE to construct than the Orange Alternative that co-locates I-11 with I-19 and I-10 in the Tucson region. This estimate is based on information in Table 2-8 on page 2-33 of the DEIS. For Section A-F2, the Green Build Alternative construction costs are estimated to be \$3,998,431,000 and the Orange Build Alternative construction costs are estimated to be \$585,899,000. This leads to the conclusion that it will cost approximately \$3.4 billion more to construct the Green Build Alternative. **We are also unclear why the DEIS does not clearly outline the costs of the Recommended Alternative route (blue on maps), rather leaving it up to the reader to somehow interpret the costs from the other identified routes and where they overlap with**

the Recommended Alternative route. The public should be given clear information for comparison and not be left to make unsure inferences from the incomplete data presented.

One other example of where the DEIS states the costs of considered alternatives in a confusing and incomplete way is in the following section:

Errata 4.5.3

Tunneling – Placing portions of the proposed Project in a tunnel was considered in the property-specific avoidance analysis (Section 4.4.3) as a means to avoid potential impacts to clusters of properties and Historic Districts. FHWA determined that tunneling could result in a use of one or more Section 4(f) properties and, therefore, is not an avoidance alternative. However, even if a way of avoiding use of Section 4(f) properties were to be found, the cost estimate for placing I-11 in a tunnel in Downtown Tucson is approximately \$3.5 to \$5.1 billion, compared to \$240 million for the at-grade concept and \$1 billion for the elevated concept. The extraordinary cost for tunneling indicates that, while tunneling may be feasible, it is not prudent (Avoidance Analysis Factor 4).
 Elevated Structures – Elevating I-11 in Downtown Tucson to avoid impacting Section 4(f) properties was considered in the property-specific avoidance analysis (Section 4.4.3.2 and 4.4.3.3). Although the elevated lanes could avoid direct impacts on adjacent Section 4(f) properties, noise and visual impacts would result in adverse effects to historic buildings and structures. Deep excavations for the elevated structure foundations would impact archaeological resources. For these reasons, an elevated lanes alternative through Downtown Tucson is not an avoidance alternative. The elevated alternative also would impact businesses and residences that are not protected by Section 4(f) and would add \$1 billion to the overall capital cost of the Orange Alternative.

It is unclear what specifically the “\$240 million” is referring to in terms of the specific section of highway considered for an at-grade concept. It should also be noted that even though \$1 billion was added to the Orange Alternative in order to elevate I-11 through downtown Tucson, the capital costs would still be \$2.4 billion LESS than the Recommended Alternative route.

In general, we are disappointed with the presentation of the cost of considered alternatives - they are difficult to interpret and should be more clearly and conclusively discussed so compared costs of alternatives are clear to the reader. The examples highlighted above are not exhaustive by any means and we recommend a thorough overhauling of this entire section of the DEIS.

Inadequate 4(F) analysis

The comparison between impacts to the Tucson Mitigation Corridor (TMC) and impacts to the seven historic properties likely to be used if the Orange Alternative is chosen are inadequate as presented in the DEIS.

Use of programmatic “net benefit” evaluation for TMC is inappropriate

Conducting a “net benefit” programmatic evaluation of the proposed use of the TMC is completely inappropriate for this 4(f) property. First, the federal regulations that govern 4(f)

evaluations make clear that the use of programmatic evaluations like the “net benefit” evaluation are to be used only “for certain minor uses of Section 4(f) property.” (23 CFR 774.3(d)) Additionally, per agency guidance, the “net benefit” must be realized on the 4(f) property itself; promising off-site mitigation to offset impacts to a 4(f) property is not the same thing. According to FHWA guidance, a “‘net benefit’ is achieved when the transportation use, the measures to minimize harm, and the mitigation incorporated into the project results in an overall enhancement of the Section 4(f) property... A project does not achieve a “net benefit” if it will result in a substantial diminishment of the function or value that made the property eligible for Section 4(f) protection.”⁹

There is simply no way to achieve a “net benefit” on this 4(f) property, as the use proposed here will, without a doubt, diminish - if not entirely undermine - the ability of the TMC to provide landscape connectivity for wildlife movement. This is especially true considering that this property is itself serving as mitigation for a previous linear project that impacted landscape connectivity in this same area. Regardless of the off-site mitigation promised, it is unlikely that this property will be able to continue to serve as mitigation for that previous project, should this proposed use be approved. **For these reasons, the use of the “net benefit” evaluation for the TMC is simply indefensible. The agencies should conduct an individual evaluation on the TMC property and revise the entire *Draft Preliminary Section 4(f) Evaluation* to consider that individual evaluation.**

Assessment of 4(f) property uses relies on inconsistent information

Because the agencies relied on the incorrect assumption that a “net benefit” would be achieved for the TMC 4(f) property, the DEIS provides no information whatsoever on the actual impacts that may be inflicted on the TMC. No baseline information on the TMC is provided and no information on potential impacts is provided. Without this information, there is no way for the reader to understand what a “net benefit” even means in this context; thus, it is inappropriate to leave this information out. However, because net benefit is inappropriate, it is imperative that the EIS provide actual information regarding potential impacts, such as what is provided for other potentially impacted 4(f) properties.

For example, Google imagery does not provide adequate information for assessing historic integrity and architectural significance for numerous reasons, and there are other far more valid approaches to evaluating such properties that the agencies could have used instead. Acknowledging one of the many pitfalls of this approach, the DEIS admits that “many [properties] were classified as possibly eligible simply because the Google imagery did not provide a clear view.”

In addition, the DEIS is inconsistent in analyzing the costs and feasibility of tunneling through downtown Tucson but does not include a similar analysis of the costs and feasibility of tunneling under the entire 4(f) Tucson Mitigation Corridor.

⁹ “Section 4(f) Evaluation and Approval for Transportation Projects that Have a Net Benefit to a Section 4(f) Property.” Federal Highway Administration Environmental Review Toolkit.
https://www.environment.fhwa.dot.gov/legislation/section4f/4f_netbenefits.aspx.

The DEIS is inconsistent in how it presents information related to the assessment of 4(f) properties. One example of this can be found in a comparison of how information regarding the TMC is represented versus how information regarding the downtown Tucson historic properties is represented. While it is technically true that 15% of the TMC acreage would be within the build corridor (453 out of 2958 acres), far more than just 15% would actually be impacted, considering the purpose for which the TMC was designated (providing landscape connectivity for wildlife movement). In contrast, the EIS asserts that 100% (3 of 3 acres) of the Manning House would be “used;” however, the document goes on to say, “Any ROW expansion east of I-10 would take part of a parking lot associated with the Levi H. Manning House but the house is unlikely to be directly affected.” (EIS at 3.7-24.) Therefore, while 100% of this historic property would be within the corridor, the EIS makes clear that the impact is not 100%. However, with the TMC no parallel consideration of actual impacts is given.

Reliance on insufficient information to compare each Alternative’s potential use of 4(f) properties.

Agencies are required to “identify any methodologies used and shall make explicit reference... to the scientific and other sources relied upon for conclusions in the statement.” (40 CFR 1502.24.) It has long been established that agencies must articulate “a rational connection between the facts found and the choice made.” *Motor Vehicle Mfrs. Ass’n of the U.S. v. State Farm Mut. Auto Ins. Co.*, 463 U.S. 29, 43 (1983).

The flaws resulting from the “net benefit” assumption for TMC aside, the validity of some of the information used to inform the comparison of 4(f) properties is extremely questionable. The information provided for each property is insufficient, in some cases contradictory, and is undermined by inadequate, contradictory information about the properties being compared, and using different metrics.

Scope and Intensity of Impacts to 4(f) properties potentially impacted by Orange Alternative are artificially inflated, while no corollary information is provided for the 4(f) property potentially impacted by the Purple and Green Alternatives.

The DEIS’s comparison of the number of 4(f) properties and their potential use under each alternative is confounding to the reader, precluding meaningful analysis.

Table 4-4 provides the percentage of each 4(f) property located within a build corridor for the various alternatives. However, this information seems to contradict information in the text, causing confusion regarding how potential use of each property is being assessed. This results in a significantly problematic apples-to-oranges comparison of the potential use of each property that tells the reader virtually nothing about the actual potential use of each 4(f) property.

For example, the potential use of the Manning House in downtown Tucson is unclear. First, the property description is inconsistent from one section to the next; on table 4-4 it is described as 1 acre in size, but on table 4-4 it is described as 3 acres in size. Second, Table 4-4 estimates that 100% of the property is subject to “potential use,” but in the text on page 3.7-24 the DEIS

states, “Any ROW expansion east of I-10 would take part of a parking lot associated with the Levi H. Manning House but the house is unlikely to be directly affected.” This indicates that the percentage of “potential use” is not the same as the percentage of the property potentially directly impacted, indicating that indirect impacts are part of the “potential use” consideration. Another example of this is Barrio Anita, where the percentage of the property subject to “potential use” is 85 percent. At the same time, the text states that out of 66 buildings identified in the Barrio Anita Historic District NRHP nomination, the Orange Alternative “could require land from four parcels with contributing residences along the west side of Contzen Avenue but not all of those houses might be directly affected” (EIS at 3.7-24). To make matters more confusing, elsewhere the text states, “The Orange Alternative could require... Removal of at least one historic residential structure adjacent to I-10 in Barrio Anita” (page 4-75). Again, the only explanation for the discrepancy between the percentage of potential use and the amount of land potentially directly impacted is that indirect impacts are considered in the percentage of potential use.

In contrast, the potential use of the TMC property does not appear to include indirect impacts. Table 4-4 shows that only 15% of the property is subject to potential use, with only the percentage of land directly impacted. However, the percentage of potential use would be far larger if indirect impacts are considered for this property, considering how severely compromised the TMC would be as a wildlife movement corridor if an interstate is routed along its entire western boundary or diagonally, from southeast to northwest, through the parcel. There is no explanation for why the TMC is not given the same consideration as the 4(f) properties it is being compared against.

Other discrepancies abound. Page 4-73 provides a list of seven 4(f) properties in downtown Tucson that are subject to potential use by the Orange Alternative, which includes the Barrio Anita Historic District and the David G. Herrera and Ramon Quiroz Park (formerly Oury Park). The analysis uses this number to compare the Orange Alternative’s potential impacts to 4(f) properties to those of the Purple and Green Alternatives, where only one property -- the TMC -- is subject to potential use. However, the text makes clear that Quiroz Park is a contributing property to the Barrio Anita Historic District, and the Park is not listed separately on Table 4-2 or Table 4-4. Inadvertently or otherwise, listing Quiroz Park separately only in this context artificially increases the number of properties potentially impacted by the Orange Alternative and skews the comparison with the Purple and Green Alternatives.

Information provided in Least Harm Analysis is so inadequate it precludes meaningful analysis

Least harm analysis Factor 1: Ability to mitigate adverse impacts on each Section 4(f) property

When considering the ability to mitigate adverse impacts to each Section 4(f) property, the DEIS provides a list of strategies to mitigate and minimize impacts to Section 4(f) properties in Downtown Tucson on page 4-76. These include measures such as replacement of land, design modifications, restoration, preservation of impacted historic buildings, and compensation. However, on p. 4-96 the DEIS states, “There is a low ability to mitigate the impacts of the Orange Alternative.”

In addition, on page 4-108 the DEIS states, “After careful consideration, FHWA and ADOT determined Orange Alternative impacts are unmitigable...” Leaving aside the fact that these statements are clearly contradictory to one another, the document provides no meaningful information to support these declaratory statements.

Least harm analysis Factor 2: Relative severity of the remaining harm, after mitigation.

On page 4-96, the DEIS states, “As indicated in Table 4-7 (Summary of Potential Section 4(f) Uses by Build Corridor Alternative) and described for Factor 1, FHWA and ADOT will be required to provide specific mitigation in order to achieve the potential types of uses presented in the table. By achieving the programmatic net benefit finding, the Purple, Green, and Recommended Alternatives would substantially reduce and possibly eliminate remaining harm to the TMC property.” This statement explicitly demonstrates skewing of the comparison.

Least harm analysis Factor 3: Relative significance of each Section 4(f) property

The DEIS asserts the following on page 4-97, “FHWA considers each Section 4(f) property to be equally significant in this evaluation; none of the properties has been determined through this evaluation or through coordination with officials with jurisdiction to be of different value.” We strongly disagree with this outlandish statement and urge further evaluation of all Section 4(f) properties. This statement asserts that the entire Tucson Mitigation Corridor is equal to the parking lot of the Manning House, which is a ridiculous and erroneous assertion to make.

Least harm analysis Factor 6

Section 4(f) properties are defined in part as “*publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site).*” The Ironwood Forest National Monument was designated by Presidential Proclamation in June of 2000, under a new protective classification of federal Bureau of Land Management lands. We disagree with the conclusion in the DEIS (Appendix F) that fails to recognize Ironwood Forest National Monument as a Section 4(f) property.

Furthermore, the DEIS fails to consider the magnitude of adverse impacts on multiple properties not protected by Section 4(f). For example, for the Purple and Green Alternatives, this analysis must include the Ironwood Forest National Monument (see above), Tucson Mountain Wildlife Area, and Sonoran Desert National Monument. We believe these properties should be considered as 4(f) properties. However, even though these properties are not considered 4(f) properties, this does not mean there are no adverse impacts to them.

Consideration of other transportation strategies

The DEIS and the choice of the Recommended Alternative route overlooks other less costly options that would encourage the free flow of goods through our region. These include:

- Changes to the management of the existing highway to reduce congestion, including pricing, scheduling, and other programs;

- Technologies that improve traffic flows;
- Enhancements to our rail system, including light rail and intermodal transportation;
- Other road improvements that will divert traffic from I-10.

During the Scoping phase, we strongly recommended a more thorough analysis and consideration of these other transportation strategies that will also better equip our region to adapt to the growing impacts of climate change. Assessing the cumulative impacts of these options on congestion also needs to be more thoroughly considered in the DEIS. **We reiterate our request for this more thorough analysis in future planning efforts and this analysis be completed and shared with the public prior to designating a Preferred Alternative.**

Additional necessary studies

The following studies must be completed prior to designating a Preferred Alternative, with the results communicated to the community and incorporated into the decision process early on:

- A complete inventory of known and potential historic and archaeological resources that could be directly or indirectly impacted by the Recommended Alternative route. This study should be reviewed and approved by the Tucson Historic Preservation Foundation, the Tucson-Pima County Historical Commission, the City of Tucson Historic Preservation Office, the Pima County Cultural Resources and Historic Preservation Division, and the Arizona State Historic Preservation Office.
- Environmental quality impacts: air quality, noise, light pollution, viewshed, wildlife, vegetation, watershed, and the health and biological integrity of the Brawley/Los Robles wash system and Santa Cruz River.
- Social and economic equity impacts.

When studies are completed, there needs to be a demonstrated respect for the natural, historic, and archaeological resources and avoidance of all these resources in any Recommended Alternative route. Furthermore, we strongly encourage ADOT and FHWA to refer to the “I-11 Super Corridor Study” final document, which was submitted to ADOT in 2016, to draw inspiration on a comprehensive design. The Sustainable Cities Lab, hosted at the University of Arizona (UA) College of Architecture, Planning and Landscape Architecture, completed this transdisciplinary study on the I-11 corridor along with Arizona State University and the University of Nevada, Las Vegas. UA's study area focused on opportunities from Marana to south of downtown Tucson. Their outcomes incorporate many of our outlined points, including the addition of light and heavy rail, walking, cycling, new technology for controlling traffic as well as incorporating alternative forms of energy production and transportation. Using such studies and designs would help us reduce impacts in Tucson’s downtown and surrounding areas should co-location be further considered.

Other factors that must be more thoroughly analyzed for all corridor alternatives include how continued climate change, which is a reasonably foreseeable circumstance, will impact Arizona’s water resources and projected population growth; public health implications,

including increased air pollution and the proliferation of valley fever; and long-term impacts on local and regional land-use plans.

The Recommended Alternative route through Avra Valley would facilitate commercial and residential development in this area. Such exurban development would result in even more habitat fragmentation, cause local governments to incur large financial responsibilities for new infrastructure costs and maintenance, and force major changes to existing local and regional land-use and zoning designations. Existing land use plans have already identified areas most appropriate for growth as mandated by state law and any new transportation corridors should be appropriately sited within those existing identified growth areas.

Considering the identified Recommended Alternative route in the DEIS, we argue that either the No Build alternative or improvements to existing transportation corridors and reducing congestion on existing highways in order to accommodate future traffic will best avoid and minimize environmental and larger community impacts. **Because of this, we stand in strong opposition to the Recommended Alternative route.**

Local government opposition

In 2007, the elected Pima County Board of Supervisors passed Resolution No. 2007-343 (attached) opposing “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.” Additionally, the Board called for the expansion of “capacity along Interstate 10 for multiple modes of travel including, but not limited to, freight, passenger cars, transit, intercity passenger rail, and bicycle, and for beautification of the existing corridor.”

Additionally, in April 2019 Pima County Board of Supervisors’ Chair Richard Elías and Supervisor Sharon Bronson (in whose Districts most of the proposed highway is located) released a statement stating, in part, “The Pima County Board of Supervisors adopted Resolution 2007-343 on December 18, 2007, setting forth its opposition to construction of an interstate highway through ‘invaluable Sonoran Desert areas.’ That remains the official position of Pima County government...A new freeway through any pristine Sonoran Desert area, and especially through Avra Valley, still is a very bad idea and the Pima County Board of Supervisors remains officially opposed to it” (attached). We strongly concur with Pima County’s elected officials and their resolution. Rather than investigating the potential for new transportation corridors in Pima County, we encourage all transportation planners to work to develop multi-modal transportation options within existing transportation corridors.

On June 18, 2019, the City of Tucson Mayor and Council adopted a resolution explicitly opposing the Recommended Alternative route (attached). The resolution states, in part, “The Mayor and Council strongly oppose the currently proposed alignment of I-11, that would have the effect of bypassing the existing Interstate 10. The Mayor and Council support the expansion and reconfiguration of the existing I-10 and I-19 corridor as the only acceptable alternative for the proposed I-11 highway; and that any alternative route that would result in the construction

of a new interstate highway in or through Avra Valley would produce enormous adverse impacts to economic, environmental, historic, cultural and archaeological resources that could not be adequately mitigated and that are contrary to the interstate design standards and criteria that must be applied to the project.”

On May 18, 2019, Arizona District 3 Congressman Raúl Grijalva submitted comments on the DEIS voicing his opposition to the Recommended Alternative route. We have attached the Congressman’s letter as well.

Thank you for the opportunity to provide comments on the *Interstate 11 Tier 1 Draft Environmental Impact Statement, Nogales to Wickenburg*. **Given the far-reaching and devastating impacts that the Recommended Alternative route would have on the incredible portfolio of public conservation lands in and adjacent to Avra Valley, we express our strong opposition to the Recommended Alternative route and feel that should additional capacity be warranted, that reconfiguration of existing highways is the only acceptable Alternative. This DEIS is replete with inadequate analyses and is, in and of itself, a fatal flaw.** We look forward to your analysis and assessment and to commenting further in future phases of the process. If we can be of any assistance, please do not hesitate to contact us.

Sincerely,

Carolyn Campbell
Executive Director, Coalition for Sonoran Desert Protection

Jodi Netzer, Director
Tucson Entrepreneurs

Robin Clark *for*
Avra Valley Coalition

Tom Hannagan, President
Friends of Ironwood Forest

Louise Misztal, Executive Director
Sky Island Alliance

Barbara Rose, Project Coordinator
Safford Peak Watershed Education Team

Diana Hadley, Co-President
Northern Jaguar Project

Demion Clinco, President
Tucson Historic Preservation Foundation

Sandy Bahr, Chapter Director
Sierra Club - Grand Canyon Chapter

Meg Weesner, Chair
Sierra Club - Rincon Group

Emily Yetman, Executive Director
Living Streets Alliance

Kevin Gaither-Banchoff, Development
Director
WildEarth Guardians

Peter Chesson, President
Tucson Mountains Association

Gayle Hartmann, President
Save the Scenic Santa Ritas

Robert Villa, President
Tucson Herpetological Society

Terry Majewski, Chair
Tucson-Pima Historical Commission

Ivy Schwartz, President
Community Water Coalition of Southern
Arizona

Jonathan Lutz, Executive Director
Tucson Audubon Society

Nancy Williams, President
People for Land and Neighborhoods

Fred Stula, Executive Director
Friends of Saguaro National Park

Pearl Mast and Anna Lands, Co-Chairs
Conservation Committee
Cascabel Conservation Association

Randy Serraglio, Southwest Conservation
Advocate
Center for Biological Diversity

Myles Traphagen, Borderlands Project
Coordinator
Wildlands Network

Gary Kordosky, President
Gates Pass Area Neighborhood Association

Della Grove, President
Citizens for Picture Rocks

Jessica Moreno, President
Arizona Chapter of The Wildlife Society

Mike Quigley, Arizona State Director
The Wilderness Society

Robert Peters, Southwest Representative
Defenders of Wildlife

Attachments: April 2019 Memo from Pima County Supervisors Richard Elías and Sharon
Bronson
Pima County Resolution No. 2007-343
City of Tucson Resolution No. 23051
May 2019 Letter from Rep. Raúl Grijalva (D-AZ)

ATTACHMENTS

April 2019 Memo from Pima County Supervisors Richard Elías and Sharon Bronson



RICHARD ELÍAS
CHAIRMAN OF THE BOARD
COUNTY SUPERVISOR - DISTRICT 5

PIMA COUNTY BOARD OF SUPERVISORS

130 WEST CONGRESS STREET, 11th FLOOR
TUCSON, ARIZONA 85701-1317

(520) 724-8126
district5@pima.gov
www.district5.pima.gov

To Whom It May Concern:

The Pima County Board of Supervisors adopted Resolution No. 2007-343 on December 18, 2007, setting forth its opposition to construction of an interstate highway through "invaluable Sonoran Desert areas." That remains the official position of Pima County government.

At the time, the proposal under consideration was for an Interstate 10 Bypass Freeway, but it was along the same suggested routes as the currently proposed Interstate 11. A "favored" route then, as now, was through Avra Valley.

A freeway through the Avra Valley or other parts of the delicate Sonoran Desert is not compatible with the county's landmark Sonoran Desert Conservation Plan or with its Sustainability Plan to combat climate change in line with the 2015 Paris Agreement.

A freeway would destroy sensitive habitat for many of the 44 unique species of concern that the Conservation Plan protects. It would sever vital wildlife corridors between critical habitat areas of some of the larger species such as the Desert Bighorn.

The Sustainability Plan aims to steer the county government operations away from fossil fuel use and dependency, and a new freeway would promote increased fossil-fuel use, to the detriment of our air quality as well as to climate change.

A freeway through Avra Valley would impact severely and negatively such jewels and tourist areas as Tucson Mountain Park, Saguaro National Park, Ironwood National Monument, and the Arizona-Sonora Desert Museum. It would diminish vastly the quality of life of thousands of Avra Valley residents.

The cost of buying land for and building an entirely new freeway would be tremendous, when we do not have enough funds to maintain properly our existing roads and highways. It would cost much less to improve existing railroad corridors for cleaner passenger rail service and increased freight traffic.

An Interstate 11 would divert traffic away from existing businesses that depend on Interstate 10 and Interstate 19 traffic visibility for their survival.

A new freeway through any pristine Sonoran Desert area, and especially through Avra Valley, still is a very bad idea and the Pima County Board of Supervisors remains officially opposed to it.

Sincerely,

Richard Elías, Chairman
Pima County Board of Supervisors

Sharon Bronson, District Three Supervisor
Pima County Board of Supervisors

RESOLUTION NO. 2007- 343**A RESOLUTION OF THE PIMA COUNTY BOARD OF SUPERVISORS IN
OPPOSITION TO CONSTRUCTION OF AN INTERSTATE HIGHWAY LINK
THAT BYPASSES TUCSON AND TRAVERSES PRISTINE AND INVALUABLE
SONORAN DESERT AREAS**

WHEREAS, Pima County's landmark Sonoran Desert Conservation Plan identifies 55 rare local species of concern, whose areas of habitat and corridors between habitat areas already are under threat from development; and

WHEREAS, Pima County has established a Sustainability Program that recognizes the detriment of petroleum-fueled car and truck travel to this effort because of their greenhouse-gas and pollutant emissions, and therefore calls for the County to shift its fleet to use alternative fuels; and

WHEREAS, since 1974 Pima County has bought more than 45,000 acres of land and assumed grazing leases on 86,000 acres for open-space and wildlife habitat preservation, and to mitigate impacts from development; and

WHEREAS, Pima County updated its Riparian Mitigation Ordinance in 2005 to avoid and minimize impacts to riparian vegetation along local washes; and

WHEREAS, the Arizona Department of Transportation (ADOT) has undertaken the Interstate 10 Phoenix-Tucson Bypass Study to look at alternative routes for new controlled access highways that Interstate 10 cars and trucks could use to bypass the Tucson and Phoenix metropolitan areas; and

WHEREAS, the study has advanced to the point of identifying two alternative routes which impact Pima County; and

WHEREAS, each of the alternatives would degrade the Sonoran Desert, sever wildlife corridors identified by the ADOT-sponsored "Arizona Wildlife Linkages Assessment," impede washes, open new areas to intense residential and commercial development far from existing urban centers, and thus encourage more car and truck travel at time when global warming and air pollution are growing concerns; and

WHEREAS, one of the alternatives would traverse the San Pedro River Valley impacting both Cochise County and Pima County; and

WHEREAS, the San Pedro River and its valley constitute one of the most biologically diverse and important ecosystems in North America, which also serves as vitally important flyway for hundreds of unique migratory bird species and is a sensitive aquatic and terrestrial wildlife corridor; and

WHEREAS, there are more than 500 known archaeological sites in the San Pedro River Valley, some dating back as much as 12,000 years and some considered sacred to Native American people; and

WHEREAS, a second identified route runs through the Avra Valley, negatively impacting Tucson Mountain Park, Saguaro National Park, Ironwood National Monument, Bureau of Reclamation's Central Arizona Project Canal mitigation area, and important elements of the County's Sonoran Desert Conservation Plan by slicing through sensitive areas, severing linkages between important habitat areas, and disturbing an unknown number of archeological sites; and

WHEREAS, the cost of building a new controlled-access highway would be enormous, requiring the acquisition of thousands of acres of new rights of way, expenditures on high and rapidly increasing costs of concrete and asphalt, putting a tremendous burden on taxpayers and future highway users; and

WHEREAS, the production of the millions of tons of concrete and asphalt for this massive construction project would cause significant air pollution and greenhouse gas emissions, as would the operation of heavy machinery in the construction process; and

WHEREAS, a new controlled-access highway near or through Pima County on any route, would promote urban sprawl, causing local governments to incur large financial responsibilities for new infrastructure costs and force major changes to existing county land-use and zoning designations; and

WHEREAS, a new controlled-access highway bypass would divert cars and trucks away from existing businesses that are dependent upon commerce generated from traffic on existing highways; and

WHEREAS, the state of Arizona could reduce highway traffic congestion, reduce the cost of highway maintenance, and save on the costs of rights of way purchases and concrete and asphalt production and installation – while reducing air pollution and greenhouse gas emissions – by instead expanding capacity and developing multi-modal transportation facilities in existing transportation corridors to sustainably accommodate projected increases in freight while providing for much-needed passenger rail traffic.

NOW, THEREFORE, BE IT RESOLVED that the Pima County Board of Supervisors:

1. 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, archeological, and urban form impacts could not be adequately mitigated.

2. Supports the continuation of studies relating to this bypass such that the full costs of mitigation measures can be brought forth.
3. Calls upon the office of Governor Janet Napolitano to direct ADOT to undertake studies related to expanding capacity along Interstate 10 for multiple modes of travel including, but not limited to, freight, passenger cars, transit, intercity passenger rail, and bicycle, and for beautification of the existing corridor.

Passed by the Board of Supervisors of Pima County, this 18th day of December, 2007.




Chairman, Pima County Board of Supervisors

ATTEST:



Clerk of the Board

APPROVED AS TO FORM:



Deputy County Attorney

ADOPTED BY THE
MAYOR AND COUNCIL

June 18, 2019

RESOLUTION NO. 23051

RELATING TO PUBLIC HEALTH AND SAFETY: DECLARING MAYOR AND COUNCIL'S OPPOSITION TO CONSTRUCTION OF A NEW INTERSTATE HIGHWAY THAT BYPASSES THE CITY OF TUCSON AND TRAVERSES PRISTINE AND INVALUABLE SONORAN DESERT AREAS; AND DECLARING AN EMERGENCY.

WHEREAS, the City of Tucson (Tucson) works to advance goals of sustainability, equity, economic growth and vibrant, livable neighborhoods; and

WHEREAS, in November 2013 Tucson voters adopted Plan Tucson, the City of Tucson General Plan & Sustainability Plan; and

WHEREAS, Tucson has established a Sustainability Program that recognizes the detriment of petroleum-fueled car and truck travel because of their greenhouse-gas and pollutant emissions; and

WHEREAS, Plan Tucson seeks to create, preserve, and manage biologically rich, connected open space; wildlife and plant habitat; and wildlife corridors, including natural washes and pockets of native vegetation, while working to eradicate invasive species; and

WHEREAS, an interstate highway in the Avra Valley would degrade the Sonoran Desert, sever wildlife corridors, impede washes and flood prone areas, open new areas to intense residential and commercial development

far from existing urban centers, and encourage more car and truck travel at time when climate change and air pollution are growing concerns; and

WHEREAS, Tucson strives to protect night skies from light; and

WHEREAS, Tucson believes in an urban form that conserves natural resources, improves and builds on existing public infrastructure and facilities, and provides an interconnected multi-modal transportation system to enhance the mobility of people and goods; and

WHEREAS, Tucson seeks to protect its CAP water recharge facilities in Avra Valley, groundwater, surface water, and stormwater from contamination; and

WHEREAS, in April 2012 the Mayor and Council passed a resolution to adopt the Downtown Gateway Redevelopment Area and central business district; and

WHEREAS, Tucson seeks to capitalize on Tucson's strategic location by maintaining and enhancing Tucson as an international port and center for commerce and logistics; and

WHEREAS, Tucson supports the expansion of passenger and freight multi-modal transportation services to better connect Tucson to regional and international markets and destinations; and

WHEREAS, the Interstate 11 Draft Tier 1 Environmental Impact Statement Recommended Alternative route would run through the Avra Valley, negatively impacting Tucson Mountain Park, Saguaro National Park - West, Ironwood Forest National Monument, Bureau of Reclamation's Central Arizona

Project mitigation parcel, and severing linkages between important habitat areas and disturbing an unknown number of archeological sites; and

WHEREAS, the cost of building a new highway in Avra Valley would be enormous, would promote urban sprawl, and would divert cars and trucks away from existing businesses in Tucson; and

WHEREAS the state of Arizona could reduce highway traffic congestion, reduce the cost of highway maintenance, and save on the costs of rights of way purchases and concrete and asphalt production and installation - while reducing air pollution and greenhouse gas emissions – by instead investing in I-19 & I-10 and developing multi-modal transportation facilities in existing transportation corridors to sustainably accommodate projected increases in freight while providing for much-needed passenger rail traffic.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF TUCSON, ARIZONA, AS FOLLOWS:

SECTION 1. The Mayor and Council strongly oppose the currently proposed alignment of I-11, that would have the effect of bypassing the existing Interstate 10. The Mayor and Council support the expansion and reconfiguration of the existing I-10 and I-19 corridor as the only acceptable alternative for the proposed I-11 highway; and that any alternative route that would result in the construction of a new interstate highway in or through Avra Valley would produce enormous adverse impacts to economic, environmental, historic, cultural and archaeological resources that could not be adequately

mitigated and that are contrary to the interstate design standards and criteria that must be applied to this project.

SECTION 2. WHEREAS, it is necessary for the preservation of the peace, health and safety of the City of Tucson that this Resolution become immediately effective, an emergency is hereby declared to exist and this Resolution shall be effective immediately upon its passage and adoption.

PASSED, ADOPTED AND APPROVED by the Mayor and Council of the City of Tucson, Arizona, June 18, 2019.

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO FORM:

REVIEWED BY:

del 

CITY ATTORNEY

CITY MANAGER

MR/dg
6/13/19

COMMITTEE ON NATURAL RESOURCES
CHAIRMAN
COMMITTEE ON EDUCATION AND LABOR
HIGHER EDUCATION AND WORKFORCE INVESTMENT
SUBCOMMITTEE
CIVIL RIGHTS AND HUMAN SERVICES SUBCOMMITTEE
CONGRESSIONAL PROGRESSIVE CAUCUS
CHAIR EMERITUS

Congress of the United States
House of Representatives
Washington, DC 20515-0307

WEBSITE: <http://grijalva.house.gov/>

May 8, 2019

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

Also emailed to: I-11ADOTStudy@hdrinc.com

Re: the I-11 Draft Tier 1 Environmental Impact Statement and Preliminary Section 4(f) Evaluation (Draft Tier 1 EIS) Nogales to Wickenburg

Dear Mr. Van Echo,

I would like to take this opportunity to provide input during the public comment period on the Draft Tier 1 EIS referenced above.

I am concerned that the current comment period is too short for a comprehensive review of this extremely large document (762 pages plus appendices). I request that the comment period be extended for a total of 120 days—which is common for projects of this magnitude and controversy—making the revised due date for comments August 3, 2019.

I support efforts to physically connect Arizona and Nevada via transportation corridors to facilitate Canadian and Mexican trade routes. The City of Tucson and the metro region of Pima County would benefit most by enhancing existing infrastructure that already provides the connection: Interstate 10 and 19, or option “A” and “B” that have been included in your route studies.

I am **very concerned** that a hybrid option of routes going through Altar and Avra Valley has instead been chosen for the preferred alternative in the Draft Tier 1 EIS. This route would necessitate building new interstate. This route would negatively impact rural communities in Avra Valley, Saguaro National Park, Tucson Mountain Park, Ironwood Forest National Monument, and other protected open spaces and wildlife corridors. I pointed this out during the scoping process in a June 1, 2017, letter to project manager Jan Van Echo. For the record I would like to repeat my concerns:

This proposed route of the Interstate would bring in new development, roads, traffic, and have a negative impact on dark skies, wilderness values, and quality of life for residents of that community. Even a limited access roadway would still open this mainly undeveloped area to massive sprawl. Residents of my district affected by this option have called my office expressing these same concerns. Pima County voters have consistently opposed opening up the far western areas of Pima County to development via this transportation corridor. At some point, the Federal Highway Administration and the Arizona Department of Transportation must be responsive and support alternatives that provide economic opportunity in the existing metro region and not continue to promote routes that local voters have overwhelmingly opposed.

Frankly, it troubles me that after two scoping periods and a stakeholder engagement process that resulted in widespread opposition to proceeding with any route through Avra Valley – and with serious concerns expressed

all along by cooperating land and wildlife managing agencies – your study has determined that the much more costly alternative with greater negative impacts and fewer benefits for Pima County is the preferred alternative.

One explanation for this conclusion is that a Tier 1 analysis is not enough for a federal process to come up with the better route alternative. The tiering of the required environmental compliance means that the decision is not informed by the best information and that vague promises of future mitigation is enough to allow the incredible decision to bisect an important wildlife mitigation area with a major freeway. This calls into question the Department of Transportation's unusual practice of coming to a decision without the full environmental compliance that most other federal projects regularly require.

A proposed MOU giving the state environmental compliance responsibilities for federal highway projects in Arizona, which would include the Tier 2 study, further demonstrates the inappropriate fragmentation of planning and compliance this project will receive, especially compared to projects with this sort of impact on protected lands that our community would normally expect.

Another issue of concern is the regularity with which this route keeps re-surfacing. Voters overwhelmingly voted against a ½ cent sales tax that would have funded a similar project back in the mid-1980s. The Picture Rocks community along with many other Pima Country residents and organizations have and continue to vocally oppose it, yet this route keeps being promoted as the preferred option.

Very little is being done to address alternatives to continuous freeway expansion, such as facilitating the expansion and use of intermodal shipping yards, facilitating the creation of public rail transportation lines as alternatives to continuously promoting freeway development—especially in pristine habitat corridor areas. I consistently remain opposed to any highway plan that opens up the Avra valley to widespread environmental destruction.

The possible fast tracking of this project, despite information typically disseminated by the project's managers at public meetings that there is not current funding available, is concerning. While that may be currently true, this project is in conjunction with the Federal Highway Administration, I-11 and Intermountain West Corridor Study (IWCS) completed in 2014. With talk in Congress about developing an infrastructure spending package, the state appears to be attempting to remove all barriers to fast tracking this project once, and if, funding is available. If Congress is able to pass an infrastructure package, the voters will have no say, as planning will be completed, and routes will have been previously selected.

If the project's purpose is to provide a high-priority north to south transportation corridor to connect to major metropolitan areas and markets with Mexico and Canada, then I believe that the best option is using Interstate 10 and 19, which already includes metropolitan Tucson and protects the environmentally sensitive area west of Tucson.

Thank you for your time and the opportunity to provide input.

Sincerely,



Raúl M. Grijalva,
Member of Congress, (AZ-03)

Cc: Jan Van Echo, PE, ADOT I-11 Study Manager

August 16, 2021

**Subject: Individual Public Comment Re: I-11 Corridor Final Tier 1 Environmental Impact Statement (EIS)
Federal Aid No. 999-M(161)S, ADOT Project No. 999 SW 0 M5180 01P**

I moved to Green Valley, Arizona in the fall of 2020 during the pandemic, and I am admittedly late to the I-11 Corridor discussion (explained below). Nonetheless, I am very concerned. I am opposed to the Preferred Alternative described in the ADOT I-11 Corridor Final Tier 1 Environmental Impact Statement (EIS). The I-11 is a very long corridor with many issues. My views expressed here are aligned with my concerns for Green Valley, though I do share certain concerns from others regarding their respective areas. As a result of my concerns for the impact on Green Valley, I support the Purple Alternative, if it is still on the table. As indicated in my comments, I feel the overall need for the I-11 Corridor may diminish in the future. However, if the Preferred Alternative is implemented, Green Valley will suffer regardless.

COMMENTS AND COMMENTS ON PUBLIC COMMENTS

Appendix H5 (Public Comments on the Draft Tier 1 EIS) contains a 549-page table (over 7,000 comments) with a chorus of strong objections to the project citing various concerns. Sadly, only 26 comments were entered by Green Valley residents (population of approximately 21,000). Of the 26, more than half specifically called for abandonment of the project (No Build option) or supported the Purple Alternative of the Draft EIS, which would uncouple I-11 from I-19 at a point well south of Green Valley and move west and north to flank the mining areas. The remaining comments noted noise issues without commenting on a specific route, and one questioned why Green Valley hadn't yet been engaged by ADOT in its community outreach. The unfortunately low turnout of Green Valley residents may understandably be a reflection of the median age of 73.1 years young for Green Valley residents (whereas, the median age of Sahuarita residents is 38.5 years, and similarly lower throughout the study area), but, frankly, there hasn't been much "noise" in the local media/newspaper regarding impacts to Green Valley. Local headlines refer to Sahuarita's opposition to "routes through neighborhoods," and even I thought this included Green Valley (since the Green Valley newspaper and Chamber of Commerce have merged with Sahuarita). However, I attended a Special Meeting of the Sahuarita Town Council on August 10th regarding strong opposition of impacts to the El Toro Road alignment, located north of Green Valley, and through a limited strip of mostly single-family and multi-acre properties. A Town Councilman even stated there would be "larger impacts to Green Valley," but none were discussed (so let Green Valley worry about it?). This was the first I knew there was no "voice" speaking for Green Valley. (My subsequent letter to the Editor of the Green Valley News regarding this point has, so far, gone unpublished.) I live in a charming, 478-unit retirement condominium community, with about 600 residents, original to Green Valley, and built in 1964. My condominium community will be honored with the North American Heritage Site Award in November 2021. It is a lovely, historic community. It is currently located immediately adjacent to I-19, but wasn't always. My community and the rest of early Green Valley was developed along I-19's predecessor, highway US-89, which was only 110 feet of ROW at the time. The installation of I-19 added 225 feet to the ROW, making today's ROW footprint through Green Valley a total width of 335 feet. (No wonder my community is now situated immediately adjacent to I-19.) The residents of my community and many other Green Valley developments would face further significant impacts with the implementation of the Preferred Alternative. Green Valley could lose its place as one of the top 25 retirement communities in the nation. The quiet, secluded experience of living in Green Valley, the beautiful optics, will be lost, especially in the historic areas. In my opinion, the Green Valley retirement community rivals

other treasured areas being defended in this endeavor for an I-11 Corridor – but with potentially greater direct impacts at Green Valley.

As mentioned, I would support the Purple Alternative to bypass Green Valley completely. One of the commenters near the Green Valley area, Freeport McMoRan, expressed concerns of the Purple Alternative's proximity to its Sierrita and Twin Buttes mine properties, and instead, supported the coupling of I-11 with I-19. I feel a new highway flanking an already disturbed mining area (with plans for more in the future) is much less impactful to the surrounding human and non-human environs than the impacts caused by mining. The mining company comments indicate a preference for impactful development through neighborhoods, rather than in proximity to its mining properties.

Appendix H1 (Standard Responses) [to public comments], Response LU-6 states, "Future Tier 2 projects for the co-location of I-11 with I-19 would not require additional right-of-way (ROW) and would address specific effects to property [i.e., through Green Valley]." Not acquiring new ROW does not mean that things will not change dramatically! As seen throughout the country (and especially in highly urbanized areas of the southwest – take a drive through the Phoenix area), a highway department can cram a lot of lanes and highway "stuff" into its ROW. Line them with noise walls, and there goes the neighborhoods on either side of the highway, and all visibility of a community when driving the road (see comments on noise walls and visual impacts). Currently, I-19 has a parkway feel to it for most of its length, thanks to the "extra" ROW resulting from the expansion of US-89 being filled with native vegetation. The vista unfolds south of Tucson as drivers enter the San Xavier Reservation. In fact, many portions of the existing I-19 corridor might be eligible under the Highway Beautification Act for its "natural, scenic, and ecologically sound" qualities, and could be nominated to the Parkways, Historic, and Scenic Roads Advisory Committee (PHSRAC) for consideration? I-19 itself is historically significant and unique for its use of metric units for signed distances. In 2010, local opposition to a proposal to change to English-unit signage preserved the historic metric signage (now supplemented in areas with English-unit signage). The EIS (Appendix 9, Visual Effects) overall rates Green Valley with "moderate visual quality impacts" due to existing "encroachment of development" (this, the conclusion without a noise wall factored in). As compared to other developed areas, I feel Green Valley is charming and attractive from the highway. Certainly, the lush vegetation of the existing I-19 through Green Valley contributes to this, continuing the parkway feel as it extends south. As previously noted, the current footprint of the ROW through Green Valley is 335 feet wide (wider at intersections), with paved area only accounting for about 193 feet of this (including the vegetated median). The remaining footage of the ROW consists of mature vegetated areas on either side of the pavement. Significantly, the EIS explains that although the corridor study area is 2,000 feet wide, ADOT will ultimately only use 400 feet of width. This is alarming, since Green Valley is now 65 feet short of 400 feet! With implementation of the Preferred Alternative, Green Valley could end up with a concrete channel running right through its heart.

NOISE WALLS AND VISUAL IMPACTS

You can't "see the USA" through a block wall.

The Federal Highway Administration has acknowledged the noise reducing capacity of dense vegetation, and the positive "psychological" effect of vegetation. As I stated, within I-19's current ROW boundary, there is about 80-90 feet of dense, natural vegetation through much of Green Valley on both sides of the pavement, and more within the median. In my community, I am well aware of the often-significant noise impact from I-19 for those

living adjacent to the ROW. But I also know that the noise ebbs and flows throughout the day/year, at least providing breaks from the noise at times. On the other hand, noise walls can create big problems. As compared to vegetation, noise walls can amplify noise and uniquely bounce noise, creating new and worsening impacts for those even slightly farther away from a noise wall, those in uphill areas, and near-freeway openings along the wall. Plus, there are severe visual impacts with noise walls. Many cities recognize that major vehicular travel ways provide the public with a visual image of the quality of life envisioned by its community, and as such, cities often move to preserve and enhance scenic transportation corridors. Visual impact assessments consider two types of "viewers," sometimes referred to as Highway Neighbors (those outside the ROW) and Highway Users (those on the road). With noise walls typically 16-20 feet high, Highway Neighbors close to such walls and Highway Users within the walls lose 100 percent of their view, 24 hours per day/365 days per year, PERMANENTLY. From afar, noise walls in the desert southwest can look weird, no matter how pretty they are painted, due to lack of natural area vegetation and flat land contours. Adjacent Highway Neighbors often suffer blight behind a wall, shade or intense sun/heat reflection near a wall, psychological impacts, and graffiti/garbage. Highway Users get disoriented and bored when noise walls go on for too much distance. Why aren't these significant factors weighed into a final assessment? Once erected, these walls do not come down.

Overall, the I-11 corridor was conceived as a major traffic corridor for goods traveling from Mexico to Canada (relieving Interstate 5 in California of its load, and boosting Nevada – not Arizona concerns). What if, -- due to climate change, lack of water for cities, lack of water for agricultural production, heat waves moving people elsewhere, pandemics, etc., -- what if, the corridor is not so necessary, and I-19 through Green Valley is left with intrusive, not-so-effective walls and no parkway feel? The I-11 corridor was envisioned mainly for cross-country transportation of goods. It is a sort of truck route trying to get to places beyond the I-19 stretch (Green Valley/Sahuarita are only 40 miles from the border). It was supposed to relieve I-19 of interstate truck traffic, and provide an alternate route to I-19 in cases of local/national emergencies, etc. If it is not going to fulfill its Purpose and Need, then forget it! If I am an optimist, I-11 will be deemed vital, it will be diverted to the west miles south of Green Valley (Purple Alternative), and the existing I-19 will remain a beautiful stretch of highway supporting commerce and ever-increasing local traffic to Tucson for many years to come.

Thank you for your consideration of these comments.

C. L. Christmas

I strongly oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area.

Economically, the West Option would cost more to build than the East Option, which would collocate I-11 with I-19 and I-10 through Tucson. The Arizona-Sonora Desert Museum, Saguaro National Park, and tourism in general would see reduced revenue and negative economic impacts from the habitat destruction in the area, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.

I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies.

The Avra Valley provides essential year-round and breeding habitat for declining arid land bird species. I am a conservation biologist part of a working group studying and protecting Bendire's thrashers (*Toxostoma bendirei*), which are among the fastest-declining bird species in North America (Rosenberg et al. 2016, Sauer et al. 2017), and their global populations are restricted to the landscapes of the arid Southwest, which has experienced significant conservation threats over the past several decades (NABCI 2016, Iknayan and Beissinger 2018). Their populations are estimated to have declined by 87 percent over the past 45 years (Rosenberg et al. 2016), and the 'population half-life' (i.e., time to a further 50 percent population decline) is estimated to be only 14 years for Bendire's Thrasher (Stanton et al. 2016). Due to the thrashers' scarcity across the landscape, their secretive nesting habits, and their reliance on ephemeral food and water sources in harsh desert environments (England and Laudenslayer 1993), our understanding of their habitat and conservation needs is inadequate, which limits effective species management.

In recognition of these sharp population declines, landscape threats, and globally restricted populations, Bendire's Thrasher is widely recognized as a species in need of urgent conservation action. The Bendire's Thrasher is ranked internationally as an IUCN Red List (Vulnerable) species (Birdlife International 2017). It is listed as a Red Watch List Species by Partners in Flight (Rosenberg et al. 2016) and a U.S. Fish and Wildlife Service (USFWS) national Bird of Conservation Concern

(USFWS 2021), a U.S. Bureau of Land Management (BLM) Sensitive Species and the Sonoran Joint Venture lists it as species of continental concern requiring management attention (SJVTC 2006).

At the state level, the Bendire's Thrasher is recognized as a Species of Greatest Conservation Need (SGCN) or equivalent designations in the State Wildlife Action Plans (SWAPs) of all U.S. states where they occur (Arizona, California, Nevada, New Mexico and Utah; AGFD 2012, WAPT 2012, CDFW 2015, UWAPJT 2015, NMDGF 2016). All SWAPs identify the need for additional information and development of management actions that advance conservation of these species, while also emphasizing an overall lack of sufficient monitoring that would elucidate population sizes, trend estimates, and habitat requirements of both. This lack of knowledge limits the efficient assessment of conservation needs and stymies targeted on-the-ground conservation.

In mixed-use habitats, such as Avra Valley, Bendire's Thrashers (resident and migratory populations) can be commonly found utilizing mesquite tree and shrub-lined edges of agricultural fields and large livestock operations within the Sonoran ecoregion, as well as small rural farm and ranch communities found in these areas (Ammon et al. 2020).

Bendire's Thrashers typically occur in low densities, but in some areas, concentrated breeding has been documented in particular patches. In Arizona, these include the Avra Valley, west of Tucson. Numerous breeding Bendire's Thrashers have been documented in a relatively small area, and are essential for maintaining the population. Additionally, this was the study site for a study to investigate wintering movements of Bendire's Thrashers. The study utilized GPS tag technology to track Bendire's Thrashers showed that individuals in Avra Valley stayed on small territories throughout the winter and breeding season (Corrie Borgman, unpublished data), making year-round protection of this habitat of the utmost importance. Numerous documented breeding and wintering territories of Bendire's Thrasher are in direct conflict with the West Preferred Alternative Route in Pima County. Because Bendire's Thrasher are occupying this area throughout the year, and in relatively high densities to surrounding areas, these sites are critical to the local Bendire's Thrasher population. Loss habitat resulting from the West Preferred Alternative Route would result in displacement or loss of an important concentration of breeding and wintering sites for this at-risk species.

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) would be in violation of the Arizona State Wildlife Action Plan and other recommendations for the management and protection of this species, among numerous others. I strongly oppose the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11. In addition, the FEIS is 5,800 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response. I request an extension of the comment period from 30 days to 120 days.

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TUCSON
HISTORIC PRESERVATION
FOUNDATION

July 21, 2021

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

RE: 90-day extension request for submitting comments on the Final Tier 1 Environmental Impact Statement and Preliminary Section 4(f) Evaluation and associated materials.

I-11 Corridor Study Team,

On behalf of the Tucson Historic Preservation Foundation and our thousands of members and supporters in Southern Arizona, we formally request that you grant a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement and Preliminary Section 4(f) Evaluation and associated materials.

Since the announcement of the I-11 Corridor Study, there has been significant public interest and concern about this project and its possible adverse effects on cultural resources and environmental impacts within the City of Tucson and Pima County region.

Many of the communities that are impacted by the Preferred Alternative Options identified within the Corridor Study area are minority and low-income populations that in many cases do not have access to the traditional means by which federal EIS processes are advertised and published with access issues of disadvantaged communities becoming clear when conducting outreach for comments on the Draft Environmental Impact Statement. We are deeply concerned the lack of access has been compounded by the COVID-19 pandemic.

Both proposed alternatives will have disproportionately adverse effects on these populations, and they will need adequate time to be notified and respond. The Western Alternative through

Pima County is proposed through traditional Tohono O'odham lands where there is a large population of O'odham tribal members. Portions of the Eastern Alternative in Pima County are through historically Mexican American, minority-majority and low income neighborhoods and communities. In both alternatives, there are many cases of limited internet access.

The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. The length of this document warrants an extended comment period. With the significant interest in this project, our community will need adequate time to absorb and respond.

Thank you for considering this request. As always, we appreciate the time you have put into this effort.

Sincerely,

A handwritten signature in black ink, appearing to read "Demion Clinco". The signature is fluid and cursive, with a large initial "D" and a long horizontal stroke at the end.

Demion Clinco, CEO
Tucson Historic Preservation Foundation
PO Box 40008
Tucson, Arizona 85717



TUCSON
HISTORIC PRESERVATION
FOUNDATION

August 15, 2021

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

RE: Comments on the Final Tier 1 Environmental Impact Statement and Preliminary Section 4(f) Evaluation and associated materials: Impacts on Pima County, Arizona.

I-11 Corridor Study Team,

On behalf of the Tucson Historic Preservation Foundation (THPF) and our thousands of members and supporters in Southern Arizona, we wish to provide additional comments on the Final Tier 1 Environmental Impact Statement and Preliminary Section 4(f) Evaluation and associated materials in addition to the letter submitted by Coalition for Sonoran Desert Protection (CSDP) signed on to by THPF.

The Preferred Alternative Options identified in the Corridor Study, if executed without significant mitigation, would have devastating and consequential adverse effects on the heritage areas of underrepresented populations. As noted in the CSDP letter, the Western Alternative through Pima County is routed through traditional Tohono O'odham lands where there is a large population of O'odham tribal members, countless cultural resources and sacred landscapes, and our organization finds this routing option is unacceptable.

Portions of the Eastern Alternative are routed through historically Mexican American, minority-majority and low income urban neighborhoods, including Barrio Anita, Barrio Membrillo, and South Tucson, many of which are listed in the National Register of Historic Places, as well as the pending National Historic Landmark district *Los Barrios Viejos*.

Our additional comments in this letter focus on the Eastern Alternative, which, if improperly pursued, could negatively and adversely impact minority populations, historic districts and irreplaceable cultural resources in Tucson and South Tucson.


Any design that expands the current I-10 alignment upwards or outwards through Tucson and South Tucson are unacceptable. We believe colocation is the preferred option only when I-10/I-11 is placed underground through central Tucson, from Grant Road through Park Avenue. Alternatives for colocation - adding an upper deck to the existing freeway or expanding the existing right of way through the use of the present access roads - are unacceptable. The negative impact and extreme adverse effect on historic resources and minority neighborhoods would be enormous and destroy communities in perpetuity.

This underground mitigation would maintain essential connectivity with the business hub of the city while avoiding damage to the sensitive desert communities of the Avra Valley. The underground alignment would mitigate the enormous existing urban heat island caused by the current freeway infrastructure and would offer reparation for the injustices inflicted on Tucson's Mexican American neighborhoods by the original construction of I-10. In President Biden's words, it would serve to "reconnect neighborhoods cut off by historic investments." Engineering examples can be found in most major cities today including Phoenix, Portland, Seattle and Boston.

We formally request the collocation option but only with undergrounding as described above. This mitigation would support the economic/transportation needs of Tucson, alleviate the environmental impact of both proposed alternative routes, protect the extraordinary heritage of our historic city, and provide reparation for the historic injustice rendered by Federal development projects of the past.

Thank you for considering our comments. As always, we appreciate the time you have put into this effort.

Sincerely,

A handwritten signature in black ink, appearing to read 'Demion Clinco'. The signature is fluid and cursive, with a large initial 'D' and a long horizontal stroke at the end.

Demion Clinco, CEO
Tucson Historic Preservation Foundation
PO Box 40008
Tucson, Arizona 85717

CC:

Hon. Senator Kyrsten Sinema
Hon. Senator Mark Kelly
Hon. Representative Ann Kirkpatrick
Hon. Representative Raúl Grijalva
Hon. Tucson Mayor Regina Romero and City Council
Hon. Pima County Board of Supervisors
Kathryn Leonard, Arizona State Historic Preservation Officer
John S. Halikowski, Director, Arizona Department of Transportation

XXXXXXXX,XXXXX

From: xxxxxxxx@azdot.gov on behalf of I11Study - ADOT <i11study@azdot.gov>
 Sent: Wednesday, August 04, 2021 6:24 PM
 To: xxxxxxxx,xxxxx; AMER-US-AZ Phoenix-i11doccontrol
 Subject: [EXTERNAL] Fwd: I 11 feedback

Follow Up Flag: Follow up
 Flag Status: Flagged

----- Forwarded message -----

From: Terre Cohen Tripoli <xxxxxxxxx@gmail.com>
 Date: Wed, Aug 4, 2021 at 3:37 PM
 Subject: I 11 feedback
 To: <i11study@azdot.gov>

To Whom it may concern:

We moved to 651 N. Double TJ Ranch Road from Chicago three months ago to avoid the congestion, greed and politics of big city life only to discover that the proposed I-11 freeway represents the worst combination of all of these disturbing aspects.

We are vehemently opposed to the destruction of one of the most important ecosystems in the world. There are no rationales for the displacement of residents, destruction of animal habitat, air, ground and aesthetic pollution, except for the greedy lust for money.

Millions upon millions of dollars have been poured into I-10 and I-19. Complaints about these freeways being too crowded are ridiculous. Having driving daily on congested major expressways and tollways in Illinois, Illinois freeways makes Tucson freeways look like a country lane.

The proposal for I-19 is a flagrant slap in the face of those who envisioned and fought to protect this fragile and vital area over eighty years ago.

We are firmly commitment to do what it legally takes to prevent the construction of I-11. Those involved in promoting the construction of I-11, which would cut a repulsive swath of destruction and sheer ugliness, will never have an argument strong enough to convince us otherwise.

In conclusion, the rest of the world will look on this multi-billion-dollar fiasco as the "sham and

shame of Arizona." **the attached photo is directly in the site line of proposed I-11 Sonoran Desert from our home



Jackie Craig
13123 N Sunrise Canyon Lane
Marana, AZ 85658

July 27, 2021

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

To Whom It May Concern:

I cannot believe the 1-11 Corridor West Option through Avra Valley has been revived. It should be immediately abandoned. The entire area the West Option traverses is a highly important and sensitive ecosystem that will be severely damaged by the noise, light and pollution of this unnecessary project. It would sever the wildlife corridor that connects the Tucson Mountains with Ironwood National Monument and the Roskrige Mountains that was specifically set aside as mitigation land for the damage done to wildlife migration by the CAP. It is amazing to me that anyone could even consider passing an interstate highway so close to Saguaro National Park and Tucson Mountain Park, land so wisely set aside decades ago to protect our unique Sonoran desert, land that draws tourists from all over the world to Tucson.

Killing the West Option through Avra Valley is my utmost concern, but I also want to say I consider the entire project completely unnecessary and a government boondoggle. The traffic up 1-19 and 1-10 through Tucson is never heavy. Traffic slowdowns during "rush-hour" are extremely rare. Surely there are much more worthy projects on which to spend taxpayer money - my money.

Please abandon the 1-11 West Option and do not move further with this entire project.

Regards,



Jackie Craig



July 28, 2021

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

Also submitted online and emailed to I-11ADOTStudy@azdot.gov

Re: the I-11 Draft Tier 1 Final Environmental Impact Statement and Preliminary Section 4(f) Evaluation (Final Tier 1 EIS) Nogales to Wickenburg

Request for extension of comment period.

National Parks Conservation Association (NPCA) respectfully requests that the Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) extend the public comment period for the above-referenced Final Tier 1 EIS for 90 days beyond the currently scheduled public comment deadline.

Since 1919, the nonpartisan NPCA has been the leading voice in safeguarding our national parks. NPCA and its nearly 1.6 million members and supporters work together to protect and preserve our nation's most iconic and inspirational places for future generations. As you know, our interest in this project is our concern that the Avra Valley alternative route would impact Saguaro National Park.

NPCA needs additional time to complete and submit a detailed review of the Final Tier 1 EIS. Further, the public deserves more time to review and comment on this long and complex document.

Please consider:

- A 30-day comment period does not provide enough time to adequately review this 5,800-page document and prepare well-researched comments on concerns the document may raise.
- There is great public interest in what route will be selected in southern Arizona, as shown by the number of pages that make up the appendices listing and responding to public comment: 2,768 pages. The majority of people, organizations, and agencies commenting opposed the Avra Valley alternative, which despite its high cost, high impacts, and legal obstacles to implementation remains as a preferred alternative. This level of interest and concern merits more public scrutiny.
- Summer is considered a very poor season for public comment in Tucson. Permanent residents often take summer vacations to escape our summer heat or because schools are out. Parttime residents are gone for the summer. Extending the time to comment would make the process accessible to more people, both those who have commented in the past and those who are hearing about this for the first time.

Arizona State Office

738 N. Fifth Ave., Suite 222

Tucson, AZ 85705

P (520) 603-6430 | kdahl@npca.org

NPCA.org

- A public works project that could cost as much as \$7 billion warrants as much transparency and public involvement as possible.
- The public has not heard anything from the agencies about this project for two years, and presumably the agencies needed this long to review comments and develop new information, to go from draft to final EIS. Only 30 days is not enough time for the public and interested parties to review all the work that has gone on during the last two years.

There is not a pressing timeline to complete the Tier 1 process, which means the agencies can reasonably take the time needed to accommodate full public involvement. The July 16 media release announcing the availability of this document and launching the 30-day comment period states, "Currently there are no plans or funding available to initiate these Tier 2 studies." With no commencement date in sight for the next steps in this process, why not let the public and stakeholders have an adequate review period and thus be able to generate quality input?

We strongly urge that the comment period be extended to November 15.

Thank you.

Sincerely,



Kevin Dahl
Arizona Senior Program Manager

XXXXXXXX,XXXXXX

From: xxxxxxxx@azdot.gov on behalf of I11Study - ADOT <i11study@azdot.gov>
 Sent: Tuesday, August 17, 2021 1:15 PM
 To: xxxxxxxx,xxxxx; AMER-US-AZ Phoenix-i11doccontrol
 Subject: [EXTERNAL] Fwd: I-11 FEIS & Sect. 4(f): I stand with TMA - 1. Request a 120+ day comment period, 2. Oppose the PC West Alternative & 3. Request the PC West Alternative be Removed

Follow Up Flag: Follow up
 Flag Status: Flagged

----- Forwarded message -----

From: Maria C DELVECCHIO <xxxxxxxxxxxx@mac.com>
 Date: Mon, Aug 16, 2021 at 8:56 PM
 Subject: I-11 FEIS & Sect. 4(f): I stand with TMA - 1. Request a 120+ day comment period, 2. Oppose the PC West Alternative & 3. Request the PC West Alternative be Removed
 To: <i11study@azdot.gov>

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

Emailed to I-11ADOTStudy@azdot.gov

RE: I-11 Final Tier 1 Final Environmental Impact Statement and Preliminary Section 4(f) Evaluation (Final Tier 1 EIS) Nogales to Wickenburg, dated July 2021

- I. REQUEST TO EXTEND THE COMMENT/DOCUMENT REVIEW DOCUMENT PERIOD TO 120 DAYS OR MORE
- II. OPPOSITION TO WEST/AVRA VALLEY PIMA COUNTY ALTERNATIVE.
- III. REMOVE THE WEST/AVRA VALLEY ALTERNATIVE.

To Whom It May Concern:

I stand with Tucson Mountains Association (TMA) and am very concerned about the detrimental short to permanent impacts of I-11 through Avra Valley. As with TMA, I have three urgent requests:

I. REQUEST TO EXTEND THE COMMENT/DOCUMENT REVIEW PERIOD TO 120 DAYS OR MORE. NEPA procedures allow organizations and individuals to request extensions for many reasons which apply to the Pima County Alternatives including aspects including notice, scope and involvement. I respectfully request a 120-day or more comment period for the above referenced urgent matter. Among many things, I am concerned about:

- Notice and Review. A 30-day comment period is insufficient for proper review of the documents and ensuring the public is aware of the opportunity to review and comment on the project.

- Scope of Project. I believe an infrastructure project that costs so much, has significant impact on our future citizens

and severely fragments our desert landscape deserves an extension to provide the public with a full and fair opportunity to participate in this process.

- Impact on Minority and Lower-Income Populations. Many communities impacted by the Preferred Alternative Options within the Corridor Study are minority and lower-income populations who may not have access to the Draft EIS. The I-19/I-10 co-location and Western, Avra Valley alternatives will have these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access.

Infrastructure Requires Consideration. A 120 days or more comment period is required to review, research and respond to a possible addition to infrastructure within metro Tucson. The permanency of these project decisions, no plans or funding available to initiate the project and an estimated cost in today's dollars at as much as \$7 billion, transparency and public involvement is essential. Please extend the comment period to 120 days or more.

- Convoluted Alternative Names for Pima County Alternatives. The numerous names for the Pima County alternatives have been confusing to follow, making reading the documents difficult to follow. There are at least four pairs of names: Recommended/Preferred, East/West, Orange/Green, I-10 and I-19 co-location/Avra Valley.

- Need to Review, Research and Respond to Voluminous Material. An extension is requested to adequately review, research and respond to over 5,000-5,800 pages of text, maps and other figures of the Final Tier 1 EIS and the unprecedented scope of this project. The sizeable text and the minimal comment period to read and review is inadequate for my response. Such a significant project warrants more time to review the record, research issues and concerns, and provide my response.

II. OPPOSITION TO WEST/AVRA VALLEY PIMA COUNTY ALTERNATIVE. I am concerned with the Pima County Avra Valley, West Alternative, and clear unmitigable environmental impacts due to fragmentation. Not only is the purpose of this plan about future modes of transportation within the proposed alternative, ES.4 states the purpose of this plan is to serve population and employment growth in the transportation corridor.

This type of growth will increase the negative impacts on the ecosystems of the Tucson Mountains, Ironwood Forest National Monument, Saguaro National Park and Tucson Mountain Park and it will forever remove the lifestyle that we have enjoyed in our unique desert. While I am encouraged that the East Alternative has been submitted, it is impossible to read or understand the voluminous documentation within the 30 day comment period and comment sufficiently.

THIS IS THE VIEW WE SEE WHEN WE HIKE, CAMP, WATCH A SUNSET IN PEACE AND WE WANT TO KEEP THIS VIEW OUR OUR SELF CARE, RECREATION, AND FOR THE WILDLIFE AND PLANTS!



III. REMOVE THE WEST/AVRA VALLEY ALTERNATIVE. The West Pima County Alternative option should be removed. The West Alternative is filled with permanent, unmitigable lifestyle, economic, environmental damage to the ecosystems of Saguaro National Park, Ironwood National Monument, Tucson Mountain Park and all of the Tucson Mountains. This will obstruct, destroy and is a bad investment. Pursue the right choice: drop the West Alternative.

I respectfully I. request 120 day or more comment period, II. oppose the Pima County West Alternative and III. request the removal of the West Alternative as an option for the foregoing reasons.

Respectfully Submitted,

Maria DelVecchio
3939 W Rock Basin Lane, Tucson, AZ 85745
5204047652



Date: July 28, 2021

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

RE: Request for comment deadline extension by 90 days for the I-11 Final Tier 1 Environmental Impact Statement

From: Brad D'Emidio
5547 W. Panther Butte St.
Marana, Az 85658

To Whom It May Concern

I support and am requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. I feel the 30-day comment period is insufficient for review of the documents and will not support the goal of public awareness, review and input.

An extension will provide the public with a full and fair opportunity to participate in this process. Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who, in many cases, do not have access to the traditional means by which federal EIS processes are advertised and published. I became aware of issues related to accessing the project documents from information obtained from the Coalition for Protection of the Sonoran Desert and The Tortolita Alliance. They explained that both proposed alternatives will have disproportionate adverse effects on these populations. There simply is not adequate time for them to be notified via ground mail or other means.

There needs to be time to educate and inform all persons effected. The Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. Do we really want to plow through this short comment period and miss their important input and ideas?

An extension is also warranted because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures.

Let's think for a moment. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Since we've waited decades to move forward with this idea, we certainly can provide the additional time needed to allow those effected to review and comment in a timely manner. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.

Thank you for considering this request.

Brad D'Emidio

August 15, 2021

From: Brad D'Emidio
5547 W Panther Butte St.
Marana, AZ 85658
Registered Voter

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

Sub: I-11 Final Tier 1 Environmental Impact Statement-Opposition To The West Preferred
Alternative Option

Dear Study Team,

I strongly oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway.

Detailed Comments Impacts

To Public Lands

The West Option is located perilously close to a wide array of public lands, including:

- Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County).
- County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan.
- Tribal lands: owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation

Impacts To Wildlife Corridors

The West Option:

- Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains.
- Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal.
- In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway.

Impacts To Noise, Air and Light Pollution

The West Option would:

- Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park.
- Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area.
- Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research. Impacts

To The Economy

The West Option, along with the entire proposed route from the border to Casa Grande would:

- Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts.
- Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others.
- Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services.

Impacts To Private Property:

The West Option would:

- Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.

Brad D'Emidio
5547 W Panther Butte St.
Marana, AZ 85658
Registered Voter

August 5, 2021

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

To Whom It May Concern:

Figure 1-1 in the Final Tier 1 Environmental Impact Statement for the proposed Interstate 11 shows average weekday level of service for the year 2040 for the "No Build" option. In the Tucson metropolitan area, these levels of service range from C or better to F.

Nowhere in the report could I find whether the influence of self-driving vehicles on this level of service prediction had been factored in. With this emerging technology, vehicles, especially commercial trucks, will be able to be programmed in some instances to begin their trips so as to avoid intense traffic congestion. Thus, instead of a human driven truck leaving the U.S./Mexican border at 7 a.m. and reaching Tucson during the morning rush hour, a self-driving truck could leave at 3 a.m. and pass through Tucson without delay. Reducing the number of vehicles transiting Tucson during rush hours would, I assume, possibly improve the level of service prediction contained in Figure 1-1.

I would appreciate knowing if the introduction of this self-driving technology was used in making the level of service forecast for the "No Build" option and, if not, why not. My address is:

David Devine
1705 E. Water Street
Tucson, AZ 85719

Thank you in advance for your cooperation with this request.

Sincerely



David Devine
1705 E. Water Street
Tucson, AZ 85719



12090 N Thornydale Road
Suite 110, #328
Marana, AZ 85658
info@tortolitaalliance.com
www.tortolitaalliance.com

August 13, 2021

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

Subject: I-11 Final Tier 1 Environmental Impact Statement-Opposition To The West Preferred Alternative Option

Dear Study Team:

The Tortolita Alliance (TA) is a local non-profit organization that advocates for the continued conservancy of the Tortolita Preserve and associated lands, ensuring protection of open space, wildlife habitat, watershed, and compatible recreational use.

Summary Statement

TA opposes the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway.

We have previously requested (7/28/21 letter) an extension of the comment period from 30 days to 120 days and once again make that same request.

Detailed Comments

Impacts To Public Lands

The West Option is located perilously close to a wide array of public lands, including:

- Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County).
- County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan.
- Tribal lands: owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation.

[I-11 Final Tier 1 Environmental Impact Statement](#)
[Tortolita Alliance Opposition](#)
[To The West Preferred Alternative Option](#)

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The West Option:

- Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains.
- Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal.
- In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway.

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- Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research.

Impacts To The Economy

The West Option, along with the entire proposed route from the border to Casa Grande would:

- Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts.
- Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others.
- Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services.

[I-17 Final Tier 1 Environmental Impact Statement](#)
[Tortolita Alliance Opposition](#)
[To The West Preferred Alternative Option](#)

Impacts To Private Property

The West Option would:

- Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.

Thank you for the opportunity to comment.

Regards,



Mark L. Johnson
President

ec: Carolyn Campbell, CSDP
Mayor Honea & Marana Town Council
Sharon Bronson, Chair Pima County Board of Supervisors
Mayor Regina Romero, City of Tucson
Governor Doug Ducey
Mark Finchem, Arizona House of Representatives
Vince Leach, Arizona Senate
Tom Halloran, US House of Representatives
Mark Kelly, US Senate
Krysten Sinema, US Senate



August 3, 2021

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

Also submitted online and emailed to I-11ADOTStudy@azdot.gov

RE: I-11 Final Tier 1 Final Environmental Impact Statement and Preliminary Section 4(f) Evaluation (Final Tier 1 EIS) Nogales to Wickenburg, dated July 2021

- I. REQUEST TO EXTEND THE COMMENT/DOCUMENT REVIEW PERIOD TO 120 DAYS OR MORE**
- II. OPPOSITION TO WEST/AVRA VALLEY PIMA COUNTY ALTERNATIVE.**
- III. REMOVE THE WEST/AVRA VALLEY ALTERNATIVE.**

To Whom It May Concern:

Established in 1934, Tucson Mountains Association (TMA) promotes open space and conservation throughout the Tucson Mountains for the benefit for future generations. TMA represents the interests of thousands of residents within the Tucson Mountains region and the multitudes of tourists visiting the Tucson Mountains and trails to enjoy the open space, diverse plants and animals that depend on the wildlife corridors surrounding the Tucson Mountains.

I. REQUEST TO EXTEND THE COMMENT/DOCUMENT REVIEW PERIOD TO 120 DAYS OR MORE. NEPA procedures allow organizations and individuals to request extensions for many reasons which apply to the Pima County Alternatives including aspects including notice, scope and involvement. TMA respectfully requests a 120-day or more comment period for the above referenced urgent matter. Of many things, TMA is concerned about:

Notice and Review. Vast public interest in and concern about this project from Tucson Mountains residents and throughout the Pima County region indicate the 30-day comment period is insufficient for the public to be informed of and made aware of the opportunity to review the text and implications of the process.

Scope of Project. The scope of this project is grand purpose and in its potential destruction to our ecosystem and lifestyle. Our environment, transportation, dark-sky initiatives, wildlife corridors, open space, and economy are at risk. We request an extension to provide the public with a full and fair opportunity to participate in this process.

Impact on Minority and Lower-Income Populations. Many communities impacted by the Preferred Alternative Options within the Corridor Study are minority and lower-income populations who may not have access to the Draft EIS. The East and West, Avra Valley, Alternatives have these populations and as such, need adequate time to be notified via ground mail or other means. Additionally, the West Alternative is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access. These alternatives will have adverse impacts on these populations and require community participation of at least 120-days to review and comment.

Infrastructure Requires Consideration. A 120-days or more comment period is required to review, research and respond to a possible addition to infrastructure within metro Tucson. The permanency of these project decisions, no plans or funding available to initiate the project and an estimated cost in today's dollars at as much as \$7 billion, transparency and public involvement is essential. Please extend the comment period to 120 days or more.

Tucson Mountains Association

I-11 Tier 1 EIS Study Team c/o ADOT Communications

Convolutd Alternative Names for Pima County Alternatives. The public must contend with numerous sets of names for the Pima County alternatives submitted. There are at least four pairs of names: Recommended/Preferred, East/West, Orange/Green, I-10 and I-19 co-location/Avra Valley. This can be confusing for the public to compare and additional need time or assistance in understanding what the options mean.

Need to Review, Research and Respond to Voluminous Material. An extension is requested to adequately review, research and respond to over 5,000 pages of text, maps and other figures of the Draft EIS and the unprecedented scope of this project. The implications of this project will impact our community in significant ways. The public needs sufficient time to review the record, research issues and concerns, and provide a substantive response.

II. OPPOSITION TO WEST/AVRA VALLEY PIMA COUNTY ALTERNATIVE. TMA continues its concern with the Pima County Avra Valley, now West Alternative, and it's apparent unmitigable environmental costs. The Tucson Mountain Park, Saguaro National Park and Ironwood Forest National Monument are of great economic benefit due to tourism to Tucson that we cannot afford lose. Not only is the purpose of this plan about future modes of transportation within the proposed alternative, ES.4 states the purpose of this plan is to serve population and employment growth in the transportation corridor.

A growth plan exacerbates adverse consequences on the Tucson Mountains ecosystem toward a slow, tortured death of Ironwood National Monument, Saguaro National Park and Tucson Mountain Park. We are greatly encouraged that the East Alternative has been submitted. However, 30 days is insufficient time for us or the public to properly review the voluminous documentation.

III. REMOVE THE WEST/AVRA VALLEY ALTERNATIVE. The West Pima County Alternative option should be removed. The West Alternative is fraught with permanent, unmitigable lifestyle, economic, environmental damage to ecosystems of Saguaro National Park, Ironwood National Monument, Tucson Mountain Park and all of the Tucson Mountains. Pursue the right choice: drop the West Alternative.

We respectfully I. request 120 day or more comment period, II. oppose the Pima County West Alternative and III. request the removal of the West Alternative as an option for the foregoing reasons.

Respectfully Submitted,



Paul Eckerstrom
Tucson Mountains Association
President

August 3, 2021

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

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I-11 Tier 1 EIS Study Team c/o ADOT Communications

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Paul Eckerstrom
Tucson Mountains Association
President





ACT NOW!

#1) Read the resources provided by The Coalition for Sonoran Desert Protection to understand the main talking points (linktr.ee/nathanrix)

#2) Submit your feedback to project planners ASAP (this is the most important step)

#3) Share this story with everyone you know

While ADOT and the Federal Highway Administration don't often listen to public feedback on projects like this, it's important to have as many people reply

THE WORST PART

Fields_1930

IS:

you have only hours to submit your feedback until a final decision is reached

Feedback is due at 5pm Monday
August 16th

Project planners gave only 30 days for the public to provide their feedback and

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7/28/2021

For the planners of Rt I 11,
I understand the
desire for a truck route and
can see some of the benefits.
However, please, please,
please, don't destroy anymore
of our beautiful Sonoran
Desert! This is a very
real risk for the Desert
Museum and Ironwood
National Monument, not to
mention all the pathways
for desert fauna and flora.

Wouldn't it make
better sense to have one
or two dedicated lanes on
I 10?

There is a lot of feeling
against this decision to
tear up Avra Valley.

Thank you
Jan Foiles (West side
resident since 1971)



12090 N Thornydale Road
Suite 110, #328
Marana, AZ 85658
info@tortolitaalliance.com
www.tortolitaalliance.com

August 13, 2021

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

Subject: I-11 Final Tier 1 Environmental Impact Statement-Opposition To The
West Preferred Alternative Option

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Thank you for the opportunity to comment.

Regards,



Mark L. Johnson
President

ec: Carolyn Campbell, CSDP
Mayor Honea & Marana Town Council
Sharon Bronson, Chair Pima County Board of Supervisors
Mayor Regina Romero, City of Tucson
Governor Doug Ducey
Mark Finchem, Arizona House of Representatives
Vince Leach, Arizona Senate
Tom Halloran, US House of Representatives
Mark Kelly, US Senate
Krysten Sinema, US Senate

Patricia F and Howard M. Frederick
P.O. Box 1890
Cortaro, Arizona 85652

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

RE: Comment period for propose I-11 corridor

To Whom It May Concern:

We are 70-yearlong Tucsonans who have enjoyed the vibrant desert that surrounds us for all these decades. There are few places in the world that can match the beauty of this area and yet be as sensitive to habitat destruction caused by human encroachment; the proposed I-11 freeway through Avra Valley certainly qualifies as such.

In order to make a detailed comment objecting to this intrusion, we respectfully request that the period in which to make comments be extended to 120 days.

Thank you for your consideration to this request.

Patricia F. Frederick, DVM

Howard M. Frederick, PhD

Aug 16, 2021

PO Box 1890
Cortaro, AZ 85652

PHOENIX AZ 852
16 AUG 2021 PM 6 L



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



August 14, 2021

To: I-11 EIS Study Team

RE: Public Review and Comments

Dear EIS Study Team,

Please enter this as a public comment on the I-11 EIS Study. Most of my comments are focused on the proposed segment, Sahuarita to Marana (Option D), from Sahuarita at I-19, routing through Avra Valley to Marana northward, listed as the Preferred Alternative in the Study. Critically, however, I believe that the study completely missed the “elephant in the room” – that the primary transportation problem does not lie with this segment through Tucson, but further south at the border.

I would like to go on record as being completely and thoroughly opposed to routing a major new segment of freeway through a relatively untouched area west of the Tucson Mountains, known as Avra Valley. This area, mostly rural in character, would be significantly negatively impacted by such a route with the incessant noise, pollution, and destruction of both habitat and cultural resources, including Native American. Option D serves “growth at all costs” proponents who see this as an economic windfall, and ignore or minimize the permanent environmental degradation such a route would cause. Also, it runs counter to the widely supported Sonoran Desert Conservation Plan, adopted by Pima County. The Conservation Plan should be the “touchstone” for analyses when making decisions with massive potential impact that would blade the desert to build a new and unnecessary major roadway.

Insufficient attention has been given to the alternative of rebuilding the existing I-10 to I-19 segment. Double-decking was looked at, but apparently discarded. What hasn’t been studied sufficiently is utilization of existing frontage right-of-way for future roadway expansion. Repurposing existing frontage roads, with dedicated truck lanes while improving interchanges, should be given the study priority for increasing vehicle throughput through Tucson, i.e., do the least environmental harm possible.

Lastly, it is ironic that the study focused on a massive solution to the relatively minor time delays that may occur on I-10/I-19 when passing through Tucson. Such in-route delays pale in comparison to the present major delays, not future theoretical ones, which occur daily at the US/Mexican border due to inefficiencies, lack of capacity and under-staffing. If faster travel on the Mexico-US-Canada corridor is indeed the goal, this “elephant in the room” should receive the major attention. Fund infrastructure to improve traffic flow at the border, as well as, needed organizational and personnel improvements. Do not unnecessarily destroy the environment via a new I-11 segment with dubious justifications.

Best wishes,

Bob.

Robert J. Freitas, 423 N. Main Ave, Tucson, AZ, 85701

bobf@sundialenergy.com 520-256-2444

CC: Congressman Raul Grijalva, AZ 3rd Congressional District



Talking Points for Written Comments on the Tier 1 Interstate 11 FEIS

Opposition to the West Preferred Alternative Option

BACKGROUND

We oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. We also request an extension of the comment period from 30 days to 120 days.

KEY TALKING POINTS

- The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project.
- Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means.
- The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts.
- Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal.
- The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges.
- The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson.
- Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts.
- The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys.
- Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan.
- In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.

EXPANDED TALKING POINTS

EXTENSION OF PUBLIC COMMENT DEADLINE

The deadline for public comments should be extended from 30 days to 120 days to allow a fair and thorough review by the public.

- The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project.
- Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process.
- Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means.
- The West Option through Pima County is proposed through traditional Tohono O’odham lands where tribal members may have limited internet access.
- The FEIS is 5,800 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public.
- A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.

IMPACTS TO PUBLIC LANDS

The West Option is located perilously close to a wide array of public lands, including:

- Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County).
- County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County’s Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan.
- Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O’odham Nation.

IMPACTS TO WILDLIFE CORRIDORS

The West Option:

- Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains.
- Directly crosses through the Tucson Wildlife Mitigation Corridor that *was created as mitigation* for impacts to wildlife corridors by the construction of the Central Arizona Project canal.
- In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway.

IMPACTS TO NOISE, AIR, AND LIGHT POLLUTION

The West Option would:

- Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park.
- Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area.
- Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research.

IMPACTS TO THE ECONOMY

The West Option, along with the entire proposed route *from the border to Casa Grande* would:

- Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts.
- Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others.
- Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services.

IMPACTS TO PRIVATE PROPERTY

The West Option would:

- Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.

FOR MORE INFORMATION, visit our action webpage at:

<https://www.sonorandesert.org/learning-more/interstate-11/>

****We are actively working on our full set of comments and will make an announcement on our social media channels and our website when they are available.****

[Facebook](#) * [Instagram](#) * [Twitter](#) * [CSDP website](#)

You can submit public comments in multiple ways, including:

Online [Provide Your Comments](#) | [Proporcionar sus comentarios](#)

Phone: 1.844.544.8049 (bilingüe)

Email: i11study@azdot.gov

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

The main I-11 FEIS website is at: <http://origin.i11study.com/Arizona/>

A traditional PDF version of the FEIS (split into multiple documents) can be found
at: <http://origin.i11study.com/Arizona/Documents.asp>

An interactive version of the FEIS can be accessed at: <https://i11.ee.alytics.com/I11Arizona-Tier1EIS/>



738 N. 5th Ave., Suite 205, Tucson, Arizona 85705 * 520.388.9925 * www.sonorandesert.org

Arizona Center for Law in the Public Interest * Arizona Native Plant Society * Bat Conservation International * Cascabel Conservation Association * Center for Biological Diversity * Center for Environmental Ethics * Defenders of Wildlife * Desert Watch * Environmental Law Society * Friends of Cabeza Prieta * Friends of Ironwood Forest * Friends of Madera Canyon * Friends of Saguaro National Park * Friends of Tortolita * Gates Pass Area Neighborhood Association * Genius Loci Foundation * Great Old Broads for Wilderness–Tucson * Native Seeds / SEARCH * Protect Land and Neighborhoods * Safford Peak Watershed Education Team * Save the Scenic Santa Ritas * Sierra Club – Grand Canyon Chapter * Sierra Club – Rincon Group * Sky Island Alliance * Southwestern Biological Institute * Tortolita Alliance * Tortolita Homeowners Association * Tucson Audubon Society * Tucson Herpetological Society * Tucson Mountains Association * Wildlands Network



GATES PASS AREA NEIGHBORHOOD ASSOCIATION

"Our Mission is to act in the interest of the members on issues such as limiting commercial development, reducing litter and crime, and retaining environmental quality."

July 17, 2021

Dear I-11 Corridor Study Team,

The Gates Pass Area Neighborhood Association (GPANA) is a long-established group of 240+ community members who are working to keep our area of interest (Gates Pass Road to Ironwood Hills Road, Painted Hills Road to gates Pass Overlook) safe, clean and a continued high environmental quality of life. Many of our members live, work or play near one of the proposed routes for the new Interstate freeway. We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials.

There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring all our GPANA members are aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process.

Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are elderly, minority, or low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. This became apparent during the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access.

A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in the Tucson metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our environment and community, and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.

Thank you for considering this request.

Denise Garland, President

Gates Pass Area Neighborhood Association

P.O. Box 87554

Tucson, AZ 85754

(916) 425-4837



12090 N Thornydale Road
Suite 110, #328
Marana, AZ 85658
info@tortolitaalliance.com
www.tortolitaalliance.com

August 13, 2021

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

Subject: I-11 Final Tier 1 Environmental Impact Statement-Opposition To The West Preferred Alternative Option

Dear Study Team:

The Tortolita Alliance (TA) is a local non-profit organization that advocates for the continued conservancy of the Tortolita Preserve and associated lands, ensuring protection of open space, wildlife habitat, watershed, and compatible recreational use.

Summary Statement

TA opposes the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway.

We have previously requested (7/28/21 letter) an extension of the comment period from 30 days to 120 days and once again make that same request.

Detailed Comments

Impacts To Public Lands

The West Option is located perilously close to a wide array of public lands, including:

- Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County).
- County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan.
- Tribal lands: owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation.

[I-11 Final Tier 1 Environmental Impact Statement](#)
[Tortolita Alliance Opposition](#)
[To The West Preferred Alternative Option](#)

Impacts To Wildlife Corridors

The West Option:

- Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains.
- Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal.
- In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway.

Impacts To Noise, Air and Light Pollution

The West Option would:

- Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park.
- Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area.
- Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research.

Impacts To The Economy

The West Option, along with the entire proposed route from the border to Casa Grande would:

- Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts.
- Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others.
- Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services.

I-17 Final Tier 1 Environmental Impact Statement
Tortolita Alliance Opposition
To The West Preferred Alternative Option

Impacts To Private Property

The West Option would:

- Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.

Thank you for the opportunity to comment.

Regards,



Mark L. Johnson
President

ec: Carolyn Campbell, CSDP
Mayor Honea & Marana Town Council
Sharon Bronson, Chair Pima County Board of Supervisors
Mayor Regina Romero, City of Tucson
Governor Doug Ducey
Mark Finchem, Arizona House of Representatives
Vince Leach, Arizona Senate
Tom Halloran, US House of Representatives
Mark Kelly, US Senate
Krysten Sinema, US Senate



12090 N Thornydale Road
Suite 110, #328
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August 13, 2021

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1655 W. Jackson Street Mail Drop 126F
Phoenix, AZ 85007

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[I-11 Final Tier 1 Environmental Impact Statement](#)
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[I-17 Final Tier 1 Environmental Impact Statement](#)
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Thank you for the opportunity to comment.

Regards,



Mark L. Johnson
President

ec: Carolyn Campbell, CSDP
Mayor Honea & Marana Town Council
Sharon Bronson, Chair Pima County Board of Supervisors
Mayor Regina Romero, City of Tucson
Governor Doug Ducey
Mark Finchem, Arizona House of Representatives
Vince Leach, Arizona Senate
Tom Halloran, US House of Representatives
Mark Kelly, US Senate
Krysten Sinema, US Senate

Comments submitted by Gus Glaser, 410 N Grande Ave #610, Tucson, AZ 85745
8-16-21

EXTENSION OF PUBLIC COMMENT DEADLINE

The deadline for public comments should be extended from 30 days to 120 days to allow a fair and thorough review by the public.

- The 30-day comment period is insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project.
- Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process.
- Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means.
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- In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway.
- There are likely numerous ecological impacts which I have not done the research on to various species in the impacted zone(s). These are very large construction projects with huge easements and right of ways associated – all which will be bladed, graded and disturbed - destroying natural habitat.
- How will site runoff during construction and post-construction be managed?
- The justification for this project is unclear to me. Why are existing roadways insufficient?

IMPACTS TO NOISE, AIR, AND LIGHT POLLUTION

The West Option would:

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IMPACTS TO THE ECONOMY

The West Option, along with the entire proposed route *from the border to Casa Grande* would:

- Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts.

- Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others.
- Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services.

IMPACTS TO PRIVATE PROPERTY

The West Option would:

- Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.

Thank you for your consideration.

Sincerely,

Gus Glaser

Subject: In opposition to West Alternative West Option, Proposed I-11

To whom it may concern:

I adamantly oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11) and urge you to exclude this option in its entirety.

This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys. This area is my sanctuary and my church. I treasure it immensely for its unaltered beauty, dark sky, hiking, exploring, discovery and praying. I retired to this area specifically for these reasons. This rural and breathtaking landscape and its unspoiled solitude and retreat are foundational to my mental, physical and spiritual wellbeing. Nothing could ever be more horrific and devastating to me than building an interstate freeway through this historical, culturally significant, and environmentally fragile and diverse landscape.

The West Option would damage wildlife habitat and corridors, natural resources and degrade the visitor experience and access to a wide array of public lands, especially those located in the Tucson Mountains. There is no mitigation for these negative impacts.

Building a freeway through Bureau of Reclamation mitigation lands violates the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal.

Lands, wildlife, and the people who live in this area, including myself, would be severely impacted by the West Option. It would sever and fragment important corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains, destroying the ability of wildlife species, such as the last surviving

desert bighorn sheep population in the Tucson Basin, to move freely through these areas to mate and expand their at-risk populations.

As a member of the Friends of Ironwood Forest, I know the work and years involved in bringing this desert bighorn sheep population back from the brink of extinction. I also know the work involved in gaining protection of the Ironwood Forest Mountain range for National Monument status. Desert bighorn sheep rams have been photographed in the Tucson Mountains, indicating they are using these wildlife corridors and expanding their population beyond the Ironwood range.

There are a variety of sensitive species in this area such as desert bighorn sheep, desert tortoise, California leaf-nosed bat, Mexican long-tongued bat, Lesser long-nosed bat, Western red bat, Merriam's mesquite mouse, Rufous-winged sparrow, Tucson shovel-nosed snake, Ground snake, Pima pineapple cactus, Nichol's turk's head cactus, and 3 species of talus snail. The Monument also includes historic and potential habitat for the endangered cactus ferruginous pygmy owl. These sensitive species could also be put in harm's way by close proximity of the West Option.

The West Option directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. The West Option includes mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan.

The West Option is located perilously close to public lands, including Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). County lands: Tucson Mountain Park (by which I live within yards of its southern boundary) and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat

Conservation Plan. Years of conservation work and prior mitigation would be rendered useless by the West Option.

The Arizona-Sonora Desert Museum and Saguaro National Park would suffer a decrease in revenue and have negative economic impacts.

The West Option would encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values (possibly including my own property value). It would also destroy the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.

MOST IMPORTANTLY and adding insult to injury, Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation, Native American cultural resources, sacred sites, ancient petroglyphs and undiscovered archaeological sites could be permanently destroyed. Building an Interstate through this environmentally and culturally sensitive area is unacceptable. Building a hideous monstrosity interstate through this landscape is not progress, but rather it would be a heinous, incomprehensible and defenseless crime against our Indigenous relatives, the first people to inhabit this precious landscape. It must be protected for future generations.

I beg of you, PLEASE discard and remove the WEST OPTION entirely from the I-11 plan.

Sincerely,

Leslie Glass
6155 W Red Sky Circle
Tucson, AZ 85713

July 22, 2021

I-11 Tier 1 EIS Study Team c/o ADOT Communications
1655 W. Jackson Street Mail Drop 126F
Phoenix, AZ 85007
Also emailed to: I11Study@azdot.gov

Re: Final Tier 1 Environmental Impact Statement for the Interstate 11

Dear Mr. Van Echo,

I respectfully request a 90-day extension of the public commenting period. I am concerned that the proposed 30-day comment period, which ends August 16, 2021, is too short for a comprehensive review of this project with critical implications for the region. As you know, there are approximately 5,000 documents currently associated with this project. Granted that this is the first time ADOT has published an Interactive EIS and given the scope of this project, an extension to allow for robust public review is merited.

While I support efforts to physically connect Arizona and Nevada via transportation corridors to facilitate Canadian and Mexican trade routes, we must do so with the backing and support of local impacted communities. As I stated in earlier comments for the record, a significant review should include alternatives to highway creation like rail and multi-model transportation systems designed to alleviate congestion and increase alternative transportation options for commercial needs and users in the region. The preferred "West Option in Pima County" alternative corridor would result in significant impacts to the environment, including wilderness corridors, and the quality of life for residents of that community. The public must have ample time to notify affected parties and allow their concerns to be addressed. Access to reliable internet service is not a reality for many residents, thereby leaving them at a disadvantage when it comes to engaging with the on-line condensed format Final EIS draft. Simply put, thirty days is just not enough time.

I along with hundreds of concerned constituents remain opposed to any highway plan that results in widespread environmental destruction to areas in the Avra Valley including Ironwood Forest National Monument, Saguaro National Park, Tucson Mountain Park and Tribal lands. In addition, being that there is no current federal funding for the I-11 project, there should be no rush to finalize the EIS without affording stakeholders the needed amount of time to thoroughly review and submit comments for this EIS process.

Please consider this my formal request to extend the 30-day commenting period for the Final Environmental Impact Statement to 90 days. A project of such magnitude should prioritize receiving significant input from the public which this extension request would achieve.

Sincerely,



Raúl M. Grijalva,
Member of Congress, (AZ-03)
Cc: Jay Van Echo, PE, ADOT I-11 Study Manager

IMPACTS TO PUBLIC LANDS

The West Option is located perilously close to a wide array of public lands, including:

- Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County).
- County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan.
- Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation.

IMPACTS TO WILDLIFE CORRIDORS

The West Option:

- Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains.
- Directly crosses through the Tucson Wildlife Mitigation Corridor that *was created as mitigation* for impacts to wildlife corridors by the construction of the Central Arizona Project canal.
- In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway.

IMPACTS TO NOISE, AIR, AND LIGHT POLLUTION

The West Option would:

- Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park.
- Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area.
- Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research.

IMPACTS TO THE ECONOMY

The West Option, along with the entire proposed route *from the border to Casa Grande* would:

- Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts.
- Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others.
- Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services.

IMPACTS TO PRIVATE PROPERTY

The West Option would:

- Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.



12090 N Thornydale Road
Suite 110, #328
Marana, AZ 85658
info@tortolitaalliance.com
www.tortolitaalliance.com

August 13, 2021

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

Subject: I-11 Final Tier 1 Environmental Impact Statement-Opposition To The West Preferred Alternative Option

Dear Study Team:

The Tortolita Alliance (TA) is a local non-profit organization that advocates for the continued conservancy of the Tortolita Preserve and associated lands, ensuring protection of open space, wildlife habitat, watershed, and compatible recreational use.

Summary Statement

TA opposes the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway.

We have previously requested (7/28/21 letter) an extension of the comment period from 30 days to 120 days and once again make that same request.

Detailed Comments

Impacts To Public Lands

The West Option is located perilously close to a wide array of public lands, including:

- Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County).
- County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan.
- Tribal lands: owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation.

[I-11 Final Tier 1 Environmental Impact Statement](#)
[Tortolita Alliance Opposition](#)
[To The West Preferred Alternative Option](#)

Impacts To Wildlife Corridors

The West Option:

- Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains.
- Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal.
- In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway.

Impacts To Noise, Air and Light Pollution

The West Option would:

- Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park.
- Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area.
- Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research.

Impacts To The Economy

The West Option, along with the entire proposed route from the border to Casa Grande would:

- Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts.
- Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others.
- Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services.

[I-17 Final Tier 1 Environmental Impact Statement](#)
[Tortolita Alliance Opposition](#)
[To The West Preferred Alternative Option](#)

Impacts To Private Property

The West Option would:

- Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.

Thank you for the opportunity to comment.

Regards,



Mark L. Johnson
President

ec: Carolyn Campbell, CSDP
Mayor Honea & Marana Town Council
Sharon Bronson, Chair Pima County Board of Supervisors
Mayor Regina Romero, City of Tucson
Governor Doug Ducey
Mark Finchem, Arizona House of Representatives
Vince Leach, Arizona Senate
Tom Halloran, US House of Representatives
Mark Kelly, US Senate
Krysten Sinema, US Senate

I-11 comments

I urge the AZDOT to ABANDON the I-11 West route through Avra valley (the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11). This beautiful area is bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. In addition, I urge the AZDOT to allow an extension on the public comments period. Since the FEIS is nearly 6,000 pages long, the public needs more time to review the FEIS, especially given its long-term impacts on our community.

The West option is particularly bad for the area around Tucson and is opposed by Pima County Board of Supervisors and the City of Tucson due to its negative impacts on local environments, protected areas, and its terrible pollution consequences. This proposal puts over a million people at risk for the health consequences of water pollution, air pollution, exposure to lung-damaging particulate matter, and other health hazards.

In addition, the project would negatively affect many economic and research institutions. It would divert traffic away from downtown Tucson and the Arizona-Sonora Desert Museum. It would also negatively impact the research activities at Kitt Peak, due to light pollution.

The areas affected by the West option include Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County); Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan; and tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. All of these areas would be significantly negatively impacted by noise, air, and light pollution, including a protected wilderness area in Saguaro National Park. Private lands would also be impacted—this project would encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.

In addition, this area will damage natural assets that the people surrounding Tucson enjoy daily, and will kill wildlife and damage natural habitats. It is also more expensive than the East option. AT a time when our natural resources are the only thing that stands between us and climate disaster, it is incredibly foolish and shortsighted to consider a plan that puts those resources in such great danger. This highway would also encourage more building in sensitive areas north of Tucson. The last thing we need during the existential-level climate crisis is more development!! We need to preserve our green spaces, not destroy them.

I also would like to request a time extension for public comments. A new Interstate freeway has not been built in this metropolitan area since 1961 – over 60 years!!! It will have long-lasting, significant impacts on our community and we need sufficient time to review the record,

research issues and concerns, and provide a substantive response. The time extension is particularly important because many of the communities impacted by the Preferred Alternative Options within the Corridor Study area. Many are Native American, other minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Please do not add to the injustices already perpetrated upon these communities by taking away their opportunity to comment on this far-reaching project.

Please do the right thing for the citizens of Southern Arizona. Delay the public comment period and abandon the East option for the I-11 highway project. Protect our health, our environment, and our future.

Dominika Heusinkveld, MD, MPH, MS

To Whom It May Concern,

I am writing to state my opposition to West Preferred Alternative Option that is described in the Interstate 11 Final Tier 1 Environmental Impact Statement. The construction of this stretch of freeway could potentially be ecologically devastating and economically harmful to the region and should therefore not be pursued over the East Option, which would be congruent with I-10 and I-19 and less environmentally destructive.

The ecological consequences of new freeway construction through desert that is mostly undeveloped will be irreparable. Valuable wildlife habitat will be destroyed and wildlife corridors will be disturbed. The natural resources that have so much value to those that live here will be compromised. The beauty of the desert would be replaced by an eyesore of a freeway, which if built could lead to more urban sprawl, thus increasing the air, noise and light pollution in the Tucson-Metro area that is not only deleterious to wildlife, but also to Tucson residents. Not to mention that any major accident on the proposed West Option could potentially pollute the aquifer regeneration ponds located in Avra Valley that supply Tucson with clean water, a resource that will only become more valuable as the global climate crisis worsens and the regional drought increases in severity.

Furthermore, diverting traffic from going through Tucson would reduce the patronage of travelers to local businesses and chain establishments, which could result in a decrease in job opportunities and ultimately a diminished workforce. Not only would this have an immediate negative impact on families that need those jobs and opportunities the most, but it would also lead to a decrease in municipal tax revenue which would affect all Tucson residents, either with an increase in city sales tax, a decrease in public services to residents, or both.

There are myriad other disadvantages to the West Option that I won't get into because I want to keep this letter short and manageable. I'm sure that building the proposed I-11 freeway through Tucson (the East Option) isn't exactly a boon, but it seems less destructive than building through Altar Valley and Avra Valley, tearing up desert as it runs parallel to I-10. As a graduate of the Natural Resources program at the University of Arizona, I learned about the detrimental and near-irreversible impacts of land-use change. The West Option certainly qualifies as a land-use change event that would incur generational ecological impacts, and the cost of those impacts won't be worth the temporary convenience of the West Option.

Thank you for your time,
Geoffrey Hidalgo

XXXXXXXXXX,XXXXXX

From: xxxxxxxx@azdot.gov on behalf of I11Study - ADOT <i11study@azdot.gov>
Sent: Friday, July 23, 2021 6:12 PM
To: xxxxxxxx,xxxxxx; AMER-US-AZ Phoenix-i11doccontrol; Daina Mann Sub
ject: [EXTERNAL] Fwd: I-11 Corridor, SR-24 and Loop 303 Expansions Idea Map

Follow Up Flag: Follow up
Flag Status: Flagged

I'm copying Daina Mann on this email/comment, as the commenter references SR 24 and the Loop 303, which fall under Community Relations.

Thanks, Laura

----- Forwarded message -----

From: Jimmy Hodge <xxxxxxxxxxx@gmail.com>
Date: Thu, Jul 22, 2021 at 6:22 PM
Subject: Fwd: I-11 Corridor, SR-24 and Loop 303 Expansions Idea Map
To: <i11study@azdot.gov>

----- Forwarded message -----

From: Jimmy Hodge <xxxxxxxxxxx@gmail.com>
Date: Thu, Jul 22, 2021 at 6:12 PM
Subject: Re: I-11 Corridor, SR-24 and Loop 303 Expansions Idea Map
To: <clopez@azdot.gov>

- I-11 = Orange
- SR-24 = Yellow
- Loop 303 = Green
- I-111 = Violet
- SR-74 = Pink
- SR-111 = Teal
- I-110 = Maroon
- SR-11 = Purple
- SR-560 = Blue

On Thu, Jul 22, 2021 at 6:02 PM Jimmy Hodge <xxxxxxxxxxx@gmail.com> wrote:

I-11 Exit List

<https://docs.google.com/spreadsheets/d/148jorrF8Xgs2nLlb2Ji3GqCE33d5-vzbArHlezc4vHA/edit?usp=sharing>

Ideas Map

https://www.google.com/maps/d/edit?mid=1r-S4gwYJjVz3M_IXipKIUGwUL5e8EmoL&usp=sharing



































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IT GUY, School Buses, Technology and More
Jimmy

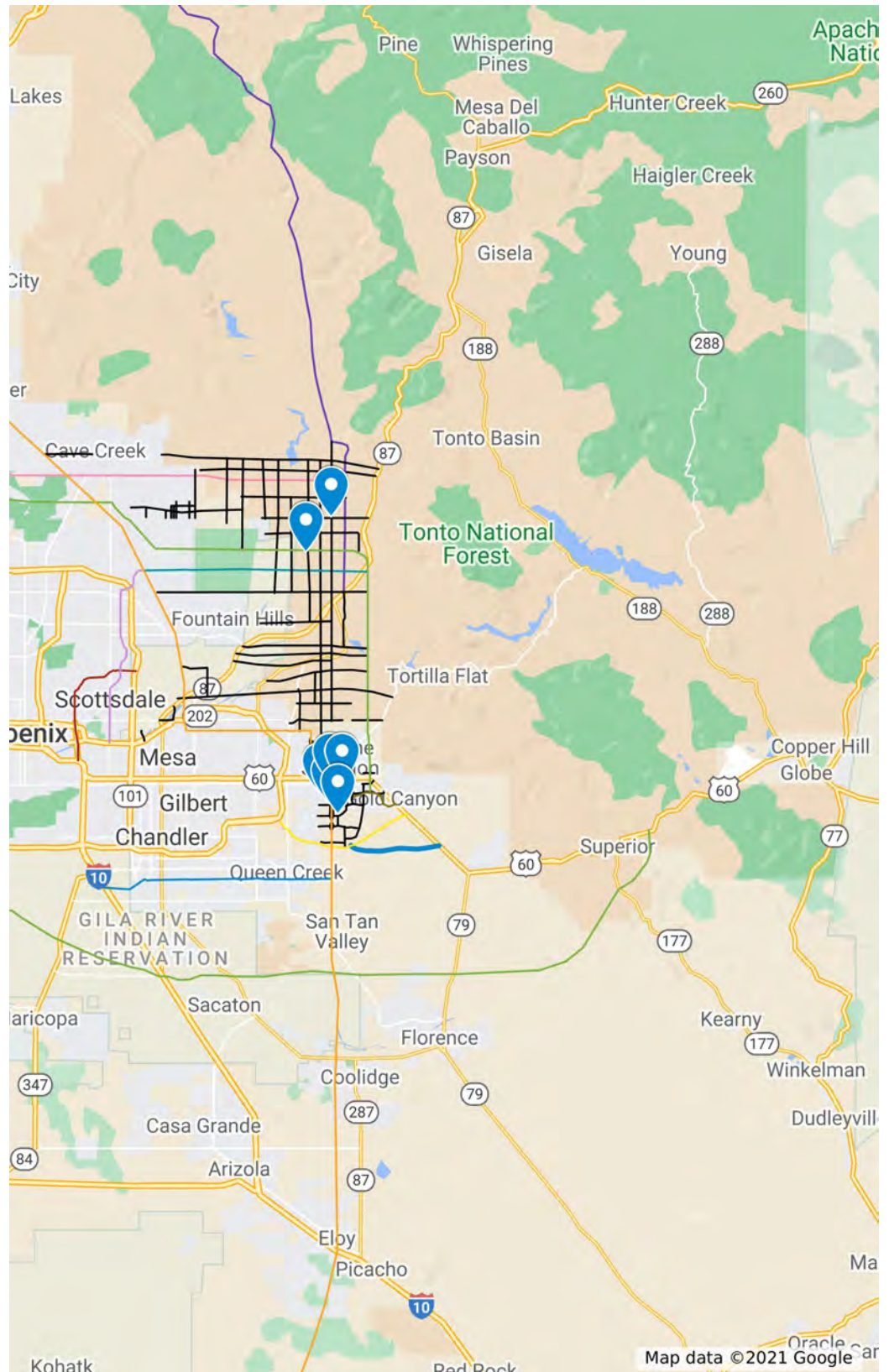
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IT GUY, School Buses, Technology and More
Jimmy

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IT GUY, School Buses, Technology and More
Jimmy

I-11 and Other Corridors Idea

Untitled layer

-  I-11 (Portion 4)
-  I-11 (Portion 3)
-  I-11 (Portion 2)
-  I-11 (Portion 1)
-  I-111
-  Interstate 111
-  Interstate 110
-  SR-24
-  Ray Road
-  Southbound Entrance 148
-  Northbound Exit 148
-  Southbound Exit 148
-  Northbound Entrance 148
-  Warner Road
-  Warner-Idaho Pkwy
-  Idaho Parkway
-  Northbound Exit 149
-  Southbound Exit 149
-  Eliot Road
-  Southbound Exit 150
-  Northbound Exit 150
-  Plaza Drive
-  Northbound Exit 151
-  Southbound Exit 151
-  Southbound Exit 152A
-  Northbound Exit 152A
-  Northbound Exit 152B
-  Southbound Exit 152B
-  Northbound Exit 152C
-  Southbound Exit 153C
-  Northbound Exit 153D
-  Southbound Exit 153D
-  Eastbound Exit 195A
-  Eastbound Exit 195B
- Eastbound Exit 195C



the remaining portions of the US-93 on this map could be SR-393 or I-211, HOV LANES go Between Hunt Highway to Dynamite Blvd

 Westbound Exit 195A

 Westbound Exit 195B

 Westbound Exit 195C



Ironwood Road (Northbound)



Ironwood Road (Southbound)

 Northbound Exit 153A

 Northbound Entrance 153A

 Southbound Exit 153A

 Northbound Exit 153B

 Southbound Exit 153B

 Northbound Exit 154

 Southbound Entrance 154

 Southbound Exit 154

 Northbound Entrance 154



Holiday Inn Suites



Sprouts Farmers Market



Arizona State University -

Queen Creek



Walgreens



Starbucks



Tomahawk Road



The Prospector Store



Fire Department



Interstate 511



Goldfield Road



Eliot Road



AZ-560 (Pecos Road)



AZ-560



Northbound Exit 155



Southbound Exit 155



Northbound Exit 156



Southbound Exit 156



Northbound Exit 157



Southbound Exit 157









































Southbound Exit 158







Northbound Exit 158



Crimson Road




-  McDowell Road
-  Crimson Parkway
-  Thomas Parkway
-  Ironwood Avenue
-  Indian School Boulevard
-  Loop 303 (Portition 1)
-  Loop 303 (Partition 2)
-  Loop 303 (Portition 3)
-  Loop 303 (Portiton 4)
-  Signal Butte Road
-  Camelback Road
-  Shea Boulevard
-  Benthany Home Road
-  Northern Avenue
-  Rio Verde Drive
-  Via Linda
-  Winchester Road/Gold Drive
-  Jomax Road
-  Downtown Fort McDowell
-  Lone Mountain Road
-  Malcolm Road
-  Ellsworth Road
-  Sossaman Road
-  Power Road
-  Higley Road
-  Greenfield Road
-  Val Vista Drive
-  Mesa Drive
-  Lindsay Road
-  Lone Mountain Road
-  Country Club Drive
-  Dixileta Drive
-  Cave Creek Road
-  Bell Road
-  Signal Butte Road
-  SR-111 (Deer Valley Road)
-  SR 11 (Ballantine Freeway)
-  SR-11
- SR-11
- Fort McDowell, AZ

-  Meridian Road
-  Crimson Road
-  Carefree Freeway (SR-74)
- 

Lake Pleasant Freeway (SR-74)




































-  Starr Road
-  Banner Goldfield
-  Hawknest Road
-  Joy Ranch Road
-  Dobson Road
-  Winchester Road
-  Frye Road
-  Pecos-Frye Road
-  Goldfield Road
-  Ray Road
-  Roundabout
- 

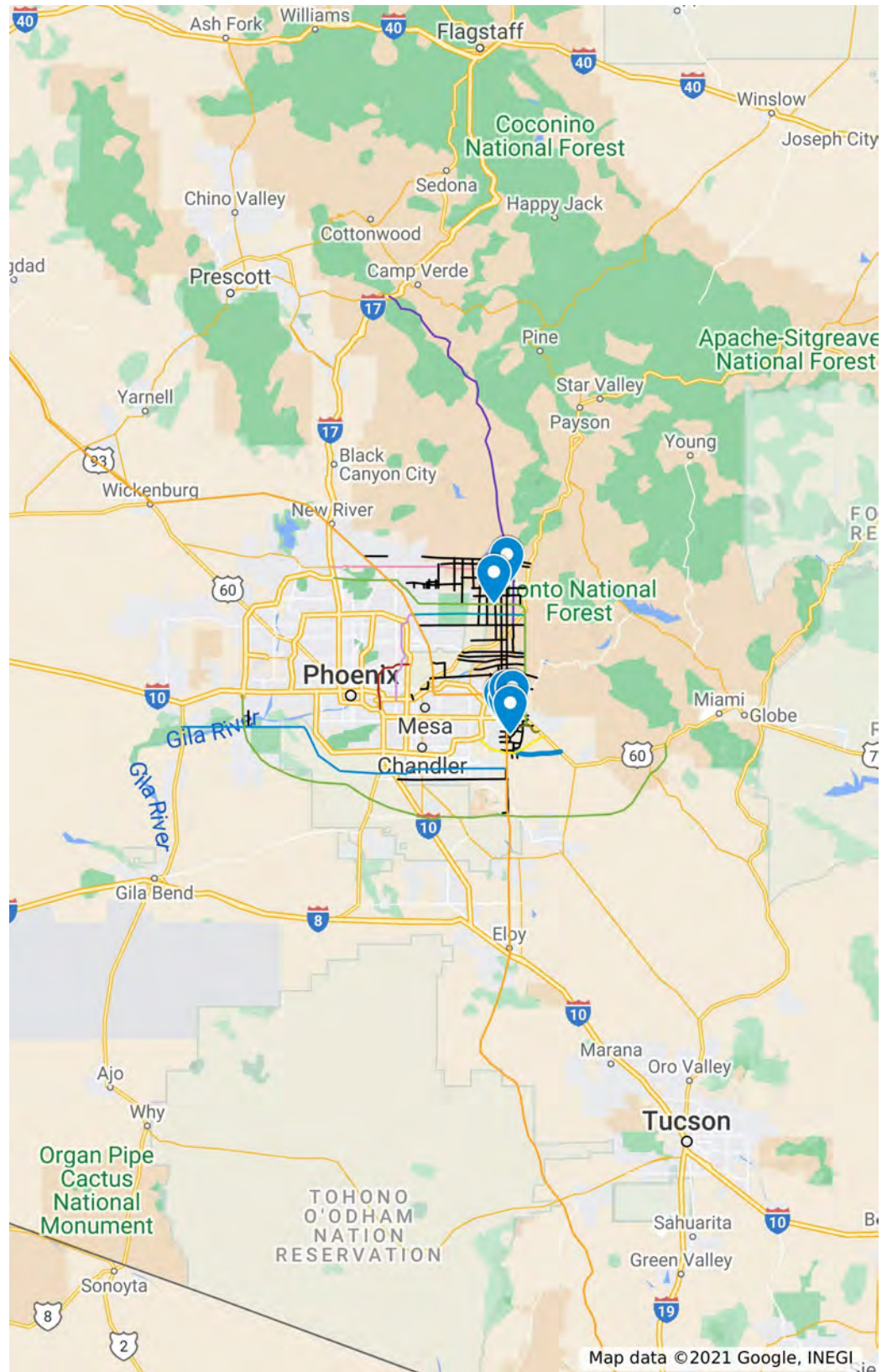
Baseline-Mountain View Road

-  Guadalupe Road
 -  Southern Ave
 -  McDowell Road
 -  McDowell Road
 -  McQueen Road
 -  Lindsay Road
 -  Indian Bend Road
 -  Dobson Road
-

I-11 and Other Corridors Idea


Untitled layer


-  I-11 (Portion 4)
-  I-11 (Portion 3)
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-  Southbound Exit 151
-  Southbound Exit 152A
-  Northbound Exit 152A
-  Northbound Exit 152B
-  Southbound Exit 152B
-  Northbound Exit 152C
-  Southbound Exit 153C
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Ironwood Road (Northbound)





Ironwood Road (Southbound)


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 Northbound Entrance 153A


 Southbound Exit 153A


 Northbound Exit 153B


 Southbound Exit 153B

 Northbound Exit 154

 Southbound Entrance 154

 Southbound Exit 154

 Northbound Entrance 154


 Holiday Inn Suites


 Sprouts Farmers Market



Arizona State University -
Queen Creek

 Walgreens

 Starbucks

 Tomahawk Road


 The Prospector Store

 Fire Department

 Interstate 511


 Goldfield Road

 Eliot Road


 AZ-91 (Pecos Road)

 AZ-91


 Northbound Exit 155

 Southbound Exit 155

 Northbound Exit 156

 Southbound Exit 156









































 Northbound Exit 157





 Southbound Exit 157

 Southbound Exit 158

 Northbound Exit 158

 Crimson Road


















-  McDowell Road
-  Crimson Parkway
-  Thomas Parkway
-  Ironwood Avenue
-  Indian School Boulevard
-  Loop 303 (Portition 1)
-  Loop 303 (Partition 2)
-  Loop 303 (Portition 3)
-  Loop 303 (Portiton 4)
-  Signal Butte Road
-  Camelback Road
-  Shea Boulevard
-  Benthany Home Road
-  Northern Avenue
-  Rio Verde Drive
-  Via Linda
-  Winchester Road/Gold Drive
-  Jomax Road
-  Downtown Fort McDowell
-  Lone Mountain Road
-  Malcolm Road
-  Ellsworth Road
-  Sossaman Road
-  Power Road
-  Higley Road
-  Greenfield Road
-  Val Vista Drive
-  Mesa Drive
-  Lindsay Road
-  Lone Mountain Road
-  Country Club Drive
-  Dixileta Drive
-  Cave Creek Road
-  Bell Road
-  Signal Butte Road
-  SR-111 (Deer Valley Road)
-  SR 11 (Ballantine Freeway)
-  SR-11
-  SR-11
-  Fort McDowell, AZ

-  Meridian Road
-  Crimson Road
-  Carefree Freeway (SR-74)
- 

Lake Pleasant Freeway (SR-74)

-  Starr Road
-  Banner Goldfield
-  Hawknest Road
-  Joy Ranch Road
-  Dobson Road
-  Winchester Road
-  Frye Road
-  Pecos-Frye Road
-  Goldfield Road
-  Ray Road
-  Roundabout
- 

Baseline-Mountain View Road

-  Guadalupe Road
 -  Southern Ave
 -  McDowell Road
 -  McDowell Road
 -  McQueen Road
 -  Lindsay Road
 -  Indian Bend Road
 -  Dobson Road
 -  SR-91
 -  Sarvial Ave
 -  Gantzel Road
 -  Pecan Creek Drive
 -  Gantzel Road
 -  Varnum Road
 -  Tomahawk Road
 -  Idaho Road
 -  Combs Fwy (SR-88)
-

Santa Cruz	Nogales	1	AZ-189 South	Southern End of AZ-189 Concurrency			
		2	Target Range Road				
		3A	Industrial Park Drive				
		3B	AZ-189 North	Northern End of AZ-189 Concurrency			
		5	Weight Station				
		8	AZ-289				
		9	Passo Reforma				
		10	Camino Aqua Fria				
		11	Camino Ramanote				
		19	Rest Area				
		22	Apache Canyon Road				
Pima		25	Universal Ranch Road				
		29	Arivaca Road				
		36	Batamode Road				
		40	Unnamed Road				
		42	Unnamed Road				
		43	T R Ranch Road				
		49	Rest Area				
		54	AZ-286				
		58A	Hayhook Ranch Road				
	58B	AZ-86					
Pinal	Eloy	62	Wiegh Station				
		77	Rest Area				
		101	Curtis Road				
		102	Greene Reservoir Road				
		103	Ellis Road/Tweedy Road				
		104	Eames Road				
		105	Pretzer Road				
		106	Harmon Road				
		107	Nutt Road				
		108A	Kenyon Road				
		108B	Shay Road				
		109	Cameo Road				
		110A	Milliagan Road				
		110B	I-10 West				
		110C	I-10 East				
		111	Frontier Street				
		112	Battaglia Drive				
	113	Houser Road					
	114	Shedd Road					
	Coolidge	115	Arica Road				
		116	Hanna Road				
		117	Comman Road				
		118	I-311 West Selma Highway				
	Casa Grande	120	AZ-287				
		121	Storey Road				
		122	Kleck Road				
		123	Randolph Road				
		124	Bartlett Road				
		125	Martin Road				
		126	Coolidge Ave				
128	AZ-87						
	135	Rest Area					
	136	Olberg Road					
	138A	I-411 North					
	138B	Hunt Highway					
	140	I-411					

Pinal-Maricopa Line Junction - Mesa	San Tan Valley	141A	I-411 South					
		141B	Combs Road					
		142	Chandler Heights Road					
		143	Ocotillo Road		Southern/Wested End of AZ-560 concurrency			
		144	Pima Road					
		145	Germann Road					
		146A	SR-24 West					
		146B	SR-24/SR-560 East		Northern/Eastern End of AZ-560 concurrency			
		146C	Pecos Road, Frye Road					
		147	Williams Field Road					
		148	Ray Road		Roundabout Exit			
		149	Warner Road					
		Apache Junction	150	Eliot Road				
			151	Guadalupe Road				
	152A		Baseline Road, 36th Ave					
	152B		US-60 West					
	152C		US-60 East					
	152D		US-60 West		HOV ACCESS ONLY			
	153A		Ironwood Drive/Southern Ave		Northbound Access/Southbound Exit Replaces Renaissance Ave			
	Pinal-Maricopa Line Junction - Mesa	153B	Delaware Drive					
		154	Broadway Road/Meridian Road					
	Maricopa	Mesa	155	Signal Butte Road/Apache Trail				
			156	University Drive				
			157	Brown Road				
			158	Crimson Road				
			159	Ellsworth Road				
			160	Hawes Road				
			161	Loop 202				
			162	Power Road				
			163	Recker Road				
			164	Higley Road				
			165	Greenfield Road				
			166	Val Vista Drive				
			167	Lindsay Road				
			168	Gilbert Road				
			169A	Loop 202 West				
			169B	Loop 202 East				
169C			Loop 202 West		HOV ACCESS ONLY			
Scottsdale			170	Thomas Road				
			171	AZ-87				
		172	Vista Drive					
		173	Lincoln Drive					
		175	Doubletree Ranch Road					
		176A	Shea Blvd					
		176B	Via Linda					
		178	Winchcomb Drive					
		179	McDowell Mountain Ranch Road					
		181	Legacy Blvd					
		182A	I-111 South/SR-111 East		Loop 101 access			
Cave Creek		182B	Thompson Peak Parkway					
		184	Pinnacle Peak Road					
		185	Happy Valley Road					
		186	Jomax Road					
		187	Scottsdale Road					
		188A	64th Street					
		188B-C	Loop 303					
		189	Lone Mountain Road					

Cave Creek	190	Cave Creek Road					
	191	Carefree Highway					
	192	32nd Street					
	Desert Hills	193	24th Street				
	Phoenix	195	12th Sreet				
	New River	197	La Crosse Trail				
		200	Jenny Lin Road				
		201	I-17				
	Rio Vista	204	KV Powerline Road				
		206	Wiegh Station				
	New River	209	Table Mesa Road				
		211	Cow Creek Road				
		214	Chanpie Road				
		228	Unnamed Road				
	231	Rest Area					
Wickenburg	233	US-60 East		Southern/Eastern End of US-60 Concurrency			
Yavapai		236	US-60 West Vulture Mine Road		Northern/Western End of US-60 Concurrency		
		238	AZ-89				
		245	Rest Area				
		248	AZ-71				
		258	Rest Area				
		264	Wiegh Station				
		275	AZ-97				
	Wikieup	288	Rest Area				
		315	Carpenter Ranch Road				
		316	Lower Trout Creek Road				
		317	Upper Trout Creek Road				
		321	Rest Area				
		323	Wiegh Station				
		324	Living Rock Road				
	326	I-211 North					
	327	Breccia Drive					
	328	Hackberry Drive					
	329	Mesquite Drive					
Kingman	331A	Marble Drive					
	331B	I-40 west					
	331C	I-40 east					
	333	Cox Road					
	334	Blake Ranch Road					
	335	Stephan Road/Coyote Road					
	336	Stetson Road					
	346	Jan Road					
	348	Olympic Road					
	350	AZ-66					
	352	Unnamed Road					
	355	Ave Haffley					
	356	Ave Palma					
	357	Calle Bill					
358	Stockton Hill Road						
364	Rest Area						
369	Wiegh Station						
374	Pierce Ferry Road						
383	Rest Area						
387	I-211 South						
393	Unnamed Road						
395	Temple Bar Road						
399	Rest Area/Scenic View						

		405	Wiegh Station				
Mojave		410	Kingman Wash Access Road				
I-11 Continuation into Nevada, Milepost 0							

Why I Oppose an Interstate Highway Through Picture Rocks and the Rest of the Valley West of the Tucson Mountains

When my family first moved to Picture Rocks nearly 30 years ago, we had lived for many years in rural Northern Arizona, a beautiful, quiet expanse of a place with cinematic views and wonderful air. Our three boys were young and we relocated to be closer to our Tucson family. Picture Rocks was the closest we could find in the whole Tucson Metro area that captured the wide-open beauty and freedom that we loved about living up north. The quiet. The Milky Way. The coyotes, bobcats, javelinas, and national-park views. The 30-minute job commute downtown took us through Saguaro National Park and over the Tucson Mountains each way, a “decompression chamber” escaping the busy clutter of the city. The special character of Picture Rocks will be forever lost if a freeway is built through it. Therefore, I ask that you do not adopt that plan.

It is not only the residents of Avra Valley who will be adversely affected if Interstate-11 is built through its heart. Constructing a freeway through Avra Valley would inevitably and irretrievably destroy a resource to the Greater Tucson area. The rural character of an area so close yet so different would no longer exist for Tucsonans now and for generations. A freeway would inevitably spur commercial growth along its path and the noise, air, and light pollution that accompany it. Successful regions of our country have recognized in their planning the value of

nature within reach of urban concentrations. Once lost, nature can never be regained. The Sonoran Desert is recognized around the world for its uniqueness and Avra Valley is a pristine example of Sonoran Desert panoramas within an easy drive from Tucson. In all due respect, the Phoenix Valley is a perfect example of how an urban area can expand and keep expanding. Tucson is surrounded by mountain ranges that naturally contain its parameters. Massive commercial development that would come with a major thoroughfare west of the Tucson Mountains also would render the mountains a habitat island, effectively trapping the animals that reside and migrate there.

If expansion of the existing interstate highway system is indeed necessary at all, my support goes to widening or piggy-backing the existing Interstate-10 and -19 freeways in their current alignment through Tucson. Or instead of enlarging the road, designate an existing lane for truck-only use. One of these options makes more sense because (1) the pathway is already in use; (2) it would be less expensive to do; and (3) Tucson businesses would suffer if traffic were bypassed away from town (as many western towns that have built highway bypasses have learned too late). Please keep Interstates-10/19/11 where they are.

Thank you for your consideration.

Wendy Hofmann



Peggy Hughes
770 W. Landoran Lane
Tucson, AZ 85737

Cell (520) 403-9213 Fax (520) 742-0652

July 24, 2021

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

RE: Request for comment deadline extension by 90 days for the I-11 Final Tier 1
Environmental Impact Statement

To Whom It May Concern:

The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures – the length and breadth of this document warrants a longer public comment period to allow adequate review by the public.

Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means.

A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.

Because the impacts of this project are so incredibly important, I urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process.

Thank you for your consideration.

Sincerely,



Peggy Hughes

DATE: August 11, 2021

TO: ADOT I-11 Tier I EIS Study Team
FHWA

RE: Final Tier I “Preferred Route” West & East Alternatives from Sahuarita to Marana

I am writing to vehemently oppose the West Alternative. I ask that it be eliminated from further consideration, and NOT carried forward to a Tier 2 study for the following reasons:

1. By running west from El Toro Road in Sahuarita, it would disrupt & destroy several long-established neighborhoods in Sahuarita that offer unique, desirable low density, lush desert, larger size lots which help to support a myriad of Sonoran Desert flora & fauna, also providing space for wildlife corridors. Our subdivision is one of these. In addition to the likely displacement of homes & residents in the path, locating a high-speed interstate freeway through this area would also increase noise, air, and light pollution for all remaining residents. While some people may choose to live next to a freeway, residents in our area have chosen to locate here **away** from traffic, because of the quiet, dark nights, & tranquility it offers.
2. The tremendous negative impacts on the delicate Sonoran Desert - its plants & wildlife, of the route through the Avra Valley, would be devastating and irreparable. No amount of mitigation efforts would prevent this.
3. This west route would bypass the major growth areas of Sahuarita, which will be east of I-19 and north of El Toro Road, so it will not help with the possible increased traffic flow – most of which would travel towards Tucson. It would also divert some tourist traffic away from Sahuarita’s main business area at Sahuarita Road, so would not address the goal of I-11 to connect major economic markets.
4. This west route would also bypass Tucson –which is a major market area that relies on goods, services, and tourist dollars from Mexico, as well as from the populations along I-19. The bypass through the delicate Sonoran Desert could negatively impact the Tucson economy, and not help address any projected traffic increases through the Tucson area.
5. To spend the time and money to do further analysis of this route during a Tier 2 study would be a complete waste of resources. It is like trying to fit a square peg into a round hole. No matter how much it is studied, the destruction that would be caused by this route would still be inevitable and totally unnecessary.
6. It would be a far better expenditure of time and money to continue to maintain and improve both I-19 and I-10, since these will still be the main route for most travel between Mexico and Tucson.
7. Given the known effects of climate change, it is critical that the focus for future transportation needs, be methods that **reduce** the carbon footprint – not add to it.

I believe that the most beneficial and cost-effective route for the Sahuarita to Marana section is the East Alternative that utilizes I-19 and I-10. This should be the only “preferred route” for I-11 from Nogales to Tucson included in the Final Tier I Record of Decision, to go forward to a Tier 2 study.

Thank you for your consideration.

Cheryl Hunt
Resident of Sahuarita, AZ 85629
Email: mattahundt@gmail.com
Ph: 603 391 5079



August 7, 2021

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

RE: I -11 Final Tier 1 Environmental Impact Statement (FEIS)

The Board of Trustees of the Arizona-Sonora Desert Museum (ASDM) thanks the EIS Study Team for responding to public comment on the Tier 1 Draft Environmental Impact Statement for I-11 by reinstating the eastern alignment along I-19 and I-10 as a Preferred Alternative option in the Sahuarita to Marana sector. We remain concerned, however, that the western alignment through Avra Valley has been retained in the FEIS.

With this letter the Board of Trustees of the Arizona-Sonora Desert Museum (ASDM) wishes to:

- request an extension of the public comment period for the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation from 30 days (16 August 2021) to 90 days (16 October 2021); and
- reiterate our reasons for opposing the Avra Valley route in the Sahuarita to Marana section.

We believe an extension of the public comment period is warranted for the following reasons.

1) The FEIS is an enormous document that contains a lot of detailed technical information and over 1,000 pages of public input and responses. Thirty days, especially during the summer season when many people take vacation, is simply not enough time to digest and respond to a project of the magnitude and potential impact of I-11. Please extend the public comment period beyond the 30-day minimum.

2) Reinstating the East route as an option in the Sahuarita to Marana section, while most welcome, adds complexity to the task of reviewing the proposed mitigation commitments and Tier 2 analyses. Both the public and cooperating agencies need more than 30 days to assess what is proposed in the FEIS and to recommend additional mitigation measures and analyses for the Tier 2 analysis.

To reiterate our reasons for opposing the Avra Valley route, we append our May 30, 2017 Scoping and June 17, 2019 Tier 1 DEIS letters. As far as we can ascertain, the FEIS does not address our concerns in sufficient detail to give us confidence that they will be adequately addressed during Tier 2 analysis.

We are particularly disturbed by the lack of detailed responses to the true cost accounting in a number of areas that we requested in our June 2019 letter. These include:

- costs of truly mitigating impacts to threatened and endangered species covered under the Sonoran Desert Multispecies Conservation Plan
- impacts of the western route on such aspects of the Tucson area economy as lost ecotourism revenue from degradation of Sonoran Desert habitat in the Avra Valley, increased costs of fire management from spread of invasive plants
- “lost opportunity” costs of failing to plan for multi-modal transportation links between Nogales, Tucson, and Phoenix that take advantage of existing rail corridors
- “lost opportunity” costs of not improving the existing I-10 corridor through Tucson’s city center to move toward the goals articulated in the “Imagine Greater Tucson” planning effort and “Tucson General Plan” document.

Respectfully submitted,



Craig Ivanyi
Executive Director



Stephen K. Brigham
Chair, Board of Trustees

Attachments:

Arizona Sonora Desert Museum May 30, 2017 Scoping
June 17, 2019 Tier 1 DEIS letters



ARIZONA-SONORA
**DESERT
 MUSEUM**

June 17, 2019

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

RE: I-11 Draft Tier 1 Environmental Impact Statement's Recommended Alternative through Avra Valley

In a scoping letter dated 30 May 2017, the Trustees of the Arizona-Sonora Desert Museum (ASDM) identified likely adverse impacts of routing I-11 through Avra Valley on the Sonoran Desert ecosystem west of Tucson, the health of which is essential to the Museum's ability to fulfill its mission to "inspire people to live in harmony with the natural world by fostering love, appreciation and understanding of the Sonoran Desert".

Given the significance of these impacts, the Board of Trustees of the Arizona-Sonora Desert Museum opposes the preferred alternative through Avra Valley which was identified in the Draft I-11 Tier 1 Environmental Impact Statement (DEIS). Here we reiterate our concerns about possible detrimental impacts if I-11 follows this Recommended Alternative route. We also request that additional analyses be undertaken before the alternative for the Sahuarita-Marana segment is finalized.

In our scoping letter we identified the following potential adverse impacts of the Recommended Alternative:

- Significant reduction in numbers of visitors to ASDM (currently about 400,000 per year), many of whom come from out-of-area to experience being immersed in the iconic Sonoran Desert at the ASDM, Saguaro National Park, and Tucson Mountain Park. These visitors contribute very significant ecotourism dollars to the local economy;
- Further fragmentation of, and loss of biodiversity in, natural Sonoran Desert lands in Tucson Mountain Park, Saguaro National Park, Ironwood Forest National Monument, the Bureau of Reclamation Wildlife Mitigation Corridor, the Tohono O'odham Nation, the Santa Cruz River, and the Avra Valley;

- Degradation of land and water resources in the Avra Valley due to construction activities, vehicle emissions, roadway runoff, light and noise pollution, and the spread of invasive plant species like Sahara mustard (*Brassica tournefortii*) and buffelgrass (*Pennisetum ciliare*), the latter fueling saguaro-destroying wildfires;
- Reduction in the conservation effectiveness of the Sonoran Desert Conservation Plan, Pima County's award-winning plan for balancing the conservation and protection of our cultural and natural resource heritage with our efforts to maintain an economically vigorous and fiscally responsible community.

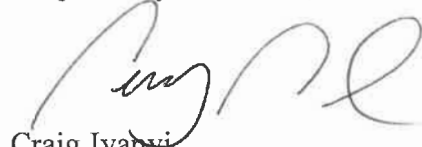
Given the potential impacts of the Recommended Alternative in the Tier 1 DEIS, we ask that you analyze and address the following issues before finalizing your choice for the Sahuarita-Marana segment.

- Please include in your analyses the costs of truly mitigating the detrimental environmental and wildlife-corridor effects of the Avra Valley route.
- Please include in your cost-benefit analyses the probable impacts of the Avra Valley route on such aspects of the Tucson area economy as lost ecotourism revenue, lost revenue from routing traffic around and away from Tucson proper, increased costs of fire management from spread of invasive plants, and environmental degradation.
- Please include in your cost-benefit analyses the implications of compromised water quality and availability on the City of Tucson's water recharge and water sourcing system in Avra Valley.
- Please include in your cost-benefit analyses the "lost opportunity" costs of failing to plan for multi-modal transportation links between Nogales, Tucson, and Phoenix that take advantage of existing rail corridors.
- Please include in your cost-benefit analyses the "lost opportunity" costs of not improving the existing I-10 corridor through Tucson's city center to move toward the goals articulated in the "Imagine Greater Tucson" planning effort and "Tucson General Plan" document.
- Please identify alternatives other than the Avra Valley bypass to provide for redundant emergency and defense routes and include them in your cost analyses.

- Please address the discrepancies in the DEIS's cost analysis for the alternative routes and those presented in the I-11 Supercorridor Study done by the University of Arizona's Interdisciplinary Urban Design Studio that was completed in Spring 2014, in collaboration with the Sonoran Institute, ADOT, ASU, and UNLV (see attached). For example, the DEIS estimates the construction cost of Avra Valley alternative C will be \$2.4 billion, vs. \$4.2 billion in the 2014 Supercorridor Study.

We recognize the opportunity for our community to benefit from increased trade along the I-10 corridor, and the need for infrastructure improvements to facilitate this. We believe that these improvements, which can also achieve the primary objectives of the I-11 proposal, have the potential to benefit our downtown and neighborhoods that are most impacted by the current or any future highway developments. In fact, I-10 improvements in the future could mitigate negative impacts of the current I-10 infrastructure as voiced by some community groups. Options such as below-grade segments; management of traffic flows through new technologies, pricing, scheduling, etc.; other local road improvements to keep local traffic off I-10; and enhancements to our rail system should all be strongly considered in a holistic regional transportation framework.

Respectfully submitted,



Craig Ivanyi
Executive Director



Kevin E. Bonine, Ph.D.
Chair, Board of Trustees

Attachment:
I-11 Supercorridor Study



ARIZONA-SONORA
**DESERT
 MUSEUM**

May 30, 2017

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

Re: Interstate 11 Corridor, Tier 1 Environmental Impact Statement

Founded in 1952, the Arizona-Sonora Desert Museum is an economic driver for Pima County. The Desert Museum hosts about 350,000 visitors annually. The Museum is a fusion experience: zoo, botanical garden, art gallery, natural history museum, and aquarium. The mission of the Arizona-Sonora Desert Museum is to inspire people to live in harmony with the natural world by fostering love, appreciation and understanding of the Sonoran Desert. The Museum grounds comprise 97 acres, 85% of which are outdoors. There are 2 miles of walking paths, 16 individual gardens, 1200 native plant species, and 56,000 individual plants. The animal collection includes 230 native mammals, reptiles, amphibians, insects, and birds. The Museum was named #3 Zoo in the US in a USA Today Poll in 2017, #9 Museum in the US by TripAdvisor in 2014, and #5 Public Garden in the US by TripAdvisor in 2013. In 2014 the Museum won Tucson Lifestyle's Best of the City in two different categories: Best Museum and Best Local Attraction. Approximately 13% of the visitors to Pima County name the Desert Museum as the reason for their visit, higher than any other attraction. A key aspect of the visitor experience at the Desert Museum is being immersed in the natural beauty of the Sonoran Desert. The Trustees of the Arizona-Sonora Desert Museum have concerns about impacts of the proposed I-11 Alternatives C and D which would go through Avra Valley. If either of these alternatives is selected, there will be impacts to the Arizona-Sonora Desert Museum and to the Sonoran Desert region as a whole.

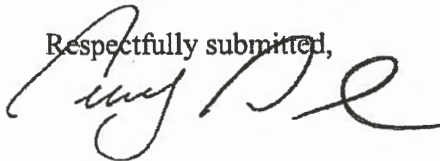
- Either alternative would impact the viewshed and visitor experience at the Desert Museum. Much of the Museum grounds are on a hillside facing the Avra Valley. The development of I-11 through Avra Valley may be fully visible from much of the Museum's grounds.
- The development of any alternative through Avra Valley would impact wildlife corridors and wild connectivity between the Tucson Mountain Park, Saguaro National Park, Ironwood Forest National Monument, the Bureau of Reclamation

Wildlife Mitigation Corridor, the Tohono O'odham Nation, the Santa Cruz River, and Avra Valley.

- Other effects from the freeway could include habitat modification associated with the proposed construction sites, vehicle emissions, roadway runoff, light and noise pollution, soil and water degradation, and the spread of invasive plant species like buffelgrass and Sahara mustard.
- Development may impact the visitor experience of being immersed in nature at both the Arizona-Sonora Desert Museum and Saguaro National Park, which create significant tourism dollars for the Tucson community.
- Construction of I-11 through Avra Valley does not appear to be consistent with the Sonoran Desert Conservation Plan, Pima County's award-winning plan for balancing the conservation and protection of our cultural and natural resource heritage with our efforts to maintain an economically vigorous and fiscally responsible community.

The Trustees of the Arizona-Sonora Desert Museum believe that Alternatives C and D through Avra Valley may directly impact the Arizona-Sonora Desert Museum and also may have considerable impacts on conservation lands in the Sonoran Desert. We urge the responsible authorities to give fair weight to all potential impacts and to use the Sonoran Desert Conservation Plan as a guide.

Respectfully submitted,



Craig S. Ivanyi
Executive Director



Erik Bakken
Chair, Board of Trustees

I am opposing the proposed construction project of I-11 not just because I own a land parcel in the vicinity, but because everyone deserves the legacy of protected lands.

I once took a hike in a beautiful state park in Vermont. The trail wound its way up a mountain along a stream surrounded by lush forest. It was lovely...and yet it was *anything but* serene. Adjacent to the park was a pebble mine. It was extremely noisy and dusty. You could see through the trees to where the forest ended and the bald mountainside began. It was a reminder that property lines enclosing and separating land parcels are merely symbolic and arbitrary, leaving public or private property vulnerable to its adjacent entity, the filthy neighbor. If they attract rats, chances are you'll have rats too. An organic farm that has been in the family for several generations is ruined because of fracking on the neighboring parcel. A wooded campground or private getaway hears the buzz of chainsaws and helicopters logging nearby. One neighbor spraying chemical weed killers destroys the pollinators the next door neighbor has been cultivating from years of planting. Proximity is powerful and no life is protected by a property line.

As city dwellers and visitors from other parts of the world head west through the Tucson Mountains, they emerge through Gates Pass to witness the breathtaking panorama of Avra Valley. At sunset, people flock there to get out of their cars and hike the mountain, searching for a front-row seat. They all quietly share the experience of the air, the smell and the waning light of the sun as the sky turns deep red. The expanse of land stretching out before them is home to the spectacular Sonoran Desert with its unique ecosystem that is home to the iconic Saguaro cacti. It is something to behold.

I chose to buy a land parcel in the vicinity of Saguaro National Park and Tucson Mountain Park with the intention of preserving its unique ecosystem. As an artist I do paintings of the landscape. I will *not* dig a well or create a septic field. I understand that most people will want to use their property differently. But I bet that the people who have chosen to build houses and own property in that area chose to because of its beauty and its separation from the City of Tucson. There are hiking trails there and the Desert Museum. Saguaro Park West is a world renown gem that makes Tucson a special place to be and to visit. Like most beautiful places and things, it is fragile as well.

When I found out that a highway is being planned that will run right through this valley, it felt like hearing the sound of a needle shrieking across the scratch on a record, making me rip off my headphones in alarm. The appalling illogic, the sickening disregard for all that is important about humanity, made my stomach turn. The serenity will be forever lost to the constant roar of traffic. The air will be polluted by exhaust, the land will accumulate garbage. The process of construction will be so noisy and destructive that the ecosystem will suffer and the human experience will be compromised throughout the entire area. The delicate watershed that feeds Tucson will be forever vulnerable. Not to mention that people and wildlife will be displaced. To RUIN all this...for what? Of all the places to put a highway!!! I don't know how to say it loudly enough...**SAVE THE FLORA AND FAUNA!!! SAVE THE QUIET!!! SAVE THE PRIDE AND SOUL OF TUCSON!!! DON'T DO THIS!!!**



12090 N Thornydale Road
Suite 110, #328
Marana, AZ 85658
info@tortolitaalliance.com
www.tortolitaalliance.com

July 28, 2021

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

Subject: I-11 Final Tier 1 Environmental Impact Statement-Request For
Comment Period Extension to 120-Days

Dear Study Team:

The Tortolita Alliance (TA) is a local non-profit organization that advocates for the continued conservancy of the Tortolita Preserve and associated lands, ensuring protection of open space, wildlife habitat, watershed, and compatible recreational use.

We are requesting the comment period for the I-11 Final Tier 1 Environmental Impact Statement (EIS) be extended to 120 days (an additional 90 days). The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process.

Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We only became aware of the comment period from the Coalition for Sonoran Desert Protection of which we are a member group.

Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access.

A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5,000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the

issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.

Thank you for considering this request.

Regards,

A handwritten signature in black ink, appearing to read "Mark L. Johnson". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Mark L. Johnson
President

Cc: Carolyn Campbell, CSDP



August 13, 2021

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

Subject: I-11 Final Tier 1 Environmental Impact Statement-Opposition To The West Preferred Alternative Option

Dear Study Team:

The Tortolita Alliance (TA) is a local non-profit organization that advocates for the continued conservancy of the Tortolita Preserve and associated lands, ensuring protection of open space, wildlife habitat, watershed, and compatible recreational use.

Summary Statement

TA opposes the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway.

We have previously requested (7/28/21 letter) an extension of the comment period from 30 days to 120 days and once again make that same request.

Detailed Comments

Impacts To Public Lands

The West Option is located perilously close to a wide array of public lands, including:

- Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County).
- County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan.
- Tribal lands: owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation.

[I-11 Final Tier 1 Environmental Impact Statement](#)
[Tortolita Alliance Opposition](#)
[To The West Preferred Alternative Option](#)

Impacts To Wildlife Corridors

The West Option:

- Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains.
- Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal.
- In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway.

Impacts To Noise, Air and Light Pollution

The West Option would:

- Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park.
- Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area.
- Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research.

Impacts To The Economy

The West Option, along with the entire proposed route from the border to Casa Grande would:

- Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts.
- Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others.
- Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services.

[I-17 Final Tier 1 Environmental Impact Statement](#)
[Tortolita Alliance Opposition](#)
[To The West Preferred Alternative Option](#)

Impacts To Private Property

The West Option would:

- Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.

Thank you for the opportunity to comment.

Regards,



Mark L. Johnson
President

ec: Carolyn Campbell, CSDP
Mayor Honea & Marana Town Council
Sharon Bronson, Chair Pima County Board of Supervisors
Mayor Regina Romero, City of Tucson
Governor Doug Ducey
Mark Finchem, Arizona House of Representatives
Vince Leach, Arizona Senate
Tom Halloran, US House of Representatives
Mark Kelly, US Senate
Krysten Sinema, US Senate



Coalition for Sonoran Desert Protection

738 N. 5th Ave., Suite 205
Tucson, Arizona 85705
520.388.9925 * sonorandesert.org

July 20, 2021

Arizona Center for Law
in the Public Interest
Arizona Native Plant
Society
Bat Conservation
International
Cascabel Conservation
Association
Center for Biological
Diversity
Center for Environmental
Ethics
Defenders of Wildlife
Desert Watch
Environmental Law
Society
Friends of Cabeza Prieta
Friends of Ironwood Forest
Friends of Madera Canyon
Friends of Saguaro
National Park
Friends of Tortolita
Gates Pass Area
Neighborhood
Association
Genius Loci Foundation
Great Old Broads for
Wilderness – Tucson
Native Seeds / SEARCH
Protect Land and
Neighborhoods
Safford Peak Watershed
Education Team
Save the Scenic Santa Ritas
Sierra Club – Grand
Canyon Chapter
Sierra Club – Rincon Group
Sky Island Alliance
Southwestern Biological
Institute
Tortolita Alliance
Tucson Audubon Society
Tucson Herpetological
Society
Tucson Mountains
Association
Wildlands Network

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

RE: Request for comment deadline extension by 90 days for the I-11 Final Tier 1 Environmental Impact Statement

To Whom It May Concern:

We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process.

Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access.

A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.

Thank you for considering this request. As always, we appreciate the time you have put into this effort.

Sincerely,

Carolyn Campbell
Executive Director



12090 N Thornydale Road
Suite 110, #328
Marana, AZ 85658
info@tortolitaalliance.com
www.tortolitaalliance.com

August 13, 2021

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

Subject: I-11 Final Tier 1 Environmental Impact Statement-Opposition To The West Preferred Alternative Option

Dear Study Team:

The Tortolita Alliance (TA) is a local non-profit organization that advocates for the continued conservancy of the Tortolita Preserve and associated lands, ensuring protection of open space, wildlife habitat, watershed, and compatible recreational use.

Summary Statement

TA opposes the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway.

We have previously requested (7/28/21 letter) an extension of the comment period from 30 days to 120 days and once again make that same request.

Detailed Comments

Impacts To Public Lands

The West Option is located perilously close to a wide array of public lands, including:

- Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County).
- County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan.
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[Tortolita Alliance Opposition](#)
[To The West Preferred Alternative Option](#)

Impacts To Wildlife Corridors

The West Option:

- Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains.
- Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal.
- In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway.

Impacts To Noise, Air and Light Pollution

The West Option would:

- Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park.
- Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area.
- Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research.

Impacts To The Economy

The West Option, along with the entire proposed route from the border to Casa Grande would:

- Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts.
- Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others.
- Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services.

I-17 Final Tier 1 Environmental Impact Statement
Tortolita Alliance Opposition
To The West Preferred Alternative Option

Impacts To Private Property

The West Option would:

- Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.

Thank you for the opportunity to comment.

Regards,



Mark L. Johnson
President

ec: Carolyn Campbell, CSDP
Mayor Honea & Marana Town Council
Sharon Bronson, Chair Pima County Board of Supervisors
Mayor Regina Romero, City of Tucson
Governor Doug Ducey
Mark Finchem, Arizona House of Representatives
Vince Leach, Arizona Senate
Tom Halloran, US House of Representatives
Mark Kelly, US Senate
Krysten Sinema, US Senate



ALTAR VALLEY CONSERVATION ALLIANCE

14990 S. Sasabe Road, Tucson, AZ 85736
alliance@altarvalleyconservation.org
www.altarvalleyconservation.org

August 16, 2021

Interstate 11 Tier 1 EIS Study Team
c/o ADOT Communications
1655 W. Jackson St., Mail Drop 126F
Phoenix, AZ 85007
i11study@azdot.gov

RE: Comments on the Interstate 11 Final Tier 1 Environmental Impact Statement, Nogales to Wickenburg

To Whom It May Concern:

We appreciate the opportunity to provide comments on the Interstate 11 Final Tier 1 Environmental Impact Statement (FEIS), Nogales to Wickenburg. The Altar Valley Conservation Alliance opposes the West Preferred Alternative Option (West Option) described in the FEIS that proposes cutting through the rural Altar and Avra Valleys. We support collocation of I-11 in the Tucson area with the already existing infrastructure of I-10.

The Altar Valley Conservation Alliance is a 501(c)3 collaborative conservation organization of ranchers and other agriculturalists living and working in the Altar Valley. The Alliance began in 1995, when Altar Valley neighbors rallied together with the same vision: *conserving the Altar Valley for future generations*. The desire to leave the next generation with an open, healthy working landscape provided the rich soil from which the Alliance sprouted.

The Altar Valley is a 600,000-acre watershed, comprised of working ranches and the Buenos Aires National Wildlife Refuge. It is a key piece of the voter-approved Pima County Sonoran Desert Protection Plan, with over 20,000 acres of land included in the Conservation Lands System. The valley is also home to Kitt Peak National Observatory, which relies on the dark skies produced by the undeveloped landscape of the Altar Valley. Countless wildlife and biological species also call the valley's unfragmented landscape home.

A key tenet of the Alliance's mission statement is to "conserve healthy and productive working landscapes, including soil and water conservation, wildfire management, habitat conservation and protection of native species, and other environmental initiatives." The proposed location of the West Option in the Tier 1 FEIS for Interstate 11 through the undeveloped landscape of the Altar and Avra Valleys encourages the destruction of all of these things. The proposed Recommended Alternative would encourage urban sprawl and harm the rural character of the valleys. It would cause noise, air, and light pollution that would have negative regional impacts on a wide variety of lands, including, but not limited to: private land, Kitt Peak National



ALTAR VALLEY CONSERVATION ALLIANCE

14990 S. Sasabe Road, Tucson, AZ 85736
alliance@altarvalleyconservation.org
www.altarvalleyconservation.org

Observatory, Arizona State Trust lands, land in Pima County's Conservation Lands System, tribal lands, Saguaro National Park, and other public lands.

The Altar and Avra Valleys are no place for an interstate when the I-10 corridor already exists and development can be wisely planned to colocate within an already established transportation corridor.

Thank you for the opportunity to provide comments on the Interstate 11 Final Tier 1 Environmental Impact Statement (FEIS), Nogales to Wickenburg.

Sincerely,

A handwritten signature in black ink that reads "Sarah H. King". The signature is written in a cursive, flowing style.

Sarah H. King
Executive Director
Altar Valley Conservation Alliance



12090 N Thornydale Road
Suite 110, #328
Marana, AZ 85658
info@tortolitaalliance.com
www.tortolitaalliance.com

August 13, 2021

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

Subject: I-11 Final Tier 1 Environmental Impact Statement-Opposition To The West Preferred Alternative Option

Dear Study Team:

The Tortolita Alliance (TA) is a local non-profit organization that advocates for the continued conservancy of the Tortolita Preserve and associated lands, ensuring protection of open space, wildlife habitat, watershed, and compatible recreational use.

Summary Statement

TA opposes the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway.

We have previously requested (7/28/21 letter) an extension of the comment period from 30 days to 120 days and once again make that same request.

Detailed Comments

Impacts To Public Lands

The West Option is located perilously close to a wide array of public lands, including:

- Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County).
- County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan.
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[I-11 Final Tier 1 Environmental Impact Statement](#)
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[To The West Preferred Alternative Option](#)

Impacts To Wildlife Corridors

The West Option:

- Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains.
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- In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway.

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The West Option would:

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Impacts To Private Property

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Thank you for the opportunity to comment.

Regards,



Mark L. Johnson
President

ec: Carolyn Campbell, CSDP
Mayor Honea & Marana Town Council
Sharon Bronson, Chair Pima County Board of Supervisors
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12090 N Thornydale Road
Suite 110, #328
Marana, AZ 85658
info@tortolitaalliance.com
www.tortolitaalliance.com

August 13, 2021

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

Subject: I-11 Final Tier 1 Environmental Impact Statement-Opposition To The West Preferred Alternative Option

Dear Study Team:

The Tortolita Alliance (TA) is a local non-profit organization that advocates for the continued conservancy of the Tortolita Preserve and associated lands, ensuring protection of open space, wildlife habitat, watershed, and compatible recreational use.

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Thank you for the opportunity to comment.

Regards,



Mark L. Johnson
President

ec: Carolyn Campbell, CSDP
Mayor Honea & Marana Town Council
Sharon Bronson, Chair Pima County Board of Supervisors
Mayor Regina Romero, City of Tucson
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Tom Halloran, US House of Representatives
Mark Kelly, US Senate
Krysten Sinema, US Senate

As a Pima County resident residing in the northern end of the Tucson Mountains for the last 30+ years I am voicing my strong opposition to the West Preferred Alternative Option described in the Tier 1 Final EIS for Interstate 11.

This option will parallel and damage federal and county lands including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation. It will also disproportionately harm the minority and low-income communities who live within the West route area. I am also deeply concerned about how the West route will irrevocably damage several critical migration corridors — including those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Regional wildlife, like the desert bighorn sheep, desert tortoise, bobcat, mountain lion, javelina, and deer species, rely on these corridors to find mates, water, and food, and the West option could result in a staggering amount of roadkill. Putting an interstate through this area will also introduce significant noise, air, and light pollution that will disrupt nearby human and wildlife communities, as well as negatively affect our beautiful dark skies.

Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate here is in direct conflict with the purpose of these mitigation projects.

Sincerely,

*Keith Kleber
8935 N Scenic Dr
Tucson, AZ 85743*



12090 N Thornydale Road
Suite 110, #328
Marana, AZ 85658
info@tortolitaalliance.com
www.tortolitaalliance.com

August 13, 2021

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

Subject: I-11 Final Tier 1 Environmental Impact Statement-Opposition To The
West Preferred Alternative Option

Dear Study Team:

The Tortolita Alliance (TA) is a local non-profit organization that advocates for the continued conservancy of the Tortolita Preserve and associated lands, ensuring protection of open space, wildlife habitat, watershed, and compatible recreational use.

Summary Statement

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Impacts To Wildlife Corridors

The West Option:

- Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains.
- Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal.
- In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway.

Impacts To Noise, Air and Light Pollution

The West Option would:

- Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park.
- Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area.
- Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research.

Impacts To The Economy

The West Option, along with the entire proposed route from the border to Casa Grande would:

- Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts.
- Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others.
- Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services.

[I-17 Final Tier 1 Environmental Impact Statement](#)
[Tortolita Alliance Opposition](#)
[To The West Preferred Alternative Option](#)

Impacts To Private Property

The West Option would:

- Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.

Thank you for the opportunity to comment.

Regards,



Mark L. Johnson
President

ec: Carolyn Campbell, CSDP
Mayor Honea & Marana Town Council
Sharon Bronson, Chair Pima County Board of Supervisors
Mayor Regina Romero, City of Tucson
Governor Doug Ducey
Mark Finchem, Arizona House of Representatives
Vince Leach, Arizona Senate
Tom Halloran, US House of Representatives
Mark Kelly, US Senate
Krysten Sinema, US Senate

I-11 Tier 1 EIS Study Team
c/o ADOT Communications
1655 W. Jackson Street, MD 126F
Phoenix, AZ 85007

8-16-21

Dear I-11 Study Team,

I originally wrote you when the first I-11 proposal was issued in the summer of 2019 to voice my opposition to the west I-11 bypass route. My reasons remain the same, as outlined below. In addition, I would ask that you please extend the public comment period beyond today to allow more time for affected parties to read the lengthy impact statement and address their concerns.

As a Tucson resident, I feel that the proposed Interstate 11 bypass is damaging and inappropriate for many reasons. First, the City of Tucson and Pima County rely on the intact landscape of the proposed I-11 corridor to protect the unique cultural, natural, and scientific resources upon which our region's economy depends. A freeway would adversely affect Kitt Peak National Observatory with increased light pollution. It would seriously impact the serenity and integrity of three important regional attractions: Saguaro National Park, The Arizona-Sonora Desert Museum, and Ironwood Tree National Monument that collectively host nearly a million visitors annually. And along with the disturbance by sound, light, and air pollution, wildlife habitat will be affected. Four of Pima County's identified "Priority Vulnerable Species" live in the proposed corridor, and many other species would be impacted by the habitat fragmentation, disruption of wildlife corridors between natural areas, and increased traffic that would result from the construction of a large freeway.

In addition to the many environmental impacts, people's quality of life will be altered by a new freeway. Businesses such as restaurants, gas stations, and hotels along the existing I-10 corridor would lose customers as competitors would expand further west. Many residents who live in the proposed corridor site west of Tucson in Avra Valley will lose their property for the construction project, and those who remain will lose the reasons they chose to live there in the first place – rural living, frequent wildlife sightings, and quiet neighborhoods will be replaced by the sprawl and noise that inevitably grow up around interstates. Not to mention that Avra Valley is a hot spot for Valley Fever incidences, and construction would result in the release of large quantities of the spores that produce this respiratory disease.

Finally, it is an expensive proposition, one that could be done more cheaply by using existing infrastructure and expanding the existing I-10 footprint. Please consider all of these arguments in your assessment and drop the proposed I-11 corridor in favor of one that uses the existing footprint of I-10.

Thank you,
Robin Kropp
2558 E La Madera Dr
Tucson, AZ 85716

July 27, 2021

I-11 Tier 1 EIS Study Team
c/o ADOT Communications
1655 West Jackson Street
Mail Drop 126F
Phoenix, AZ 85007

Re: Proposed I-11

Please take note of my strong opposition to construction of a Highway 11 to the west of I-19 -- because it would cause the destruction of a natural desert area with the roadway itself and will encourage opening of many private retail and service stores along the roadway which would destroy even more of the desert. It would also increase nighttime light pollution hampering Kit Peaks telescopes. Also, the prevailing westerly winds would move increased noise and polluted air into the current western edges of the Tucson Mountain and Saguaro National Parks and residential areas which are already troubled by air pollution and drought.

Please take my opposition into consideration when approving or disapproving creation of a new highway – Highway 11.

Also, please include notification to me of any public meeting or hearing regarding I-11.

Thank you,


Joan M. Kurath

3101 South Carol Avenue
Tucson, Arizona 85735
520/883-2498
(joanmkaz@gmail.com)



DESERT TORTOISE COUNCIL

4654 East Avenue S #257B

Palmdale, California 93552

www.deserttortoise.org

eac@deserttortoise.org

Via email only

August 16, 2021

I-11 Tier 1 EIS Study Team
c/o ADOT Communications
1655 W. Jackson Street Mail Drop 126F
Phoenix, AZ 85007
I11Study@azdot.gov

RE: I11 Tier 1 Environmental Impact Statement (EIS)

Dear I-11 Tier 1 EIS Study Team:

The Desert Tortoise Council (Council) is a non-profit organization comprised of hundreds of professionals and laypersons who share a common concern for wild desert tortoises and a commitment to advancing the public's understanding of desert tortoise species. Established in 1975 to promote conservation of tortoises in the deserts of the southwestern United States and Mexico, the Council routinely provides information and other forms of assistance to individuals, organizations, and regulatory agencies on matters potentially affecting desert tortoises within their geographic ranges.

We appreciate this opportunity to provide comments on the location of the proposed I-11 freeway. Given the location of the preferred alternative for a route through the Avra Valley, in habitats likely occupied by Sonoran Desert Tortoise (*Gopherus morafkai*) (synonymous with Morafka's desert tortoise), our comments focus on maintaining and enhancing protection of this species. We also consider the protection of other species (see list attached) and the overall habitat protection and protection of habitat linkages as vital to conservation in the Avra Valley.

In the EIS the Recommended Alternative is a route through the Avra Valley (Executive Summary figure ES-2). The other alternative described (in addition to a no action alternative) is to upgrade the existing transportation corridor along the I-19 and I-10 through Tucson.

Clearly the Avra Valley option has the greater potential to negatively impact both native habitats and species, including the Sonoran Desert Tortoise as well as the quality of life of residents living in the area, which is currently rural to semi-rural in nature. We consider the impact to native habitat and native species including the Sonora Desert Tortoise as unacceptable. Not only would the new freeway itself take away important habitat, but also the options to add more transportation elements, such as rail and utilities in the future. Locating a new interstate highway in the Avra Valley would also likely lead to residential and commercial development along this new transportation corridor, as has occurred at many other locations where a new interstate highway skirts an urban area. We are most concerned that a freeway, through currently intact habitat, natural open space, publicly owned natural open space, and privately owned natural open space, will not only eliminate a measurable amount of existing habitat but will also fragment populations and their habitats for most of the extant species, not only of amphibians and reptiles, but also mammals and invertebrates. Such effects are likely to result in multiple species population losses over large areas, and the overall degradation of species richness and biodiversity.

This preferred alternative route through the Avra Valley is following existing natural open spaces. This route, in the Avra Valley region, will result in taking existing native habitat lands while avoiding parcels that have already been partially urbanized. This configuration will diminish the value of the remaining highest quality lands as native species habitat. It will also inhibit successful restoration and ongoing natural ecosystem recovery and regeneration of the numerous and extensive retired agricultural parcels that already are providing habitat for numerous native species.

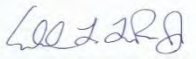
A special concern is the elimination of a previously agreed upon habitat connection passing through a parcel of Bureau of Reclamation land that was established as a mitigation corridor for the Central Arizona Project (CAP). This corridor includes potential habitat and annual migration behaviors of the Sonoran Desert Tortoise. We oppose the increased degradation of this parcel as it now exists as a corridor connecting the Tucson Mountain Park with other habitat lands in the Avra Valley and Ironwood Forest National Monument to the west. We realize that some disruption of it already exists. We also recognize that some mitigation can be provided by constructing overpasses and underpasses along a freeway. However even the best designed and deployed set of crossings cannot mitigate against the loss of connection for many species, especially those too small or local in their movements to travel or disperse over great distances. Only by allowing reasonably large and undisturbed, intact natural habitat to connect larger parcels can we say we have protected the sustainability of our native species and prevented many local extinctions that would result from increased fragmentation. We believe these needs may vastly exceed the scope of mitigation currently under consideration.

We ask that the current decision makers consider the use of alternative transportation systems, such as railroad transport, to move people and goods north and south through this area before deciding on a preferred alternative.

We support the alternative that provides the habitat protection and species sustainability offered by co-locating the I-11 along the Tucson corridor of the I-10.

We appreciate this opportunity to provide input and trust that our comments will help protect the Sonoran Desert Tortoise and other special status species during any authorized project activities. Herein, we ask that the Desert Tortoise Council continue to be identified as an Affected Interest for this and all other FHWA or ADOT projects that may affect the desert tortoises, and that any subsequent environmental documentation for this particular project is provided to us at the contact information listed above. We also ask that you acknowledge receipt of this letter as soon as possible so we can be sure the appropriate party has received our concerns.

Regards,

A handwritten signature in blue ink, appearing to read "E. LaRue, Jr.", is enclosed in a light blue rectangular box.

Edward L. LaRue, Jr., M.S.
Desert Tortoise Council, Ecosystems Advisory Committee, Chairperson

Attachment: Table 1. Amphibians and reptiles (herpetofauna, total of 52 species known) of Avra Valley (Robles Junction to Redrock Road), Pima and Pinal counties, Arizona.

Table 1. Amphibians and reptiles (herpetofauna, total of 52 species known) of Avra Valley (Robles Junction to Redrock Road), Pima and Pinal counties, Arizona. Coding of threats is: F = Habitat Fragmentation, M = direct road mortality, L-t F = long-term fragmentation of mountain habitat leading to genetic isolation based on small population sizes. Coding of current Status is: A = abundant, C = common, U = uncommon, R = rare, ((Mts) = primarily in desert mountain habitat, Ext = extinct in Avra Valley, NN = non-native.

Group (English Name)	Scientific Name	Threats from Proposed I-11	Current Status in Avra Valley	Urbanization Threats *
Lizards (17 species)				
Sonoran Spotted Whiptail	<i>Aspidoscelis sonorae</i>		U (Mts)	
Tiger (Western) Whiptail	<i>Aspidoscelis tigris</i>		A	
Common Zebra-tailed Lizard	<i>Callisaurus draconoides</i>		A	Fragmentation
Western Banded Gecko	<i>Coleonyx variegatus</i>	F, M	A	Fragmentation
Desert Iguana	<i>Dipsosaurus dorsalis</i>	F	C	Fragmentation
Long-nosed Leopard Lizard	<i>Gambelia wislizenii</i>	F	U	Fragmentation
Gila Monster	<i>Heloderma suspectum</i>	F, M	U (Mts)	Fragmentation
Mediterranean Gecko	<i>Hemidactylus turcicus</i>		NN	
Elegant Earless Lizard	<i>Holbrookia elegans</i>	L-t F	R (Mts)	
Goode's Desert Horned Lizard	<i>Phrynosoma (platyrhinos) goodei</i>	F	Ext?	Fragmentation
Regal Horned Lizard	<i>Phrynosoma solare</i>		C	
Common Chuckwalla	<i>Sauromalus ater</i>	L-t F	R (Mts)	
Clark's Spiny Lizard	<i>Sceloporus clarkii</i>	L-t F	C (Mts)	
Desert Spiny Lizard	<i>Sceloporus magister</i>		A	
Long-tailed Brush Lizard	<i>Urosaurus graciosus</i>	F	R	Fragmentation
Northern Tree Lizard	<i>Urosaurus ornatus</i>		A	
Common Side-blotched Lizard	<i>Uta stansburiana</i>		A	Fragmentation

Group (English Name)	Scientific Name	Threats from Proposed I-11	Current Status in Avra Valley	Urbanization Threats *
Snakes (23 species)				
Glossy Snake	<i>Arizona elegans</i>	F, M	U	Fragmentation
Banded Sand Snake	<i>Chilomeniscus cinctus</i>	F, M	C	Fragmentation
Tucson Shovel-nosed Snake	<i>Chionactis annulata klauberi</i>	F, M	Ext?	Fragmentation
Western Diamondback	<i>Crotalus atrox</i>		A	
Sidewinder	<i>Crotalus cerastes</i>	F	C	Fragmentation
Black-tailed Rattlesnake	<i>Crotalus molossus</i>	L-t F	C (Mts)	
Mojave Rattlesnake	<i>Crotalus scutulatus</i>	F, M	U	Fragmentation
Tiger Rattlesnake	<i>Crotalus tigris</i>	L-t F	C (Mts)	
Desert Nightsnake	<i>Hypsiglena chlorophaea</i>		C	Fragmentation
Common Kingsnake	<i>Lampropeltis getula</i>		C	Fragmentation
Sonoran Whipsnake	<i>Masticophis bilineatus</i>	L-t F	C (Mts)	
Coachwhip	<i>Masticophis flagellum</i>		A	Fragmentation
Sonoran Coralsnake	<i>Micruroides euryxanthus</i>	F, M	R	Fragmentation
Saddled Leaf-nosed Snake	<i>Phyllorhynchus browni</i>	F, M	U	Fragmentation
Spotted Leaf-nosed Snake	<i>Phyllorhynchus decurtatus</i>	F, M	U	Fragmentation
Sonoran Gopher Snake	<i>Pituophis catenifer</i>		C	Fragmentation
Western Threadsnake (Blindsnake)	<i>Rena humilis</i>		C	Fragmentation
Long-nosed Snake	<i>Rhinocheilus lecontei</i>	F, M	C	Fragmentation
Western Patch-nosed Snake	<i>Salvadora hexalepis</i>		C	Fragmentation
Ground Snake	<i>Sonora semiannulata</i>	F, M	R	Fragmentation
Southwestern (Smith's) Black-headed Snake	<i>Tantilla hobartsmithi</i>		R	Fragmentation
Checkered Gartersnake	<i>Thamnophis marcianus</i>		U	Fragmentation
Sonoran Lyre Snake	<i>Trimorphodon lambda</i>	L-t F	C	Fragmentation
Turtles (2 species)				
Sonoran Desert Tortoise	<i>Gopherus morafkai</i>	L-t F	C (Mts)	Multiple
Sonoran Mud Turtle	<i>Kinosternon sonoriense</i>		U	Desiccation

Group (English Name)	Scientific Name	Threats from Proposed I-11	Current Status in Avra Valley	Urbanization Threats *
Amphibians (10 species)				
Great Plains Toad	<i>Bufo (Anaxyrus) cognatus</i>		C	Fragmentation
Red-spotted Toad	<i>Bufo (Anaxyrus) punctatus</i>	L-t F	C (Mts)	
Sonoran Green Toad	<i>Bufo (Anaxyrus) retiformis</i>	F, M	Ext?	Fragmentation
Woodhouse's Toad	<i>Bufo (Anaxyrus) woodhousii</i>	M	Ext?	Desiccation
Sonoran Desert (Colorado River) Toad	<i>Bufo (Incilius) alvarius</i>	M	C	Fragmentation
Western Narrow-mouthed Toad	<i>Gastrophryne olivacea</i>	F, M	Ext?	Fragmentation
American Bullfrog	<i>Rana (Lithobates) catesbeiana</i>		NN	
Lowland Leopard Frog	<i>Rana (Lithobates) yavapaiensis</i>		Ext	Desiccation
Couch's Spadefoot	<i>Scaphiopus couchii</i>		A	
Mexican Spadefoot	<i>Spea multiplicata</i>	F, M	R	Desiccation

* Fragmentation threat includes highway barrier and road mortality in all cases

Tucson area comments on proposed I11

From: Arlene Leaf (glowleaf1@yahoo.com)
To: i11study@azdot.gov
Date: Tuesday, August 17, 2021, 12:48 AM GMT-6

Dear Sirs,

I am writing to protest the construction of I-11 thru Avra Valley. It would destroy this pristine area that took millions of years to create and hurt a major economic benefit to Tucson.

Millions of tourists come to this area yearly to experience this unique Sahuaro forest and the world renowned Arizona Sonoran Desert Museum which showcases the unique animal, flora, and fauna of this unique in all the world desert.

The proposed route cuts thru to western part of the Sahuaro National Monument as it follows the CAP route.

I understand that Las Vegas is becoming a major hub for distribution of goods. That in the future you are expecting increased trade with Mexico. There are other possibilities such as increasing the capacity of I-10 as it passes thru Tucson....widen it, make it a double decker. That would be far cheaper and far less impactful to our cherished environment than I-11.

When the project was open to Public discussion before I spoke to a representative from Washington...who wants it. He said Pima Association of Governments. So it seems Pima County is asking for it....there is always a conflict between developers and all others. Once this area is chopped up it is over for the future generations to learn from. Because congested Phoenix needs it, Pima County doesn't want to be left out.

Now with the Infrastructue Bill I am sure everyone is grabbing. Please be judicious in your decisions. I am sure there are many other necessary projects for Southern Arizona to request money for that will also have an economic impact without destroying our beloved desert.

Tucson's economy needs the on going tourist dollars which will greatly extend beyond the construction time and impact many more businesses in the area than a few construction companies. The tourists support the hotels, restaurants, transportation, local businesses ect.

Thank you for reading my plea.

Respectfully submitted,

Arlene Leaf

[Handwritten signature of Arlene Leaf]

L Ms. Arlene Leaf
1755 S Jones Blvd Apt R111
Tucson, AZ 85713-7104

PHOENIX AZ 852

18 AUG 2021 PM 4 L



I-11 Tier 1 EIS Study Team
c/o ADOT Communications
1655 W. Jackson Street
mail Drop
Phoenix, Az.

85007-327999

85007 [Barcode]

La Canada Norte II Homeowners Association
P O Box 698
Sahuarita, AZ 85629

TO: ADOT I-11 Tier I EIS Study Team
RE: Final Tier 1 Preferred Route West & East Alternatives from Nogales to Wickenburg, AZ
at the Sahuarita/Green Valley, AZ area

We homeowners oppose the West Alternative and ask that it be eliminated from further consideration and not carried forward to a Tier 2 study. We objected to that West Alternative when it was first presented a few years ago and believed it to be removed from consideration, yet here it is presented once again!

By running west from El Toro Road in Sahuarita it would destroy long established neighborhoods that currently offer the desired low density, beautiful desert, and larger size lots which support Sonoran flora and fauna, while allowing for wildlife corridors. Locating a high speed interstate freeway through this area would not only displace homes and residents, but would also increase noise, air, and light pollution for all remaining residents. Residents in this area have chosen to locate here precisely because of less traffic, and the quiet, dark nights, the starlit skies, and the peacefulness. Were it not so, they would have located in areas to the north nearer interstate freeways. We love living here, raising our children here, welcoming our grown children back to this area to settle and raise their children here as well.

To spend the time and money to do further analysis of this West Alternative route during a Tier 2 study is certainly a waste of resources. That route will not bring customers into the local business district, either in Sahuarita or Tucson, and will only devastate a large portion of our beloved desert. We believe the most beneficial and cost effective route for this section is the East Alternative that utilized I-19 and I-10. This route is already in place and ultimately could be prepared while doing the least damage.

Sincerely,

La Canada Norte II HOA

I11Study@azdot.gov

8/14/2021

Greetings,

The only viable freeway bypass alternatives are listed as follows.

1- A "big dig" beneath I-10 providing non-stop access from SE Tucson to NW Tucson with a few exits in between.

2- Freeway route starting at Houghton and I-10 up to Snyder, across Sabino Creek to Sunrise, along Ina to I-10. If the rich pricks don't like it they can f@*k off.

Sincerely,

Michael Lepley

RE: the proposed Interstate 11 (I-11) route from Nogales to Wickenburg. The FEIS now identifies TWO possible Preferred Alternatives, a West Option through Avra Valley AND an East Option that co-locates I-11 with I-19 and I-10 through the Tucson region. There is currently a 30-day public comment period for the FEIS, with public comments due on August 16, 2021.

August 14, 2021

I can't even believe that the western option for the proposed interstate 11 is on the table, especially when the eastern option is so simple, so much less harmless.

I am dead against running the highway through areas my family and friends and I hike almost every day. It would ruin the west side of the Tucson, one of the greatest treasures this city has ever had.

Put me down for no highway, but if there must be one, please be sure to run the East Option.

Best,

Peter Lourie
3440 West Goret
Tucson
520-500-6750

A handwritten signature in black ink, appearing to read 'Peter Lourie', with a long horizontal flourish extending to the right.



Arizona Native Plant Society

August 16, 2021

To the I-11 Tier 1 EIS study team:

The Tucson Chapter of the Arizona Native Plant Society **requests that the study team extend the period for public comments to 90 days**, making comments possible until October 16, 2021.

The Tucson Chapter of the Arizona Native Plant Society also **strongly opposes the construction of an I-11 Corridor along the West, or Avra Valley Route**. We urge the study team to reject the West option, and to instead pursue any anticipated I-11 development plans using the East option, which co-locates the proposed new highway with existing I-19 and I-10.

Rationale for extending the comment period to 90 days:

Construction of a new multi-lane highway will cost millions of taxpayer dollars and will affect the landscape and the communities of hundreds of thousands of people in southern Arizona. The Tier I EIS document and supporting materials is over 5,000 pages in length, and it is unreasonable to expect stakeholders in this endeavor to process and evaluate this document in only 30 days. In order to elicit the most helpful and representative comments from those many citizens affected by this project, we request that the comment period be extended from 30 to 90 days, to allow adequate public participation in this process.

Rationale for abandoning the West/Avra Valley option as a location for the construction of this highway:

1. The Avra Valley is an expansive landscape of largely undeveloped Sonoran desert habitat which is an important contributor to the biodiversity and the ecosystems of southern Arizona. It represents a major habitat for the iconic native plants and animals of the region, including species which are uncommon or under federal or state protection.
2. Highway construction through this landscape will reduce the sizes of native plant and animal populations, fragment species ranges, and compromise the connectivity of existing conservation units in the region, including the Tucson Mountain Park, the Arizona Sonora Desert Museum, the Saguaro National Park, the Ironwood Forest National Monument, the Bureau of Reclamation Wildlife Mitigation Corridor, the Tohono O'odham Nation, and the Santa Cruz River basin. Habitat fragmentation creates genetic isolation among subpopulations and has been shown to be a factor in local population extinction. The construction of a multi-lane highway bisecting this landscape will create a substantial challenge to the long-term survival of native species populations of both plants and animals in southern Arizona.
3. The West/Avra Valley location would negatively impact the effectiveness of the Sonoran Desert Conservation Plan, the award-winning Pima County initiative which attempts to thoughtfully balance development with the conservation and protection of our natural

and cultural heritage. The EIS fails to adequately address the true costs of mitigating damage to species under the protection of this Conservation Plan. Furthermore, the West location would pass through known occupied habitat of the Tumamoc globeberry (*Tumamoca macdougalii*), a species formerly listed as endangered under the federal Endangered Species Act. When it was de-listed, federal agencies agreed to protect the species as though it was endangered. We are concerned that the proposed Western option does not consider the impact on the species.

4. A highway in this open and highly visible habitat would degrade the landscapes of Pima County. It will generate air pollution from vehicle emissions, light pollution, and noise pollution and it will enhance the likelihood of the spread of invasive species into newly disturbed habitats. Roadways have been documented to be a major conduit for movement of seeds and propagules of invasive species. This pattern is true for most invasive plants threatening our natural desert ecosystems and the I-11 corridor will bring further degradation to the native habitat of this pristine desert landscape.
5. The West route would also create a corridor along which additional unsightly and expansive development is highly likely to occur. Such development will seriously negatively impact the natural desert experience of visitors to the Tucson area and the protected ecosystems the Avra Valley encompasses. The EIS fails to adequately account for the true cost of the West/Avra Valley route to the Tucson area economy from lost tourism revenue from this unnecessary and avoidable degradation of the Sonoran desert ecosystem.
6. Situating a major highway adjacent to the City of Tucson and the Tucson Active Management Areas basins for recharge and water recovery creates a potential problem for contamination of our critical water supply at a time when water management is becoming more and more essential to the economic future of our state.

The Arizona Native Plant Society is committed to the “appreciation, conservation, and restoration of Arizona native plants and their habitats.” As a consequence of this mission, we strongly urge the Study Committee to **reject the West/Avra Valley route as preferred alternative**. We urge the committee to focus their efforts on developing the East alternative in a way that will capture the benefits that this route would provide to the economy and the transportation system of the Tucson area.

We thank you for the opportunity to offer our assessment to your committee.

Sincerely,



Marilyn D. Loveless
President, Tucson Chapter
Arizona Native Plant Society

August 3, 2021

Karen Lowery
6021 S. Hopdown Lane
Tucson, AZ 85746
Hiker1724@yahoo.com

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

RE: Request for comment deadline extension by 90 days for the I-11 Final Tier1 Environmental Impact Statement.

To Whom It May Concern:

I would like to see a 90 day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project.

Many of the communities impacted by the Preferred Alternate Options within the Corridor Study area are minority and low-income populations who may not have access to the traditional means by which federal EIS processes are advertised and published. This would also include the Tohono O'odham lands where tribal members may have limited internet access.

A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unexpected nature of this project. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.

Thank you for considering this request.

Sincerely,

Karen Lowery
Concerned Citizen

August 3, 2021

Karen Lowery
6021 S. Hopdown Lane
Tucson, AZ 85746
Hiker1724@yahoo.com

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

RE: Request for comment deadline extension by 90 days for the I-11 Final Tier1 Environmental Impact Statement.

To Whom It May Concern:

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A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unexpected nature of this project. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.

Thank you for considering this request.

Sincerely,

Karen Lowery
Concerned Citizen

August 3, 2021

Karen Lowery
6021 S. Hopdown Lane
Tucson, AZ 85746
Hiker1724@yahoo.com

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

RE: I Oppose the West Preferred Alternative Option (West Option) described in the Tier1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11).

To Whom It May Concern:

The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, such as Saguaro National Park West, Ironwood Forest National Monument, the Tucson Mitigation Corridor, Tucson Mountain Park and open space properties purchased and protect under Pima County's Sonoran Desert Conservation Plan, as well as, Pascua Yaqui Tribe and Tohono O'odham Nation lands. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal.

The West Option would cause significant noise, air, and light pollution negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. It would negatively impact scientific research at Kitt Peak by increasing night lighting and compromising the ability of scientists to conduct their research. And it would destroy the rural character of the area west of the Tucson Mountains by exponentially encouraging urban sprawl.

The West Option would encroach on the private property rights of thousands of private property owners along the entire north-south length, lowering property values and destroying the rural character of the lands of Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.

The West Option would sever important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway.

The West Option would cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. It would also lead to negative impacts to tourism powerhouses such as the Arizona-Sonoran Desert Museum and Saguaro National parks West among others. In Avra Valley it would lead to far-flung sprawl development, creating a whole new need for east-west transportation options and other services.

The West Option would cost more to build and maintain than the East Option, which would co-locate I-11 with I-10 and I-19 through Tucson. My question to those supporting the West Option: Why would anyone spend more money on a project, when it would cost less to build on another better option? Also, presently in Arizona many roads and freeways are in dire need of repair, but the state and local communities do not have the funding to improve these roads which have become hazards to the drivers. Any new highways and/or roads have to be maintained and would put more strain on the state and local budgets.

The West Option is not an option for I-11; the East Option should be the route for I-11.

Sincerely,

Karen Lowery
Concerned Citizen



July 16, 2021

I-11 Corridor Study Team

Dear I-11 Study Team:

We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process.

Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access.

A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.

Thank you for considering this request. As always, we appreciate the time you have put into this effort.

Sincerely,

Joey Luliano

President, Arizona Bicycle Racing Association

To Whom it may concern:

We moved to 651 N. Double TJ Ranch Road from Chicago three months ago to avoid the congestion, greed and politics of big city life only to discover that the proposed I-11 freeway represents the worst combination of all of these disturbing aspects.

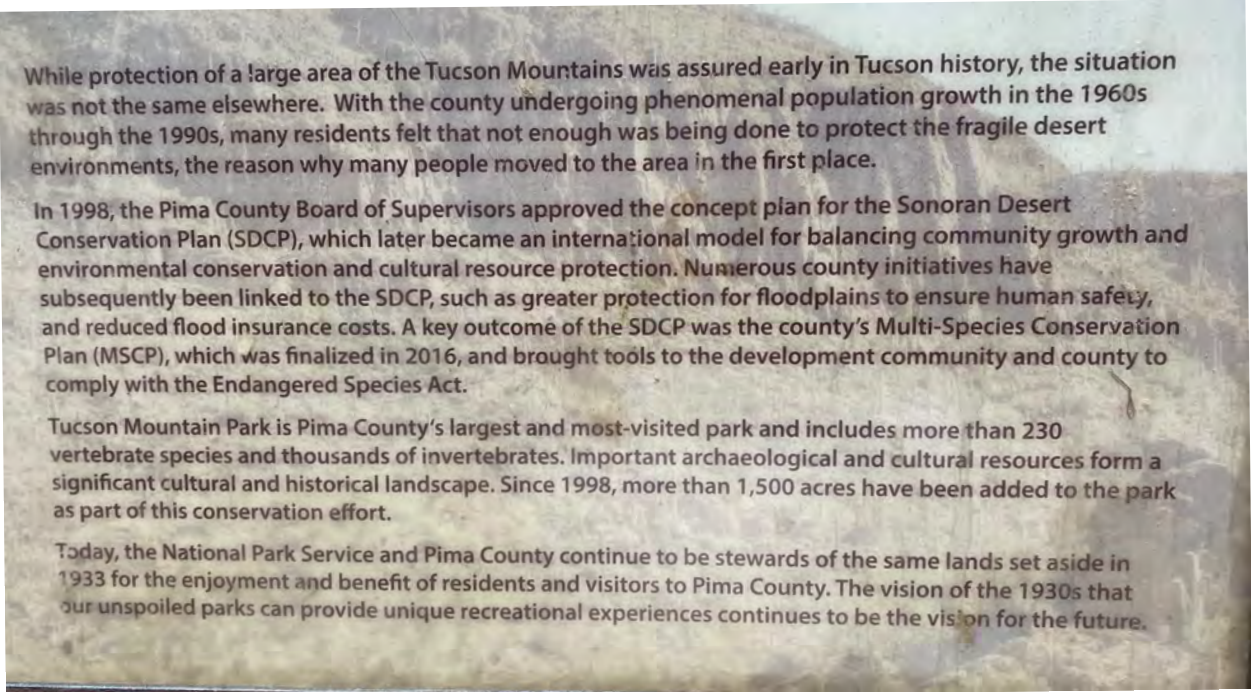
We are vehemently opposed to the destruction of one of the most important ecosystems in the world. There are no rationales for the displacement of residents, destruction of animal habitat, air, ground and aesthetic pollution, except for the greedy lust for money.

Millions upon millions of dollars have been poured into I-10 and I-19. Complaints about these freeways being too crowded are ridiculous. Having driving daily on congested major expressways and tollways in Illinois, Illinois freeways makes Tucson freeways look like a country lane.

Attached is a photo of a plaque on Gates Pass telling the story and mission of Tucson Mountain Park. The proposal for I-19 is a flagrant slap in the face of those who envisioned and fought to protect this fragile and vital area over eighty years ago.

We are firmly commitment to do what it legally takes to prevent the construction of I-11. Those involved in promoting the construction of I-11, which would cut a repulsive swath of destruction and sheer ugliness, will never have an argument strong enough to convince us otherwise.

In conclusion, the rest of the world will look on this multi-billion-dollar fiasco as the "sham and shame of Arizona."

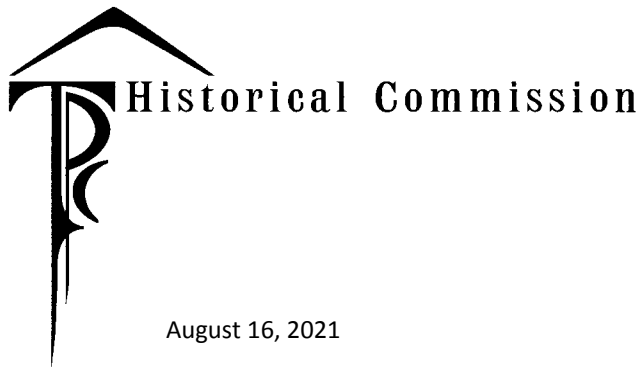


While protection of a large area of the Tucson Mountains was assured early in Tucson history, the situation was not the same elsewhere. With the county undergoing phenomenal population growth in the 1960s through the 1990s, many residents felt that not enough was being done to protect the fragile desert environments, the reason why many people moved to the area in the first place.

In 1998, the Pima County Board of Supervisors approved the concept plan for the Sonoran Desert Conservation Plan (SDCP), which later became an international model for balancing community growth and environmental conservation and cultural resource protection. Numerous county initiatives have subsequently been linked to the SDCP, such as greater protection for floodplains to ensure human safety, and reduced flood insurance costs. A key outcome of the SDCP was the county's Multi-Species Conservation Plan (MSCP), which was finalized in 2016, and brought tools to the development community and county to comply with the Endangered Species Act.

Tucson Mountain Park is Pima County's largest and most-visited park and includes more than 230 vertebrate species and thousands of invertebrates. Important archaeological and cultural resources form a significant cultural and historical landscape. Since 1998, more than 1,500 acres have been added to the park as part of this conservation effort.

Today, the National Park Service and Pima County continue to be stewards of the same lands set aside in 1933 for the enjoyment and benefit of residents and visitors to Pima County. The vision of the 1930s that our unspoiled parks can provide unique recreational experiences continues to be the vision for the future.



August 16, 2021

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

RE: Tucson - Pima County Historical Commission comments on the I-11 Tier 1 Final Environmental Impact Statement, Preliminary Section 4(f) Evaluation, and associated material

Dear I-11 Corridor Study Team:

I am writing on behalf of the Tucson–Pima County Historical Commission to endorse the comments of the Coalition for Sonoran Desert Protection, which comprehensively address the environmental and ecological impacts of the proposed I-11 freeway. The commission’s comments will focus on the impacts of the proposed freeway on the human habitat and the built environment. We previously requested an extension to the comment period to allow time for detailed comment. That request was not granted, therefore our comments are general in nature, but details are available on request.

We cannot support the West alignment due to irreversible adverse effects within the Area of Perceived Effect to:

- Traditional / ancestral Tribal lands
- Potentially eligible National Register of Historic Places (NRHP) Traditional Cultural Properties
- Potentially eligible NRHP Rural Historic Landscapes
- Sites that have yielded or may be likely to yield information important in history or prehistory
- Other local heritage and culture – the new freeway will attract suburban sprawl and nonlocal commercial development with associated lack of community investment, creating a sociocultural wasteland.

We cannot support the East alignment due to irreversible adverse effects within the Area of Perceived Effect to:

- Barrio Anita NRHP Historic District
- Barrio El Hoyo NRHP Historic District
- Barrio El Membrillo NRHP Historic District
- El Presidio NRHP Historic District
- El Paso & Southwestern NRHP-eligible Historic District
- Menlo Park NRHP Historic District
- Barrio Libre NRHP Historic District
- Dunbar / Spring NRHP Historic District
- Tucson Convention Center NRHP Historic Landscape
- Los Barrios Viejos pending National Historic Landmark
- City of South Tucson cultural heritage resources and potentially eligible NRHP historic properties and districts

- Traditional / ancestral Tribal lands
- Potentially eligible NRHP Traditional Cultural Properties
- Sites that have yielded or may be likely to yield information important in history or prehistory.

Both “preferred alternatives” create adverse effects that are impossible to mitigate, therefore we must recommend a “No Build” option. The other reasons we support a “No Build” option reflect the unique time we live in today. Predicted and unforeseeable changes caused by climate change, energy shortages, global pandemics, economic change, etc., demonstrate a need for radical change in transportation strategies and modalities. But I-11 supports and encourages the damaging transportation paradigms of the previous century. For example, the East alignment destroys (ethnic) communities, and the West alignment encourages unsustainable suburban sprawl.

If it is determined that I-11 *must* be built, we would recommend a Tunnel-Only East alignment, co-locating I-10 and I-11, undergrounding the freeway through the culturally / historically significant area from approximately Grant Road south to include the length of City of South Tucson. This project could be accomplished through creative use of existing technologies like those used to create the Papago Freeway Tunnel in Phoenix, or state-of-the art technologies like those used in Boston’s “Big Dig,” or emerging new technologies like those being developed by Elon Musk.

This elegant solution not only mitigates the adverse effects listed above, it removes the massive physical and psychological barrier of I-10, and reunites communities that have been divided since I-10 was built in the 1960s. The tunnel alternative would add Tucson to the growing list of exemplary cities using progressive, culturally sensitive approaches to solve their transportation challenges. Possible exciting opportunities for the new land over the tunnel include a plaza, park, or small-scale development.

We thank you for your time and efforts in seriously considering our comments.

Sincerely,



Teresita Majewski, Ph.D., RPA, FSA
Chair, Tucson–Pima County Historical Commission

cc: Tucson–Pima County Historical Commission; Tucson Mayor and Council Members; Jodie Brown, City of Tucson Historic Preservation Officer; Pima County Board of Supervisors; Chuck Huckelberry, Pima County Administrator; Linda Mayro, Sustainability and Conservation – Pima County



Rancho Buena Vista



Homeowners Association

P.O. Box 145

Sahuarita, AZ 85629

DATE: August 3, 2021

TO: ADOT I-11 Tier I EIS Study Team
FHWA

RE: Final Tier I “Preferred Route” West & East Alternatives from Sahuarita to Marana

We are writing to vehemently oppose the West Alternative. We ask that it be eliminated from further consideration, and NOT carried forward to a Tier 2 study for the following reasons:

1. By running west from El Toro Road in Sahuarita, it would disrupt & destroy several long established neighborhoods in Sahuarita that offer unique, desirable low density, lush desert, larger size lots which help to support a myriad of Sonoran desert flora & fauna, also providing space for wildlife corridors. Our subdivision is one of these. In addition to the likely displacement of homes & residents in the path, locating a high speed interstate freeway through this area would also increase noise, air, and light pollution for all remaining residents. While some people may choose to live next to a freeway, residents in our area have chosen to locate here **away** from traffic, because of the quiet, dark nights, & tranquility it offers.
2. The tremendous negative impacts on the delicate Sonoran desert - its plants & wildlife, of the route through the Avra Valley, would be devastating and irreparable. No amount of mitigation efforts would prevent this.
3. This west route would bypass the major growth areas of Sahuarita, which will be east of I-19 and north of El Toro Road, so it will not help with the possible increased traffic flow – most of which would travel towards Tucson. It would also divert some tourist traffic away from Sahuarita’s main business area at Sahuarita Road, so would not address the goal of I-11 to connect major economic markets.
4. This west route would also bypass Tucson –which is a major market area that relies on goods, services, and tourist dollars from Mexico, as well as from the populations along I-19. The bypass through the delicate sonoran desert could negatively impact the Tucson economy, and not help address any projected traffic increases through the Tucson area.
5. To spend the time and money to do further analysis of this route during a Tier 2 study would be a complete waste of resources. It is like trying to fit a square peg into a round hole. No matter how much it is studied, the destruction that would be caused by this route would still be inevitable and totally unnecessary.



Rancho Buena Vista



Homeowners Association

P.O. Box 145

Sahuarita, AZ 85629

6. It would be a far better expenditure of time and money to continue to maintain and improve both I-19 and I-10, since these will still be the main route for most travel between Mexico and Tucson.
7. Given the known effects of climate change, it is critical that the focus for future transportation needs, be methods that **reduce** the carbon footprint – not add to it.

We believe that the most beneficial and cost effective route for the Sahuarita to Marana section is the East Alternative that utilizes I-19 and I-10. This should be the only “preferred route” for I-11 from Nogales to Tucson included in the Final Tier I Record of Decision, to go forward to a Tier 2 study.

Thank you for your consideration.

Extremely Concerned Sahuarita Residents
Rancho Buena Vista Homeowners Assoc.

Jan McClellan

Jan McClellan, HOA President
rbvhoa@yahoo.com

Comments on Final Tier 1 EIS – August 2021

Submitted to:
I-11 Tier 1 EIS Study Team c/o ADOT Communications
1655 W. Jackson Street Mail Drop 126F
Phoenix, AZ 85007

Summary

These comments pertain to the Interstate 11 Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation. The focus of these comments is on factors affecting the choice of an option as defined in the Final Tier 1 EIS for routing of I-11 between Sahuarita and Marana. I strongly recommend the east option in Pima County, which increases capacity along the existing route of Interstate Highway 10 near downtown Tucson, in preference to the west option in Pima County through Avra Valley and Altar Valley.

The west option would severely impact nearby public lands, not only threatening the biological, geological, and archeological objects protected in those lands, but also degrading the experience of visitors to those lands. In addition, the west option would destroy the rural character of the Altar and Avra Valleys treasured by many residents.

The west option would sever critical migration corridors between important wildlife habitat areas.

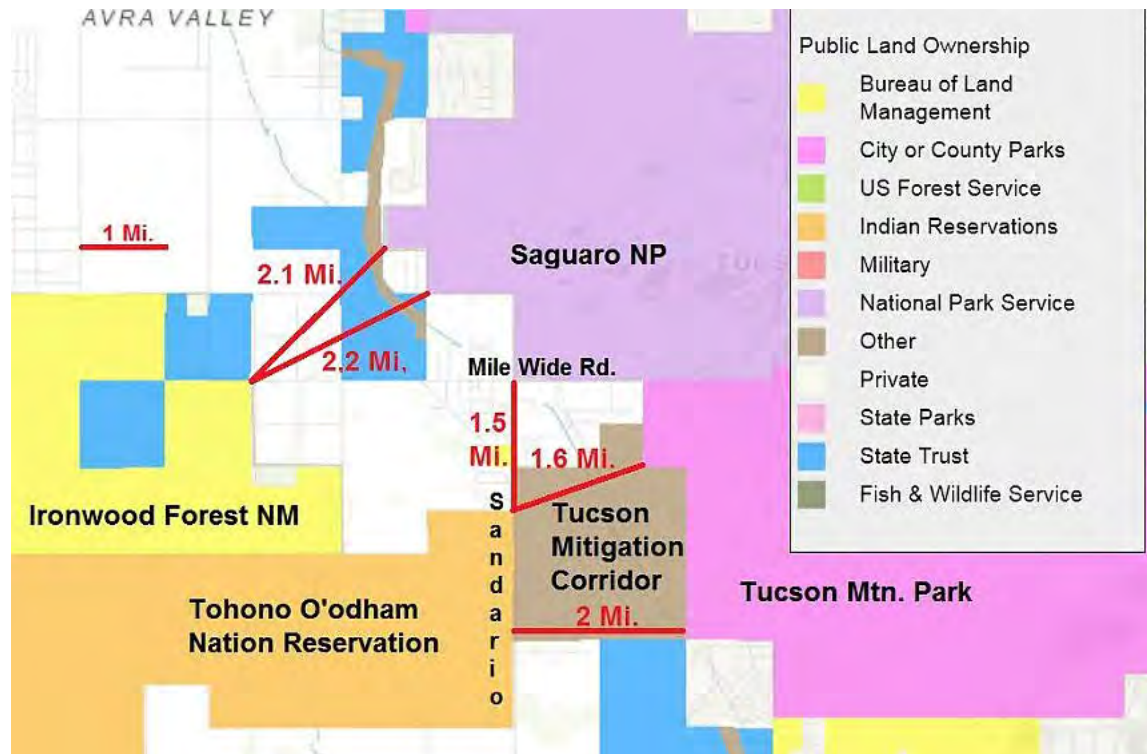
The west option would cost more to build than the east option.

The west option would place a freeway, with the threat of a toxic spill, next to the City of Tucson's major water supply.

The following paragraphs provide more details on some of the factors affecting the choice of an option.

Proximity to Public Lands

The west option in Pima County would place the I-11 near a number of lands that are of special importance to the public. West of Avra Valley are Ironwood Forest National Monument and the Tohono O'odham Nation. East of Avra Valley are the Tucson Mountain District (West) of Saguaro National Park, and the Tucson Mountain County Park. The west option would pass between the east and west portions of these lands and would be constructed within the Tucson Mitigation Corridor. The following figure illustrates the highly restricted situation in the vicinity of Mile Wide Road:



Any alignment of I-11 in the vicinity of Mile Wide Road would come within about one mile of public lands. Impacts such as noise and disturbance of visual quality will certainly be significant over such distances. Impacts due to a new development, such as a highway, which might cause almost unnoticeable disturbance in an already developed area (such as the east option), would cause a very noticeable disturbance in an undeveloped natural area (such as the west option).

4(f) Protection for Ironwood Forest National Monument

I disagree with the decision described in the Final Tier 1 EIS Chapter 4, 4.5.1.1 "Properties Preliminarily Determined Not Protected by 4(f)", page 4-36, that denies Section 4(f) protection to the Ironwood Forest National Monument (IFNM). That decision is also stated in the Section 4(f) Evaluation Supporting Documents (part 1), White Paper Regarding Potential Section 4(f) Constructive Use Impacts, on page 2.

The Final Tier 1 EIS indicates that the eligibility for 4(f) protection was assessed according to the FHWA Section 4(f) Policy Paper, (EIS Reference FHWA 2012b), (<https://www.environment.fhwa.dot.gov/legislation/section4f/4fpolicy.pdf>).

The FHWA Policy Paper states that the considerations for identifying the primary purpose of the land should include the management plan for the land. The Final EIS does discuss the management plan but for some reason concentrates totally on recreational use.

Although the IFNM Record of Decision and Approved Resource Management Plan (RMP):

<http://npshistory.com/publications/blm/ironwood-forest/rod-rmp-2013.pdf> , (EIS Reference BLM 2013) does have a section on recreation, it emphasizes the protection of objects including wildlife. The IFNM RMP states in 2.1.1 Purpose and Need, pages 19-21: *“The IFNM was designated to protect objects of scientific interest within the Monument, - - - “*, and *“- - - - The Monument proclamation assigns responsibility to protect objects for which the Monument was established and requires that an RMP be prepared to ensure that the management actions needed to do so are identified and implemented. The Monument Proclamation is the principal direction for management of the IFNM; all other considerations are secondary to that edict. - - - - “*. The *“Monument Proclamation”* referenced in the RMP is the June 2006 Presidential Proclamation 7320 establishing IFNM: (<https://www.govinfo.gov/content/pkg/FR-2000-06-13/pdf/00-15112.pdf>)

The proclamation does not even mention recreation. The proclamation does state that the purpose of IFNM is to protect objects, which include wildlife. The proclamation states *“NOW, THEREFORE, I, - - - - do proclaim that there are hereby set apart and reserved as the Ironwood Forest National Monument, for the purpose of protecting the objects identified above, all lands - - - - “*

The FHWA Policy Paper also says that the land does not have to be a part of the National Wildlife Refuge System for it to be considered a wildlife refuge. Question 1E on page 26 of the Policy Paper states *“ The term wildlife and waterfowl refuge is not defined in the Section 4(f) law - - - - In addition, any significant publicly owned public property (including waters) where the primary purpose of such land is the conservation, restoration, or management of wildlife and waterfowl resources including, but not limited to, endangered species and their habitat is considered by FHWA to be a wildlife and waterfowl refuge for purposes of Section 4(f).”*

In addition, the connectivity of wildlife to surrounding areas is an important aspect of a wildlife habitat. The I-11 west option in Pima County does impact the connectivity of wildlife in IFNM with nearby areas, such as the Tucson Mountains.

Therefore, I recommend that the Ironwood Forest National Monument (IFNM) be given 4(f) protection as a wildlife refuge, based on constructive use, and that the Tier 2 study and EIS treat the impacts of the west option in Pima County as thoroughly for IFNM as for Saguaro National Park.

Wildlife Connectivity

Wildlife connectivity is a major factor to be considered in deciding between the east and west options. The ability of wildlife species to disperse, reproduce, avoid inbreeding, promote biodiversity, and expand their home ranges is essential to their long-term welfare. The west option would cut across important wildlife migration corridors between the Tucson Mountains and natural areas to the west, such as Ironwood Forest National Monument (IFNM). The I-11 Tier 2 process must thoroughly address those impacts and corresponding mitigations.

In several places the Final Tier 1 EIS concentrates on impacts and mitigations of connectivity in the vicinity of the Tucson Mitigation Corridor (TMC). One example is Section 3.14, Biological Resources, 3.14.6.1 Tier 2 Analysis Commitments, MM-BiologicalResources-23, Page 3.14-24. These mitigations include I-11 wildlife crossings aligned with TMC siphons and prohibition of interchanges, and are limited to the area south of West Manville Road

The TMC is certainly important in providing direct connectivity to the southern part of the Tucson Mountains, and of course wildlife having entered the Tucson Mountains via the TMC can move over the entire length of the Tucson Mountains.

Nevertheless, providing more direct migration corridors to the northern part of the Tucson Mountains would improve the overall connectivity, and would be particularly beneficial to migration between Ironwood Forest National Monument (IFNM) and Saguaro National Park (SNP) West. North of the TMC, the Final Tier 1 EIS recognizes SNP West as a 4(f) protected area, and these comments earlier provide the rationale for giving 4(f) protection to Ironwood Forest National Monument (IFNM).

North of W. Manville Road and South of W. Avra Valley Road there are several Central Arizona Project (CAP) canal crossings that are readily identifiable from satellite imagery such as Google Earth. These include three wildlife crossing bridges at the following latitudes: 32° 19' 44"N, 32° 20' 28"N, and 32° 21' 30"N. These have an extent of about 2.5 miles along the canal. Four roads that might also support wildlife movement cross the CAP canal in this area at W. Orange Grove Rd., W. Magee Rd., Sandario Rd., and W. Twin Peaks Rd.

To determine whether there is significant current wildlife use of these crossings, the studies specified in the Final Tier 1 EIS, 3.14.6.1 Tier 2 Analysis Commitments, T2-Biological Resources-4, Page 3.14-21: *“Conduct tracking studies - - - -”* must apply to the crossings between W. Manville and W. Avra Valley Roads.

If data from that study should indicate significant wildlife use of those crossings, and If the Preferred Alternative with west option is chosen during the Tier 2 process, then the

mitigations committed to in MM-BiologicalResources-23, page 3.14-24: *“If the Preferred Alternative with west option is chosen - - - “* must be applied to the area between Manville and Avra Valley Roads, either by revision of MM-BiologicalResources-23, or by adding another MM-BiologicalResources commitment. This would include construction and alignment of I-11 wildlife crossing structures to match the wildlife crossings north of W. Manville Road.

Of course, more wildlife crossing structures will add to the construction cost of the west option, which will affect the choice of an option.

If data from the Tier 2 analysis should show insignificant use of the crossings in the area between W. Manville and W. Avra Valley Roads, then the Tier 2 EIS should state that finding and supply references to that data.

Noise

These comments focus on noise factors affecting the choice of the east or west options in Pima County.

Much of the discussion and presentation of data concerning noise in the Final Tier 1 EIS, Section 8, refers to the Orange, Purple, and Green corridor options that are shown in the Final Tier 1 EIS, Section 2, Figure 2-1, page 2-2. The west option in Pima County closely matches the Purple C corridor and is close to the Green D corridor, while the east option matches Orange B (along I-10) corridor.

In evaluating the effects of noise during the selection of the east or west option the Tier 2 study needs to consider measured existing noise levels, and predicted noise levels, as well as required levels such as the Noise Abatement Criteria (NAC).

Measurements of existing noise levels reported in the Draft Tier 1 EIS Appendix E8, Noise Report, March 2019, Table E8-2, Ambient Noise Monitoring Data, page E8-9, show that in a natural area such as West Saguaro National Park (SNP), near the west option, far from any major thoroughfares, the current ambient noise level is 39 to 46 dBA, while in more urban areas near the east option between Sahuarita and Marana the existing noise level range from 52 to 72 dBA.

Regarding predicted 2040 noise levels, the Final Tier 1 EIS, Table 3.8-2, Summary of Predicted 2040 Traffic Noise Levels, page 3.8-3 & -4, shows the following data pertinent to the east and west options:

Dist. from Road	50 feet	100 feet	250 feet	500 feet	1,000 feet
Purple C	66 dBA	65	61	56	50
Green D	59	57	53	48	42
Orange B (I-10)	78	77	72	67	60 dBA

In view of this data the Tier 2 study should reexamine the validity of the statement in the first paragraph of Final Tier 1 EIS, 3.8.1 Summary of Draft Tier 1 EIS, page 3.8-1, which states: *“Noise levels decrease by about 3 to 4.5 decibels for each doubling of the distance from the source roadway”*. The decrease is closer to 6dB for a doubling from 500 to 1000 feet for these corridors.

Final Tier 1 EIS, Table 3.8-3, Summary of Predicted 2040 Traffic Noise Levels at Major Parks and Recreation Areas, page 3.8-5, shows levels in the range of 39 to 45 dBA at the closest points to various public lands. For the Purple C corridor, the levels of 45 dBA at 2058 feet for SNP and 39 dBA at 5965 feet for IFNM are consistent with the 50 dBA at 1000 feet of Table 3.8-2 using a 4.5 dB reduction for each doubling of distance.

In both Table 3.8-2 and Table 3.8-3 the Purple C corridor has a level 8 dB higher than the Green D corridor. This seems surprising since the two corridors are close together, especially since Table 3.8-3 shows exactly the same distance, 5965 feet, from IFNM to the corridor edge for both the Purple C and Green D corridors. The Tier 2 study should investigate and explain this.

In public lands between Sahuarita and Marana the predicted traffic noise levels at distances greater than 1000 feet from I-11 for Purple C and Orange B are at least 10 dB lower than the Noise Abatement Criterion (NAC) of 57 dBA shown in Final Tier 1 EIS, Table 3.8-1, for serene and quiet lands. The NAC of Table 3.8-1 may be more realistic for a serene and quiet urban area represented by the east option than it is for more natural areas represented by the nearby public lands of the west option. Therefore, abatement might be required along some portions of the east option.

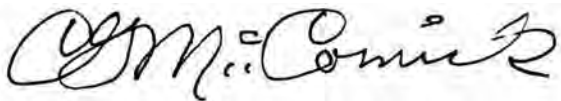
In summary, the above data shows that the predicted noise level along both the east and west options are no more than a few dB above the existing levels, and that both the existing and predicted noise levels along the east option are significantly higher, by about 10 - 12 dB, than along the west option.

In addition to level there are other characteristics of noise that determine how intrusive it is. These include spectral and temporal features that depend on the type of noise source and are more difficult to quantify. The added noise produced by a new project

should be more noticeable or intrusive if it comes from a different type of source than the existing noise, while it will be less noticeable if it comes from the same type of source. It is reasonable to assume that most of the existing noise along the east option is due to road traffic, while along the more rural west option it may be due to other causes.

The foregoing considerations of noise level indicate no advantages of the west option over the east option. Considering noise characteristics other than level favors selection of the east option of Pima County in preference to the west option. These factors should be thoroughly evaluated in the Tier 2 study.

Thank you for the opportunity to comment on the EIS, and please let me know if you want more information.

A handwritten signature in black ink, appearing to read "C. Gene McCormick". The signature is fluid and cursive, with a large initial "C" and "M".

C. Gene McCormick
20222 N. 101st Avenue, Unit 1059
Peoria, AZ 85382

Phone: (520) 730 6759
Email: genemick31@gmail.com

Comments to the U.S. Department of Transportation - Federal Highway Administration (FHA) and the Arizona Department of Transportation (ADOT) - Regarding the Final Tier 1 Environmental Impact Statement and Preliminary Section 4(F) Evaluation

Comments Submitted to I11Study@azdot.gov on August 16, 2021 by the Friends of the Sonoran Desert (FSD) – The Friends of the Sonoran Desert is a 501(c)(3) charity registered in the State of Arizona focused on stewardship of the Sonoran Desert throughout its range in Arizona, California and Mexico.

Colleagues:

The Friends of the Sonoran Desert (FSD) appreciates the opportunity to provide comments for this Environmental Impact Statement. A major concern for FSD is the siting of I-11 regarding the West and East options for Pima County. As detailed in this comment, we strongly object to the option of siting I-11 through the West option - through the Avra Valley.

Observations Regarding Impacts of Transportation Emissions

In the “Standard Responses” to Comments, the FEIS states that there were frequent comments that “expressed concern that the projects will increase greenhouse gases and exacerbate climate change” The response states that greenhouse gas emissions are different from other air pollutants because their impacts are not localized or regional, but rather “the entire plant. Presently there is no scientific methodology

for attributing specific climatological changes to a particular source. (Appendix H1, AQ-2, p.23.)

This assertion is out of step with both current climate science and applicable case law. Indeed, it is a statement one might expect to see twenty or thirty years ago, but not in 2021. It is also out of step with the current administration's policies regarding both climate change and NEPA.

The transportation sector is widely recognized as the leading contributor to greenhouse gas emissions in the United States. See <https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions>, <https://www.wri.org/insights/everything-you-need-know-about-fastest-growing-source-global-emissions-transport>. It is imperative that analysis for new highways such as I-11 include both state-of-the-art projections reflecting a reasonable range of climate change on the proposed highway. While it is true that all climate effects, in essence, are cumulative effects, that neither excuses the requirement for analysis nor means analysis is not feasible.

Appendix E2, "Travel Forecasting Methods and Analysis Report in the FEIS reveals what appears to be a sophisticated Arizona specific travel demand model projecting population, employment and transportation measures, including lane miles, travel time, vehicle miles, average daily traffic, average weekday traffic and 2040 traffic models in 2040, as compared to 2018. That is an excellent foundation on which to add modeling regarding projected use of fossil fuels versus other energy sources for fueling single vehicle modes of transportation. From that, ADOT could extrapolate estimates of greenhouse gas emissions and the associated effects as current case law requires (see discussion below).

ADOT also needs to consider the effects of climate change on the proposed highway. Indeed FHWA has been evaluating these types of impacts for several years. See, for example, <https://highways.dot.gov/public-roads/januaryfebruary-2017/preparing-change> The recently released IPCC report provides the most sophisticated analysis yet about the regional impacts of climate change.

ADOT also needs to consider the effects of climate change on the proposed freeway. Indeed, FHWA has been evaluating these types of impacts for several years. See, for example <https://highways.dot.gov/public-roads/januaryfebruary-2017/preparing-change> The recently released IPCC report provides the most sophisticated analysis yet about the regional impacts of climate change.

The seminal case related to the requirement for agencies to analyze the effects of climate change in the NEPA process prior to decision making involved the promulgation of Corporate Average Fuel Standards. In “Center for Biological Diversity v. Nat’l Highway Traffic Safety Admin., 538 F.3d 1172 (9th Cir 2008), the Court of Appeals for the 9th Circuit (which includes Arizona) in fact acknowledged the global nature of greenhouse gas emissions and stated that, “impact of greenhouse gas emissions on climate change is precisely the kind of cumulative impacts analysis that NEPA requires to conduct.” *Id.* at 1217. Numerous judicial decisions since 2008 have upheld the requirement to analyze greenhouse gas emissions and their effects, despite the impossibility precisely what the level of emissions would be

from a particular project or being able to project precisely where the impacts would be felt. *Sierra Club v. FERC*, 67 F.3d 1357, 13745 (DC.Cir.2017). Instead the federal courts have been clear that agencies are obligated to use the tools that are available in a responsible manner. *Wild Earth Guardians v. Zinke*, 368 F. Supp.3d 41, 79(D.D.C. 2019), including the social cost of carbon methodology, which offers the public and decision makers an analytical framework for distinguishing between the impacts of alternative course of actions. The Biden administration has already announced updates to this methodology. <https://www.whitehouse.gov/cea/blog/2021/02/26/a-return-to-science-evidence-based-estimates-of-the-benefits-of-reducing-climate-pollution/>

It is not enough for an agency to present an estimate of emissions under the various EIS alternatives along with a generalized discussion of climate change. Rather, the agency must discuss the impacts of climate change on the environment affected by the proposed action – here, the arid Southwest – and particularly vulnerable populations, like on the Tohono O’odham reservation. *Sierra Club v. FERC*, 867 F.3d at 1734. It is, of course expected that an agency would include both the beneficial and adverse impacts on climate change of a proposed action. *Wild Earth Guardians v. Zinke* Id: *Sierra Club v. Sigler*, 695 F.2d 957(5th Cir. 1983).

Given the fact that the I-11 Tier FEIS is utterly devoid of the type of analysis required under NEPA, we ask that ADOT, in consultation with the FHWA prepare a supplemental EIS on the issue.

Additional concerns and issues with the EIS

Since the late 19th Century, the Avra Valley has been a destination site for local Tucson residents and visitors. The Valley is an exceptionally significant example of rich Sonoran Desert wildlife, and there have been multiple successful efforts to establish Federal, State, and local parks and protected areas. This is a relatively small area of very significant recreational value. All of the special and significant values of the site to our community and economy, arguably global value, will be substantially destroyed by a highway essentially dividing the valley, and enabling commercial activities incompatible with the Valley as a treasured destination site. The East option, while not uncomplicated, would relatively be an upgrade of the existing freeway, and has the preference of Pima County, and the cities of Tucson and Sahuarita; and of other public constituencies.

Regarding the West and East options, FSD understands that ADOT will “make a more informed decision after completing detailed environmental and engineering studies prior to selecting and alignment in Tier 1.” In the following comments, we identify several areas of concern that we ascertain have not been suitably considered in relation to this proposed initiative, including particularly relevant to the options for Pima County.

We note that the cooperating agency reviews identify numerous issues that are in need of further environmental and engineering studies to enable ADOT’s informed decisions regarding the options for Pima County. We expect that the conduct of such studies and their results will be available for public review and analysis.

FSD notes that on page 6-20 of the EIS that a highlighted section notes that “The Preferred Alternative carries forward both the west option and east option in Pima County, allowing ADOT to make a more informed after completing detailed environmental and engineering studies prior to selecting an alignment in Tier 2” Essentially, as we understand the circumstances that now the Federal Highway Administration and the Arizona Department of Transportation are not prepared to propose or conclude the corridor for the I-11 highway through Pima County thus precluding the consideration of substantial information in the decision for public review.

This circumstance coupled with the concern by FSD that in the current EIS the agencies conflate the review of air quality and climate change in a manner that is significantly disconcerting. This treatment is not reflective of growing and more serious concern and attention to global change in the EIS process.

The Avra Valley is a relatively small geographic area, with an abundant and rich Sonoran Desert diverse fauna and flora. That richness and diversity is arguably due to attributes of the climate and isolated nature of the local. There are significant reasons why this area has been treated specially with multiple efforts to provide needed stewardship to the area, including as a site for many Federal, State and private protected areas – most open for public use and recreation.

The concerns and issues coupled with the comments by cooperating agencies related to potential, undesirable impacts, not significantly addressed in the EIS, is of significant concern to FSD. We ask that further efforts be undertaken to resolve those issues, and that any

reviews of such efforts be made available for public review and analysis.

FSD requests the Federal Highway Administration and the Arizona Department of Transportation develop a Supplemental Environmental Impact Statement on the selection of the corridor through Pima County.

Following are additional comments by FSD regarding issues needing further attention for the corridor selection in Pima County and elsewhere in the development of I-11 as discussed in the July 2021 Final Tier 1 Environmental Impact Statement.

- 1) The length of time provided to review and prepare comments on issues addressed by the current EIS, and the need for an extension of the time for public review.

The Final EIS and the Appendices includes hundreds of pages of detailed material that fundamentally is impossible, within the 30 days allotted, to provide a thorough review by a majority of concerned citizens. Moreover, while preparation of this EIS clearly was the subject of significant investment; there is no clear timetable on how the initiative will be further funded or implemented. There appears to be no projected timetable or contractual commitments that would establish a need to limit the time for so short a 30 day review. Is there a statutory or regulatory limitation on the time that may be available under such circumstances? If not, we propose that the current document be available for further comment and contributions by concerned citizens and expert contributors.

A primary concern is that there are many comments by Federal and State agencies raising questions and concerns regarding the choices of the siting of the freeway particularly regarding Pima County alternatives. FSD has requested a Supplemental Environmental Impact Statement in his regard. Better understanding of these issues of concern would benefit from input by non-government experts and concerned citizens who were not participants in the detailed review by ADOT and the cooperating agencies. We note that many of the agency comments raise questions that are not resolved in the current EIS. Development of a Supplemental Environmental Impact Statement and a significant extension of the time available for input and participation could enhance understanding and resolution of the outstanding uncertainties.

FSD questions the need for such a short comment period for a major document which would benefit from additional, substantive information. Despite multiple efforts by FSD to reach ADOT staff by telephone concerning questions we had regarding the content of the Final Environmental Impact Statement, we were unable to secure clarification on any questions concerning the draft. ADOT's Tucson office apparently has no staff dedicated to the development of the EIS, and has referred inquiries to the Phoenix headquarters. ADOT voice mail messages suggest inquiries be limited to those by email. The time frame, assuming there are actually staff available to respond to such emails, is simply too short to allow for clarifications.

The Federal EIS process is in part intended to provide meaningful public engagement in the planning process. Yet the public has been afforded very limited time to review an EIS for a major initiative which we understand will be in additional planning for up to a decade of

further effort, and for which there is no identified funding for completing planning much less construction. Again, we note that on Page 6-20 of the Final EIS that: an informed decision on the options in Pima County will not be made until “after completing detailed environmental and engineering studies prior to selecting an alignment in Tier 2. This may clearly involve review by specialists, but how will those detailed studies be completed if there is no funding? While there may be limited or no funding, with additional time there is the prospect that knowledgeable people with needed expertise can be identified to be further engaged in the process.

While FSD understands FHA and ADOT already has rejected at least one request for an extension of the time for public review and comment, we requests that the period for public review and comment be extended until at least until the end of the calendar year. Based on the lack of funding for this initiative, it would seem to be appropriate to facilitate the potential of enabling needed research and studies by the public sector, including the academic community that may extend beyond that time.

If this is not possible, for example because of legislative or regulatory time limitations, we would appreciate receiving documentation of those constraints.

- 2) FSD is very concerned about the limited scope of environmental issues addressed by the Purpose and Need for the Proposed Facility. A completed analysis of corridors without consideration of major environmental impacts would seem to be contrary to NEPA.

As a refresher: Section 101 of NEPA sets forth a national policy "to use all practicable means and measures, including financial and technical assistance, in a manner calculated to foster and promote the general welfare, to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans." 42 U.S.C. 4331(a). Section 102 of NEPA establishes procedural requirements, applying that national policy to proposals for major Federal actions significantly affecting the quality of the human environment by requiring Federal agencies to prepare a detailed statement on: (1) the environmental impact of the proposed action; (2) any adverse effects that cannot be avoided; (3) alternatives to the proposed action; (4) the relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity; and (5) any irreversible and irretrievable commitments of resources that would be involved in the proposed action. 42 U.S.C. 4332(2)(C).

The intended purpose of the proposed action is to promote and facilitate growth through traditional automobile and truck transportation. It is significant that the purpose of the proposed action is not solely perceived a response to future problems, but also to provide opportunities for advancing growth focused on the corridor. The process of reviewing the primary impacts and establishing the merits of alternatives for proposed actions is at the heart of NEPA.

The primary issues at hand is the finalization of a corridor for I-11 in Santa Cruz, Pima, Pinal, Maricopa, and Yavapai Counties, and the choice of a preferred alternative option for the highway either on the West or East side of the Tucson Mountains. However for these decisions, as well as for planned construction of the I-11 highway throughout its course, FSD would emphasize consideration of three major impacts for consideration in complying with NEPA and established EIS practice.

First, the current EIS focuses on the types of environmental impacts directly resulting from the construction of the freeway. Many of these impacts are significant, and in many cases not particularly well understood. As time available for preparation of public comments are limited by the very short comment period, and the volume of concerns

and deficiencies in information for Federal and State agencies is large - additional time for such review contributing to the Final EIS would be warranted. Many issues raised by responsible government managers have not been resolved, and with time and effort could be clarified. More time, unless it is legally prohibited, would help ensure more and better information for guiding the process.

As an example, there is a wealth of information about adverse impacts of ill-planned barriers to daily and seasonal movements of wildlife. Some of these concerns were recognized in the summaries of Cooperating Agency Comments. Such barriers can be structural, but also related, for example to noise and lighting. A dedicated proper literature survey and analysis by public land managers and qualified scientists would help provide certainty to planning devoid of available facts. Where are the species of concern, and what kinds of mitigation or alternative planning should be considered? Of particular concern in the Avra Valley will be new and extensive fragmentation and erosion of habitat that predictably will diminish wildlife populations, including in protected areas established in part to combat those losses. Overall is it possible to construct a modern highway down the middle of Avra Valley without causing extensive, irreversible damage to the wildlife populations and the habitats established and maintained at great cost and effort by government agencies and the public?

The Final EIS is notable for the lack of such analyses, much of which could benefit from appropriate literature reviews and consultations with specialists, and further engagement with responsible Federal and State wildlife specialists, and private sector experts.

Second, there are the concerns about the direct environmental impacts of the intended growth resulting from the actual construction of the freeway. As intended by the initiative of the highway, including in the Avra Valley potentially, construction of the freeway will promote conversion of natural habitat into human habitat that would represent problems and opportunities. In part this analysis would be favorably enabled by doing the work of identifying where growth would occur, e.g. public versus private lands. Such a review would enable a projection of the scale of impacts expected, and should inform the initial choice of routing of the freeway.

A case in point for the Avra valley, and elsewhere along the highway route, are ephemeral surface waters, in the Sonoran Desert –washes. Washes are concentrators of water in the desert and apparently are increasingly recognized as contributing to aquifer restoration in the region. Washes also are important habitats for making water available for wildlife, and plant communities vital to the Sonoran Desert ecosystem. That will probably be even more important as the region becomes hotter and drier (which should be a significant issue in the EIS). Understanding where wash systems might be impacted by additional growth and development can inform development and implementation of management strategies by Federal land managers and private land owners that can provide needed stewardship for these resources. There are many such examples in the EIS of where needed time and effort can contribute to professional planning – including decisions related to the Preferred Alternative options.

Third, the environmental impacts of the growth from the construction of the highway will increase greenhouse conditions which should have been subject of initial review as part of the draft Tier Environmental

Impact Statement. As noted in ES.1 Project Background, this project was conceived almost 20 years ago - when at about the same time concerns of global change resulting from green house emissions were already of concern.

From the 2021 IPCC report: A.1. Human activities are estimated to have caused approximately 1.0°C of global warming above pre-industrial levels, with a *likely* range of 0.8°C to 1.2°C. Global warming is *likely* to reach 1.5°C between 2030 and 2052 if it continues to increase at the current rate. (*high confidence*) (Figure SPM.1) {1.2}

See: <https://www.ipcc.ch/sr15/>

This projection, which has been honed by the international scientific community coincides with the planning period of I-11 – major transportation planning for a region widely recognized for the prospects of warmer and drier climate, and water needs for which there are no current, sufficient sources. As promoted by ADOT, the I-11 proposal epitomizes the problems for critical decision making and decisions IPCC has emphasized within the next twenty years. Acknowledgment and consideration of this dilemma in Tier 1 Environmental Impact Statement is most warranted.

Currently, the Tier 1 Environmental Impact Statement provides a major choice on siting, and promotion of a multi-decadal pollution source without consideration of its impacts on greenhouse gases and regional and global climate change.

The importance of this problem certainly is not adequately addressed in the less than five page summary (3.10) under Air Quality largely focused on National Park Service concerns regarding air quality and

Saguaro National Park West; and on traditional limitations of the EIS to air quality particularly carbon monoxide emissions.

The proposed action by FHA and ADOT will predictably result in multifold contributions to increased carbon dioxide in the atmosphere. I will also certainly contribute to demand for water for which there are no significant reliable sources for such additional use in the Southern Arizona region.

The proposed action for completing I-11, potentially not completed within ten to twenty years, is planned during a critical time identified by the IPCC for controlling carbon dioxide emissions and limiting the impacts of global warming and change. The latest publication this month of the "IPCC 2021 Climate Change 2021: the Physical Science Basis" is the most recent of mounting evidence of the seriousness of this issue. The final EIS advances the significant increase of fossil fuel based transportation without noting the potential impacts or alternatives.

Arizona, along with other states, is facing major challenges in the coming decades regarding very significant climate change. Projected rising temperatures will adversely impact construction costs and population and economic growth in many areas.

The importance of this problem is not adequately addressed in the less than five page summary (3.10) under Air Quality largely focused on National Park Service concerns regarding air quality and Saguaro National Park West; and on traditional limitations of the EIS to air quality particularly carbon monoxide emissions.

The proposed action by FHWA and ADOT will have multifold contributions to increased carbon dioxide in the atmosphere and other environmental impacts designed to promote development that will result in increased demand for water in the Southern Arizona region.

Overall planning for I-11 planning for siting must consider major climate challenges, including associated health and environmental impacts. The Final EIS does not provide any substantive rationale why the course outlined in 3.10.2 should be acceptable. Fundamentally the draft only references air quality concerns and suggest that they would be addressed in the Tier 2 analysis. The issue regarding global change is not an air quality issue, it is a global warming issue.

The proposed action by FHWA and ADOT predictably will have multifold contributions to increased carbon dioxide in the atmosphere and other environmental impacts designed to promote development that will result in increased demand for water in the Southern Arizona region. Is it appropriate that we design and spend a transportation system without regard to needed mass transit and water stewardship and use?

As noted in ES.2 Scope of Final Tier 1 EIS – “The “EIS does not preclude rail or utility colocation if this infrastructure is implemented in the future. The planning for any future rail or utility infrastructure co-located with I-11 would need to include a separate environmental review process.” Understandably inclusion, for example for possible mass transit is complicated. However, planning and building for I-11 could easily irretrievably remove or preclude construction for options for mass transit. Without proactive planning to accommodate alternative transportation and energy systems, will we be limiting the

future to largely just traditional single passenger cars, buses and trucks? Other countries have gotten beyond this model decades ago. Why can't we?

Essentially, the Final Tier 1 Environmental Impact Statement will by the current process heavily direct human settlement where population growth will predominate in Arizona for the remainder of much of the century. There will be resulting benefits, challenges and presumably major problems for direction of that growth without due consideration of those realities. One cannot escape from the conclusion that we are directing where growth and the consequences of growth will occur.

Arizona along with many other states is facing major challenges in the coming decade(s) regarding very significant climate change. Projected rising temperatures will adversely impact construction costs and population and economic growth in the region, and there is no current scenario for significant increases in water resources to support development proposed to be facilitated by the new I-11 transportation corridor.

3) We have in this EIS a major initiative that does not examine the consequences for promoted growth, and is ill-prepared for ensuring there will be the resources or conditions to sustain that growth

Further planning for the proposed expansion of the I-11 freeway should be limited to the East Option in Pima County. Construction of the I-11 freeway in the Avra Valley is widely and significantly opposed by citizens in the region and non-government organizations. The West Option in Pima County in Avra Valley is opposed by the Pima County

Board of Supervisors, and the Tucson City Council. The City Council of Sahuarita has formally opposed the West Option.

Construction of the I-11 Freeway through the Avra Valley will inflict major environmental damage in the region, and destroy the rural environment valued by a large majority of its residents.

Since the late 19th century, the Gates Pass through the Tucson Mountains has been the popular for city citizens and visitors to the exemplary Sonoran desert ecosystem in the Avra Valley. This is an area of very significant investment over decades by the Federal, State, and local government agencies, and private sector.

The proposed alternative through the Avra Valley will completely wall off the Saguaro National Park West and Tucson Mountain Park and other protected areas in the Avra Valley, restricting daily and seasonal movements of wildlife in the region. With the freeway will come physical barriers, noise, air pollution and lights that will forever negatively alter the values and public investment in this place. No amount of mitigation will repair the damage. A major existing economic resource for the larger Pima County region will be destroyed by a highway through the Avra valley. There is an alternative route should this expansion of I-11 move forward and that is the existing I-10 corridor.

- 4) The Final EIS on page ES-2, notes that the "EIS does not preclude rail or utility if this infrastructure is implemented in the future. The planning for any future rail or utility infrastructure is implemented in the future. The planning for any future rail or utility infrastructure co-located with I-11 would need to include a separate environmental review process."

Why would we not consider planning for rail or infrastructure co-located with I-11 in this process? Are we going to restrict planning of a highway with 20th century limitations when there are numerous technological advances and alternative systems, such as rail, that could provide an interstate transportation system for our future. The current plan for funding construction, and completion seemingly already will take decades. And then we will look at redoing to incorporate current options and current technology?

5) Review of 4f property approvals needs further emphasis.

Considerable resources have been devoted to the establishment of 4f property designations, and stewardship – with significant emphasis to their contribution to the economic and recreational benefits to the region’s population and visitors. We understand decisions in this regard are the decision of the FHWA. We are concerned that protection of 4f properties not rest on an inadvertent choice of language for designation for protective management because of ignorance of the consequences. A more informed interpretation for the need and purpose for the designation effort is warranted.

The example of the Sonoran Desert National Monument not being recognized as having a primary purpose for recreation is a case of concern. This is clearly a highly valued destination site for recreation in the region. Alternatives, for example, that could be adopted by FHWA and ADOT that would adjust the highway placement in the corridor to the detriment of daily and seasonal movements of wildlife to and from the monument simply conflicts with the motivations and intent to establish this protected site.

Conclusion of FSD comments.

FSD is very concerned that the current draft Final Tier 1 Environmental Impact Statement and Preliminary Section 4(f) Evaluation is significantly flawed. The EIS promotes actions without needed evaluation of their consequences and alternatives. Major concerns by Cooperating Agencies are left essentially unexamined. Planning concerns relating to global change, and the clear challenge of providing water resulting from promoted growth anticipated by the initiative are conflated with air quality.

FSD is requesting a Supplemental Impact Statement regarding the potential siting of a major segment of the corridor through the Avra Valley in Pima County. That EIS is needed to ensure adequate planning and compliance with Federal laws and policies for which FHWA and ADOT are expected to comply in this process.

Arizona is experiencing major population growth at a time that we are experiencing record warming events and reduced sources of water. The environmental challenges will be furthered by the increased development

We look forward to working with FHWA and ADOT to correct this course.

Sincerely,

Roger E. McManus, Chairman of the Board of Directors

Friends of the Sonoran Desert – redwardmcmamus@gmail.com

As an Avra Valley property owner, I strongly oppose the proposal to build 1-11 through the Avra Valley west of Tucson. I support the east route, improving the current I-10 and I-19.

If the western route is chosen, it will completely ruin one of the few areas of greater Tucson not yet affected by urban sprawl, destroying desert fauna and flora and filling a relatively pristine area with noise and pollution. It will destroy the beauty and serenity of the desert and will force many Avra Valley homeowners, like myself, to lose homes and property. The Avra Valley route seems poorly thought out, ignoring the will of more than two thousand local residents who signed petitions opposing the idea and also threatening Saguaro National Park, the Desert Museum and other staples of Tucson tourism, so important to the area's economic vitality.

In short, I believe this western route is destructive and extremely harmful to people, animal life, and the unique beauties of the desert. Again, I urge you to improve on I-10 and I-19 and choose the eastern alternative. Thank you very much.

Neil Miller



July 19, 2021

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

To whom it may concern:

We are requesting that you grant a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement and Preliminary Section 4(f) Evaluation and associated materials. We are making this request for the following reasons:

There has been an enormous amount of public interest in and concern about this project in the Pima County region.

Many communities impacted by the Preferred Alternative Options identified in the Corridor Study area are minority and low-income populations that in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Access issues of disadvantaged communities became clear when conducting outreach for comments on the Draft Environmental Impact Statement. Both proposed alternatives will have disproportionate adverse effects on these populations, and they will need adequate time to be notified and respond. The Western Alternative through Pima County is proposed to be located through traditional Tohono O'odham lands where there is a large population of O'odham tribal members who in many cases have limited internet access.

A more extended comment period at the Final Environmental Impact Statement stage is warranted because of the length of the document and the unprecedented nature of this project. A new Interstate freeway has not been built in this metropolitan area since 1961, over two generations ago.

The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. Our community with the significant interest in this project, will need adequate time to absorb and respond.

Thank you for considering this request.

Sincerely,

A handwritten signature in black ink that reads "Louise Misztal". The signature is written in a cursive, flowing style.

Louise Misztal
Executive Director, Sky Island Alliance
520-461-7664
louise@skyislandalliance.org

It is not clear from the Executive Summary, or anywhere obvious in the EIS, which of the routes through Pima County is considered the best choice. There is a “recommended” alternative and a “preferred” alternative, but which is the primary option is not stated. The terminology from the draft and final EIS are confusing when used together. Is there a “recommended” alternative as the result of the final EIS? If so, what is it?

The population and business increases on which the need for I-11 is based assume there will be water available to support growth. Currently, that is more unlikely every year. There is not and will not be any actual need for this new interstate, and the money required to build it is desperately needed to maintain, repair, and replace existing infrastructure. Any money allocated to building I-11 would be better spent on fixing existing federal transportation infrastructure and widening I-10 from Tucson to Phoenix, especially from Casa Grande to Phoenix.

The rationale for Option D (EIS Chapter 6, line 14) talks about reducing travel time from Nogales to Wickenburg, but there is no documentation supporting the need for that reduction in travel time. Also, all of the traffic discussion cites travel from Nogales to Tucson and from Tucson to Wickenburg or Casa Grande, which would not be affected appreciably by the construction of a new I-11 corridor through Avra Valley unless there was a large amount of traffic directly from Nogales to Casa Grande. Since the EIS does not present any numbers supporting an expectation of large amounts of traffic bypassing Tucson, it appears that a corridor through Avra Valley would not really address the desired improvements in travel time through Pima County.

Routing I-11 through Avra Valley would cause economic loss to Tucson by diverting traffic away from Tucson’s downtown and business districts. At the same time, it would lead to negative economic impacts to tourism-based businesses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among others. A new freeway through Avra Valley would also lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services as well as destroying the rural nature of the valley.

Visual impacts from Saguaro National Park and Tucson Mountain Park are shrugged off in the EIS. The CAP alignment brings I-11 within 1 mile of Tucson Mountain Park and Saguaro National Park, and close to the Arizona Sonora Desert Museum. Ironwood National Monument would also be near the proposed western alignment. In addition to visual impacts, there would be increases in noise, air, and light pollution which would affect wildlife and homeowners as well as park and museum visitors.

Noise travels a long way through the desert. The increase in noise from a new freeway would affect the current animal and human populations in the proposed I-11 west corridor through Pima County as well as destroying the tranquility in Ironwood National Monument, Saguaro National Park, and possibly at the Arizona Desert Museum. EIS page 4-108 lines 10-12 state that the increase in noise levels in Saguaro National Park and Tucson Mountain Park with the western alignment would be acceptable, but no increase above the ambient noise level is

acceptable in a national park- regardless of what federal guidelines say. Noise sources would not be limited to the freeway itself; any new interchanges and businesses, and any increase in traffic on surface roads would also result in additional noise.

National Monuments and National Parks are not appropriate places for freeways, but the impacts of a freeway on these appear to be treated as minimal compared to potential impacts on historic structures or neighborhoods in Tucson. Noise and visual impacts on each city park seem to receive the same weight as the equivalent impacts on the national park and national monument, which ends up putting much more emphasis on the impact to city parks (which are often noisy anyway). Every park seems to be weighted the same, but a neighborhood park which covers a small area should not carry the same importance as a national park which covers a larger area, and which has wilderness values.

There is a mention of avoiding unmitigable impacts to historic districts and structures, but there does not seem to be much stress on avoiding impacts to wildlife corridors and visual, noise, light, and air pollution in Avra Valley, in particular in Ironwood National Monument and Saguaro National Park. There is discussion of mitigation, but not of avoidance.

The EIS states the light effects on Kitt Peak Observatory will be a minimal impact, but the effects of light pollution are unlikely to be minimal. Even with Pima County light ordinances, the night sky is already much brighter than it was 20 years ago. New freeway lighting closer to Kitt Peak will certainly have an appreciable impact on the ability of the observatory to view the night sky and conduct scientific research. EIS page 4-108 lines 12-13 say that ADOT has committed to comply with dark sky ordinances, but every interchange project on I-10 and I-19 in the Tucson area in the last 20 years has included the addition of extremely bright lights over a large area, which did not exist before the project. These may be compliant with dark skies ordinances, but their impact is still significant.

The west route through Avra Valley would encroach on the private property rights of hundreds or thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north. Many people would also lose their homes because they are directly in the path of the freeway.

The Avra Valley route option crosses directly through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. This would sever important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains, which would isolate wildlife populations and decrease the likelihood of their long-term survival.

Section 6.1 line 14 of the EIS says:

The Recommended Alternative (Option D) is part of an end-to-end alternative that would reduce travel time between Nogales and Wickenburg compared to the No Build Alternative and achieve LOS C or better throughout the I-11 Corridor. It would attract and divert traffic from existing roadways. Option D would provide an alternate regional route to I-10, facilitating efficient mobility for emergency evacuation and defense access. It avoids unmitigable impacts to communities as well as historic districts and structures (Section 4(f) resources in downtown Tucson). The CAP Design Option and a number of additional mitigation strategies were developed to address impacts to the Tucson Mitigation Corridor.

As pointed out previously, the assumption about an improvement in travel time from Nogales to Wickenburg only applies to any traffic that chooses to bypass Tucson, but how much of the total traffic will that be?

“It would attract and divert traffic from existing roadways” is not a strong argument for one road alignment over another. Any freeway improvement that yields faster traffic times will attract traffic, whether it is additional lanes added to I-10 or a new freeway along a different route.

The statement about emergency evacuation and defense access also is not a very strong argument. Tucson is not subject to earthquakes, hurricanes, or tornadoes, so what emergency evacuation is being planned for? What does “defense access” apply to? It is extremely unlikely that the US will need to get large numbers of defense assets to Nogales, so how does “defense access” apply to the route selection?

Impacts to communities, and historic districts and structures in Tucson could be mitigated by replacing the existing frontage roads with additional freeway lanes. There are no businesses, residences, or historic structures along large sections of the frontage roads adjacent to downtown, so converting those to freeway would not affect many if any structures or access.

The CAP design option only addresses the wildlife crossing at the Tucson Mitigation Corridor. What mitigation will be provided to prevent isolating wildlife populations farther north in Avra Valley? What will be done to mitigate impacts to viewsheds and noise levels in Saguaro National Park and Ironwood National Monument?

The arguments in the EIS sound like the decision has already been made to route I-11 through Avra Valley, and an attempt is being made to justify that decision. The facts and trade-offs presented do not appear to give comparable weight to the environmental concerns for the Avra Valley route versus the concerns raised by the eastern (I-10) alignment.



Riot Juice!



Planners:

Please find my comments regarding the proposed I-11 project.

I am a resident neighboring SNP TMU and cherish the view shed, quietness, opportunity for wildlife observation – these are reasons we as a family chose to live here and have for the past 38 years.

From the EIS:

The west option would increase noise levels and alter the soundscape in 25 residential and recreational areas that have lower existing ambient noise levels.

The West option would highly impact important bird areas.

This freeway placement would bisect the Avra Valley Audubon Christmas Bird Count circle, a citizen science annual bird census that has occurred for the last 41 years. The west option will effectively kill bird habitat for its length and do away with access to this complete 15 mile diameter circle.

I could go on and on.

The Avra Valley or West alternative would have immense negative impacts on the ecosystems, habitats, native species, and landscape of Pima County. It would create a locus for sprawl and development on the west side of the Tucson Mountains. It would impact the landscape of Saguaro National Park West, Tucson Mountain Park, Arizona-Sonora Desert Museum, Ironwood National Monument, the Tohono O’odham Nation, the Bureau of Reclamation Wildlife Mitigation Corridor, the Santa Cruz River, and the Avra Valley. It would fragment critical habitat, inhibit migration by desert animals, and compromise the effectiveness of the Sonoran Desert Conservation Plan, Pima County’s highly respected mechanism for balancing conservation with thoughtful and environmentally sensitive development.

For the sake of the rural Avra Valley and Southern Arizona from Marana to Sahuarita, please do not continue to promote the unfunded I-11 placement in west Pima County.

No build is the best solution for our future.

Thank you, George

Opposition to the West Preferred Alternative Option of the Tier 1 Interstate 11 FEIS

BACKGROUND

I strongly oppose the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. I also request an extension of the comment period from 30 days to 120 days.

KEY TALKING POINTS

- The 30-day comment period is completely insufficient for review of the 5,800 pages of documents and ensuring the public is aware of the opportunity to review and comment on the project.
- Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. Both proposed alternatives will have disproportionately adverse effects on these populations and they will need adequate time to be notified via ground mail or other means.
- The West Option would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts.
- Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal.
- The West Option would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges.
- The West Option would cost more to build than the East Option, which would co-locate I-11 with I-19 and I-10 through Tucson.
- Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts.
- The West Option would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys.
- Lands and wildlife habitat that would be severely impacted by the West Option include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan.
- In 2019, the City of Tucson voiced opposition to the West Option (then called the Preferred Alternative in the DEIS) as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.

So act now and responsibly, extended the review period for this project and notify ALL who will be directly affected by this action!

Chris Moore
Denver, Colorado

August 16, 2021

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

RE: Comments on the Interstate 11 Tier 1 Final Environmental Impact Statement, Nogales to Wickenburg

To Whom It May Concern,

Thank you for the opportunity to provide comments on the Interstate 11 Tier 1 Final Environmental Impact Statement (FEIS), Nogales to Wickenburg. In summary:

I support the “No Build” option and am COMPLETELY OPPOSED to the “West Option.” If a need is warranted, the only acceptable “build” option for I-11 in southern Arizona is the East Option, which must be undergrounded through the heart of Tucson. Impacts related to this option must be studied adequately should this project move to Tier 2.

The following are my comments for your consideration:

1. There was inadequate time to review of this proposal.

We were given much more time for the Draft EIS, but there were significant differences between the Final and the Draft and I did not have time to analyze everything in the short 30-day window. Requests for an extension met with no response. Since all of the comments I submitted in 2019 for the Draft EIS seem to have been completely disregarded (see point 2), this feels like a deliberate attempt to reduce and ignore overwhelming opposition to the Recommended Alternative/West Option. (over 12,000 comments in 2019 were submitted during the 90-day comment period showing a lot of interest in the outcome). With close to 6,000 pages to review in the Final EIS, providing only 30 days for potentially the same number of people interested in commenting shows an insufficient effort at providing time for public comment.

2. There was insufficient response and consideration of comments submitted in the DEIS.

There were NO substantive revisions in response to comments made by Cooperating Agencies, Participating Agencies, or the public at large on the southern portion of the proposed I-11. The comments I submitted in 2019 do not seem to have been addressed or even considered. Given the overwhelming opposition to the Recommended Alternative and the significant KNOWN negative impacts this route would cause to water, wildlife, and land resources that have been outlined by experts, why is the West Option still on the table? Why were these clear, measurable negative impacts not addressed and why have they been completely ignored?

3. There is no demonstrable need for the project.

Need for the project has not been properly proven. Furthermore, alternative transit options and changing commute patterns further reduce the need for this project. And if a need is indeed warranted, the only acceptable option is the East Option, which must be undergrounded through

the heart of Tucson. Impacts related to this option must be studied adequately should this project move to Tier 2.

Alternative transit:

Furthermore, included in the bipartisan infrastructure bill currently working its way through Congress is \$66 billion for Amtrak which would include adding a new route between Tucson and Phoenix with service three times a day as well as a route from Tucson to Los Angeles. Commuter light rail has also been discussed between Tucson and Phoenix airports. The addition of these alternative transportation options will likely have significant impacts to transportation volumes and other metrics along the I-10 corridor between Tucson and Phoenix. The impacts should be thoroughly evaluated before any Record of Decision is issued.

Changes in commuter behavior:

In addition, the pandemic and changed commuter behavior and traffic studies and land plans in the FEIS have not accounted for the COVID-19 global pandemic. For the past 16 months, office workers who are able have been working from home. From 2019-2020, congestion measures fell 50% or more in the U.S., a drop reflected in Arizona cities. These patterns may well continue into a new normal. A Mercer survey from May 2021 found 70% of companies reported that a blend of in-person and remote working will be the new normal. Changes in traffic volume and timing of peak hours has likely changed dramatically since March 2020 and these changes should be studied in combination with alternative transportation options that may come online in the coming years.

4. There are new substantive issues, like Climate Change impacts, not previously addressed in the DEIS.

Climate change impacts from this project are being ignored, despite new information and data from the IPCC 2021 report that is now available. In addition to the project's contribution to global warming due to emissions and heat island effects, there are no considerations of changing weather patterns and impacts of increased intensity monsoon flooding along these routes.

5. Impacts to Scenic Routes in Avra Valley must be considered.

Pima County has clearly designated and codified Scenic Routes in the Pima County Code, 18.77.040. The West Option would negatively impact four Scenic Routes in Avra Valley. These Scenic Routes would be dramatically impacted by the construction of a new freeway in Avra Valley. A full evaluation of these impacts needs to be completed before the FEIS is finalized and a Record of Decision is made.

6. Impacts to the Tucson Mitigation Corridor are unmitigable.

Bureau of Reclamation (BOR) lands set aside and known as the Tucson Mitigation Corridor would be permanently damaged, and cannot be mitigated, by the West Option. This is not an acceptable loss. It would lead to significant loss of wildlife and biological health in Saguaro National Park West and Tucson Mountain Park, among other negative impacts. It would also break the promise and the investment of mitigation made in exchange for the CAP canal.

7. Local resolutions by Pima County and the City of Tucson support abandoning the Preferred Alternative West Option; Town of Sahuarita also formally opposed West Option

Both the City of Tucson Mayor and Council (August 10, 2021) and the Pima County Board of Supervisors (August 16, 2021) have reaffirmed their opposition to the Preferred Alternative West Option through Resolutions. The Town of Sahuarita also unanimously voted to oppose the West Option on August 10, 2021.

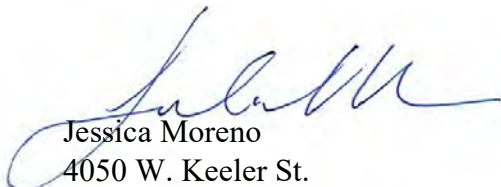
In conclusion:

Overwhelming opposition to a new freeway in Avra Valley is longstanding and robust in southern Arizona. Given the latest scientific conclusions in the recent IPCC report, reductions in commuter traffic due to the Covid-19 pandemic which could be permanent, the overwhelmingly negative impacts to federal, state, and local protected open spaces, damage to wildlife corridors and wildlife movement, and the potential for disastrous consequences for the local water supply and groundwater table, along with many other issues I and others raised in our 2019 DEIS comments, **I strongly recommend that you remove the Preferred Alternative West Option from further NEPA analysis at the Tier 2 stage.**

I support a “No Build” option given the new substantive issues raised in this letter. If a need is truly warranted, the only acceptable “build” option for I-11 in southern Arizona is the East Option, which must be undergrounded through the heart of Tucson. Impacts related to option must be studied adequately should this project move to Tier 2.

Thank you considering my comments on this proposal.

Sincerely,



Jessica Moreno
4050 W. Keeler St.
Tucson, AZ 85742



12090 N Thornydale Road
Suite 110, #328
Marana, AZ 85658
info@tortolitaalliance.com
www.tortolitaalliance.com

August 13, 2021

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

Subject: I-11 Final Tier 1 Environmental Impact Statement-Opposition To The West Preferred Alternative Option

Dear Study Team:

The Tortolita Alliance (TA) is a local non-profit organization that advocates for the continued conservancy of the Tortolita Preserve and associated lands, ensuring protection of open space, wildlife habitat, watershed, and compatible recreational use.

Summary Statement

TA opposes the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway.

We have previously requested (7/28/21 letter) an extension of the comment period from 30 days to 120 days and once again make that same request.

Detailed Comments

Impacts To Public Lands

The West Option is located perilously close to a wide array of public lands, including:

- Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County).
- County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan.
- Tribal lands: owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation.

[I-11 Final Tier 1 Environmental Impact Statement](#)
[Tortolita Alliance Opposition](#)
[To The West Preferred Alternative Option](#)

Impacts To Wildlife Corridors

The West Option:

- Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains.
- Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal.
- In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway.

Impacts To Noise, Air and Light Pollution

The West Option would:

- Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park.
- Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area.
- Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research.

Impacts To The Economy

The West Option, along with the entire proposed route from the border to Casa Grande would:

- Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts.
- Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others.
- Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services.

[I-17 Final Tier 1 Environmental Impact Statement](#)
[Tortolita Alliance Opposition](#)
[To The West Preferred Alternative Option](#)

Impacts To Private Property

The West Option would:

- Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.

Thank you for the opportunity to comment.

Regards,



Mark L. Johnson
President

ec: Carolyn Campbell, CSDP
Mayor Honea & Marana Town Council
Sharon Bronson, Chair Pima County Board of Supervisors
Mayor Regina Romero, City of Tucson
Governor Doug Ducey
Mark Finchem, Arizona House of Representatives
Vince Leach, Arizona Senate
Tom Halloran, US House of Representatives
Mark Kelly, US Senate
Krysten Sinema, US Senate

Lisa Perto
10461 W. Barney Lane
Tucson, AZ 85743
520-419-6248
lisaperto@gmail.com

RE: Tier 1 Interstate 11 FEIS Opposition to the West Preferred Alternative Option

I oppose the West Preferred Alternative Option (west option) described in the Tier 1 Final Environmental Impact Statement for Interstate 11. I have lived in Tucson for 34 years and in the Avra Valley/Picture Rocks area for 20. Not only am I opposed but also the Pima County Board of Supervisors and the City of Tucson which I am sure you are aware of.

The west option is too close to public lands that have been enjoyed and cherished not only by Arizona residents but visitors. Saguaro National Park West, Ironwood Forest and Tucson Mountain Park. We have raised children to respect and not destroy the national treasure we live next to. There are railways and an interstate already in place. Seems to me money would be much better spent just repairing and finishing I-10 and I-19.

This bypass will not encroach on my property but will affect thousands of other owners, lowering property values and destroying the rural character of Avra Valley, Picture Rocks, and other areas in Pima County. You may slide by Tribal lands but non the less you are screwing them again!

The West Option would also cause economic loss to Tucson by diverting traffic away. Having an Interstate running next to the Arizona- Sonora Desert Museum and Saguaro National Park West will have a negative impact on tourism.

I am all for change and improvements but this one just has too many negative impacts. I have not mentioned even a smidgen of the negative impacts and really can not see ANY positives so I will end here.

One last comment. The 30-day comment period is insufficient for review. Many residents will not be aware.

Thank you for your time.



Coalition for Sonoran Desert Protection

738 N. 5th Ave., Suite 205
Tucson, Arizona 85705
520.388.9925 * sonorandesert.org

July 20, 2021

Arizona Center for Law
in the Public Interest
Arizona Native Plant
Society
Bat Conservation
International
Cascabel Conservation
Association
Center for Biological
Diversity
Center for Environmental
Ethics
Defenders of Wildlife
Desert Watch
Environmental Law
Society
Friends of Cabeza Prieta
Friends of Ironwood Forest
Friends of Madera Canyon
Friends of Saguaro
National Park
Friends of Tortolita
Gates Pass Area
Neighborhood
Association
Genius Loci Foundation
Great Old Broads for
Wilderness – Tucson
Native Seeds / SEARCH
Protect Land and
Neighborhoods
Safford Peak Watershed
Education Team
Save the Scenic Santa Ritas
Sierra Club – Grand
Canyon Chapter
Sierra Club – Rincon Group
Sky Island Alliance
Southwestern Biological
Institute
Tortolita Alliance
Tucson Audubon Society
Tucson Herpetological
Society
Tucson Mountains
Association
Wildlands Network

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

RE: Request for comment deadline extension by 90 days for the I-11 Final Tier 1 Environmental Impact Statement

To Whom It May Concern:

We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process.

Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access.

A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.

Thank you for considering this request. As always, we appreciate the time you have put into this effort.

Sincerely,

Carolyn Campbell
Executive Director

August 16, 2021

We are contacting you to provide our public input into the Tier 1 Interstate 11 FEIS.

We are adamantly opposed to the West Preferred Alternative Option, which is the option that many of us in southern Arizona knew would be one of your preferred alternatives. It was obvious because it will be easier to build because of its location in rural Arizona.

However, precisely because it is in rural Arizona is one of the primary reasons why we oppose this alternative. In the long run, the West Preferred Alternative will create a new urbanized area, far flung from central Tucson, on lands adjacent to or impacting significant natural resources that we, the residents of Tucson and Arizona have designated as critical habitat and landscapes. It feels like a slap in the face to imagine your engineers sitting in their offices deciding that these lands will be "perfect" for another high-speed roadway that will blight our region forever and that will negatively impact critical wildlife corridors, Saguaro National Park, the Arizona Sonora Desert Museum, and lands in Pima County's Section 10 Habitat Conservation Plan. It will also negatively impact the scientific research at the Kitt Peak National Observatory with its incursion of light pollution.

For your engineers to designate this western route from Casa Grande to the Mexican border right through the heart of Bureau of Reclamation mitigation lands indicates just how out of touch they are with the environmental issues that we deem to be of major importance to our community for ourselves and for future generations. It also demonstrates your complete disregard for the danger that a high-speed freeway of this nature poses to Tucson's major water supply. Those lands were chosen for water recharge precisely because of their location near our city but in rural areas that were never slated for urban development.

Your West Preferred Alternative is a developer's wet dream. Think of all the money they can make developing suburbs and communities far from the current urban core with a freeway to carry people and goods to other places. This alternative may look appealing from your economic standpoint, but it will harm our community's economy by siphoning goods, services and, especially, water from the urban core.

The only alternative that is preferable to our community is one that is co-located with the current freeway system of I-10 and I-19. It is completely within the realm of 21st century engineering to build I-11 on lands that have already been sacrificed for major transportation corridors. Such co-location has been done before in other cities with success. The co-location could route through-traffic (trucks and long-haulers) on infrastructure corridors that already exist without the commuter congestion that is being used as the reason why we need yet another freeway.

We would also like to point out, and will to our elected officials, that your 30 day public comment period is a joke. Not many people can wade through almost 6,000 pages of text and maps whatever the topic. Indeed, not many organizations that watchdog such huge proposals could get through that kind of document in 30 days. You are doing our community a disservice by not allowing more time for comments on what could be disastrous to our lovely city.

Most sincerely,

Bonnie Poulos and James Brooker

Tucson residents

July 3, 2019

FROM: Mary V. Price, PhD and Nickolas M. Waser, PhD
1525 E Entrada Segunda
Tucson, AZ 85718

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

RE: DRAFT TIER 1 EIS from Nogales to Wickenburg

We are residents of Tucson and scientists who have studied the ecology of North American deserts, including the Sonoran Desert, for over 45 years. We sent you a scoping letter on May 23, 2017 asking that the draft EIS address several serious concerns about probable detrimental impacts of proposed Alternative routes through the Avra Valley. We asked you to address:

- 1) Impacts to Tucson's Eco- and Cultural Tourism industries.
- 2) Impacts to the Sonoran Desert Ecosystem and Sensitive and Endangered Species.
- 3) The potential to solve multiple existing transportation challenges by choosing Alternative Route B, which builds on the existing I-19 and I-10 infrastructure.

We have read the draft EIS and preliminary 4(f) evaluation, and are deeply disappointed by the lack of detail in your analyses. Although you have acknowledged some issues related to our concerns 1 and 2, you have done virtually nothing regarding our request #3--in fact, you have chosen a preferred alternative that, even with your very superficial cost analysis, is far more expensive than Alternative B. Here we reiterate our concerns and ask that you conduct further detailed analysis for each alternative of likely impacts, their costs, and the costs of effectively mitigating those detrimental impacts. We ask furthermore that you include in your analysis lost opportunity costs of not starting to modernize our transportation infrastructure at this time.

We specifically ask that you:

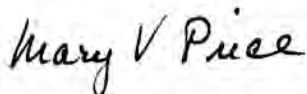
- include in your analyses the costs of truly mitigating the detrimental environmental effects of the Avra Valley route.
- include in your cost-benefit analyses the probable impacts of the Avra Valley route on such aspects of the Tucson area economy as lost ecotourism revenue, lost revenue from routing traffic around Tucson proper, increased

costs of fire management from spread of invasive plants, and environmental degradation.

- include in your cost-benefit analyses the “lost opportunity” costs of failing to plan for modern multi-modal transportation links between Nogales, Tucson, and Phoenix that take advantage of existing rail corridors.
- include in your cost-benefit analyses the “lost opportunity” costs of not taking this opportunity to improve the existing I-10 corridor through Tucson’s city center to move toward the goals articulated in the “Imagine Greater Tucson” planning effort and “Tucson General Plan” document.
- identify alternatives other than the Avra Valley bypass to provide for redundant emergency and defense routes and include them in your cost analyses.
- address the discrepancies in the DEIS’s cost analysis for the alternative routes and those presented in the i-11 Supercorridor Study done by the University of Arizona’s Interdisciplinary Urban Design Studio that was completed in Spring 2014, in collaboration with the Sonoran Institute, ADOT, ASU, UNLV (see attached). For example, the DEIS estimates the construction cost of Avra Valley alternative C will be \$2.4 billion, vs. \$4.2 billion in the 2014 Supercorridor Study.

Thank you for your attention.

Respectfully submitted,



Mary V. Price



Nickolas M. Waser

Attachment: i-11 Supercorridor Study

August 3, 2021

FROM: Mary V. Price, PhD and Nickolas M. Waser, PhD
1525 E Entrada Segunda
Tucson, AZ 85718

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

RE: Interstate 11 FINAL TIER 1 EIS (FEIS)

We thank the Study Team for doing an admirable job of summarizing the extensive public and agency input to the Tier 1 Draft Environmental Statement and for responding by reinstating the I-19/I-10 corridor in the Sahuarita to Marana sector as an option to the Avra Valley Preferred Alternative.

In this letter we would like to 1) request an extension of the public commentary period and 2) reiterate our opposition to the Avra Valley Route.

1) The FEIS is an enormous document with numerous appendices containing technical information, extensive public commentary, and responses to public comment. Thirty days—the minimum public comment period—is far too short for the public, public agencies, and other stakeholders to analyze the document and to respond in a way that would truly inform the Tier 2 analysis commitments. Please extend the public comment period to 90 days.

2) We are dismayed that, despite the outpouring of public opposition to the Avra Valley route, ADOT has retained it as an option. The only plus to the Avra Valley route we could find mentioned in the FEIS is that this alternative favors economic growth centers, such as in the vicinity of Ryan Field. Surely there are better ways to connect Ryan Field than to construct an entirely new transportation corridor that fragments environmentally sensitive undeveloped lands of critical importance to Pima County's economy and culture!

Our opposition is based on concerns that there is no way to mitigate the detrimental impacts of a new interstate through currently minimally-developed natural Sonoran Desert habitat on:

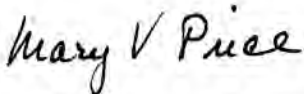
- Tucson's Eco- and Cultural Tourism industries.
- The Sonoran Desert Ecosystem and Sensitive and Endangered Species.

- A solution to the multiple existing transportation and climate change challenges faced by Southern Arizona. Co-locating I-11 along the existing I-19 and I-10 transportation corridor is the only sensible option.

The attached letter of 3 July 2019 presents our concerns in more detail.

Thank you for this opportunity to comment.

Respectfully submitted,

Handwritten signature of Mary V. Price in black ink.

Mary V. Price

Handwritten signature of Nickolas M. Waser in black ink.

Nickolas M. Waser

Attachment: 3July2019PriceWaserLetter

August 3, 2021

FROM: Mary V. Price, PhD and Nickolas M. Waser, PhD
1525 E Entrada Segunda
Tucson, AZ 85718

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

RE: Interstate 11 FINAL TIER 1 EIS (FEIS)

We thank the Study Team for doing an admirable job of summarizing the extensive public and agency input to the Tier 1 Draft Environmental Statement and for responding by reinstating the I-19/I-10 corridor in the Sahuarita to Marana sector as an option to the Avra Valley Preferred Alternative.

In this letter we would like to 1) request an extension of the public commentary period and 2) reiterate our opposition to the Avra Valley Route.

1) The FEIS is an enormous document with numerous appendices containing technical information, extensive public commentary, and responses to public comment. Thirty days—the minimum public comment period—is far too short for the public, public agencies, and other stakeholders to analyze the document and to respond in a way that would truly inform the Tier 2 analysis commitments. Please extend the public comment period to 90 days.

2) We are dismayed that, despite the outpouring of public opposition to the Avra Valley route, ADOT has retained it as an option. The only plus to the Avra Valley route we could find mentioned in the FEIS is that this alternative favors economic growth centers, such as in the vicinity of Ryan Field. Surely there are better ways to connect Ryan Field than to construct an entirely new transportation corridor that fragments environmentally sensitive undeveloped lands of critical importance to Pima County's economy and culture!

Our opposition is based on concerns that there is no way to mitigate the detrimental impacts of a new interstate through currently minimally-developed natural Sonoran Desert habitat on:

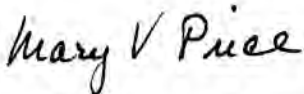
- Tucson's Eco- and Cultural Tourism industries.
- The Sonoran Desert Ecosystem and Sensitive and Endangered Species.

- A solution to the multiple existing transportation and climate change challenges faced by Southern Arizona. Co-locating I-11 along the existing I-19 and I-10 transportation corridor is the only sensible option.

The attached letter of 3 July 2019 presents our concerns in more detail.

Thank you for this opportunity to comment.

Respectfully submitted,

Handwritten signature of Mary V. Price in black ink.

Mary V. Price

Handwritten signature of Nickolas M. Waser in black ink.

Nickolas M. Waser

Attachment: 3July2019PriceWaserLetter



PRIORITIES

For all destinations there are limitations on the resources (organizational, staffing, time and funding) available to carry out the Tourism Master Plan Recommendations. Visit Tucson is no different. As a result, the following table sets

out a Priority Analysis of the Tourism Master Plan recommendations and provides some guidance to Visit Tucson in the implementation of the Tourism Master Plan and will aid in the development of the organization's annual plans and budgeting.

Based on the Tourism Master Plan Recommendations - Priority Scoring table (see below), the priority order of recommendations is:

GROUP 1

- 3.2 Airlift Development
- 6.1 Meetings and Conventions Business and Economic Development
- 1.1 Capital of Well-Being
- 1.5 Physical Well-Being - Sports Tourism
- 1.6 Spiritual Well-Being - Outdoors Experiences
- 2.1 Downtown Tucson
- 5.5 Economic and Workforce Development

GROUP 2

- 1.3 Intellectual Well-Being - Higher and Continuing Education
- 1.4 Physical Well-Being - Biking Tourism
- 2.3 Community Villages, Main Streets and Downtowns
- 3.3 The Loop
- 4.1 City of Gastronomy Activation
- 4.2 Events & Festivals
- 4.4 Spanish Speaking Visitor Experience
- 5.2 Tucson Convention Center
- 6.4 Sustainable Tourism

GROUP 3

- 5.6 Visit Tucson
- 6.3 Basic Infrastructure
- 3.1 Connectivity, Accessibility and Proximity
- 4.3 Native American Experience
- 1.2 Health Well-Being - Medical Tourism
- 2.2 Gathering Place
- 5.1 Full-Service, Downtown and Headquarter Hotel(s)
- 5.4 Experience Hothouse

GROUP 4

- 5.3 Technology and Tourism
- 6.2 Neighborhood / Community Development

My name is Gloria Quiroga and I am from the Chuk Kut District on the Tohono O'odham Nation. I grew up in the village Stoni Shudagi and was eventually forced to move to Sells.

ADOT is presenting this freeway as good, but our community doesn't know if it will be good. In fact, I know, and the O'odham community knows it will be bad for our culture, language, and lands.

When we were growing up the elders would talk about these things, about how O'odham are being forced to change our ways because of national governments, trade, and businesses. Forcing us to move from our villages, that we love and have lived in for generations. I never say anything to anybody, but now that I am an elder I am going to speak out on this issue.

This is why ADOT and FHWA should take the No Build Alternative compared to the Preferred and Recommended Alternatives. I see that in the Final Tier EIS Documents that ADOT and FHWA want to take the Preferred Alternative Route compared to the others. This Preferred option would wrap around San Xavier Reservation and cut through Picture Rock, both sacred and important areas to the Tohono O'odham.

If you move forward with the Preferred or Recommended Alternatives then you will allow history to repeat. Do not move forward and create more chaos, ADOT and FHWA must move forward with the No Build Alternative.



Coalition for Sonoran Desert Protection

738 N. 5th Ave., Suite 205
Tucson, Arizona 85705
520.388.9925 * sonorandesert.org

July 20, 2021

Arizona Center for Law
in the Public Interest

Arizona Native Plant
Society

Bat Conservation
International

Cascabel Conservation
Association

Center for Biological
Diversity

Center for Environmental
Ethics

Defenders of Wildlife

Desert Watch

Environmental Law
Society

Friends of Cabeza Prieta

Friends of Ironwood Forest

Friends of Madera Canyon

Friends of Saguaro
National Park

Friends of Tortolita

Gates Pass Area
Neighborhood
Association

Genius Loci Foundation

Great Old Broads for
Wilderness – Tucson

Native Seeds / SEARCH

Protect Land and
Neighborhoods

Safford Peak Watershed
Education Team

Save the Scenic Santa Ritas

Sierra Club – Grand
Canyon Chapter

Sierra Club – Rincon Group

Sky Island Alliance

Southwestern Biological
Institute

Tortolita Alliance

Tucson Audubon Society

Tucson Herpetological
Society

Tucson Mountains
Association

Wildlands Network

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

RE: Request for comment deadline extension by 90 days for the I-11 Final Tier 1 Environmental Impact Statement

To Whom It May Concern:

We are requesting a 90-day extension for submitting comments on the Final Tier 1 Environmental Impact Statement (EIS) and Preliminary Section 4(f) Evaluation and associated materials. There has been an enormous amount of public interest in and concern about this project in the Pima County region. The 30-day comment period is insufficient for review of the documents and ensuring the public is aware of the opportunity to review and comment on the project. Because the impacts of this project are intergenerational, we urge you to consider an extension to provide the public with a full and fair opportunity to participate in this process.

Many of the communities impacted by the Preferred Alternative Options within the Corridor Study area are minority and low-income populations who in many cases do not have access to the traditional means by which federal EIS processes are advertised and published. We became aware of issues related to accessing the project documents during our outreach for the Draft EIS comment period. Both proposed alternatives will have disproportionate adverse effects on these populations and they will need adequate time to be notified via ground mail or other means. Additionally, the Western Alternative through Pima County is proposed through traditional Tohono O'odham lands where tribal members may have limited internet access.

A comment period extension is also warranted at this stage of the process because of the anticipated length of the document and the unprecedented nature of this project. The Draft EIS documents totaled close to 5000 pages of text, maps, and other figures. A new Interstate freeway has not been built in this metropolitan area since 1961 – over two generations ago. Many of the issues will have long-lasting, significant impacts on our community and we need sufficient time to review the record, research issues and concerns, and provide a substantive response.

Thank you for considering this request. As always, we appreciate the time you have put into this effort.

Sincerely,

Carolyn Campbell
Executive Director



The Arizona Native Plant Society

P.O.

www.aznps.com

August 10, 2021

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

I-11 Tier 1 EIS Study Team,

The Arizona Native Plant Society wishes to provide the following comments on the I-11 EIS:

a. Extension of Comment Period. We believe that 30 days is much too short for the comment period on such a major and important proposed project. We therefore request that the public comment period be extended to 120 days.

b. West Preferred Alternative: We strongly disagree with the West Preferred Alternative Option as its route through the rural and environmentally and culturally sensitive Arva and Altra Valleys would be enormously damaging. This option will parallel and negatively impact federal and county lands, including Saguaro National Park West, Ironwood Forest National Monument, and Tucson Mountain Park, as well as the lands of the Pascua Yaqui Tribe and the Tohono O'odham Nation.

Other negative impacts of the West Preferred Alternative include permanent damage to several critical wildlife migration corridors such as those between the Tucson Mountains, the Ironwood Forest National Monument, and the Waterman Mountains. Many species of regional wildlife depend on these corridors to find mates, water, and food. The increased noise, air, and light pollution from the Proposed Alternative would negatively impact both humans and wildlife.

Finally, the West route would cross the Tucson Wildlife Mitigation Corridor and the mitigation lands purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan, all of which were established strictly for protecting wildlife corridors and mitigating impacts to wildlife species and habitats. Building a new interstate highway here would be in direct conflict with the purpose of these mitigation projects.

Thank you for the opportunity to comment on the proposed alternatives for this major undertaking.

Sincerely,

J. Douglas Ripley
President,
Arizona Native Plant Society

ADOT'S NEW INTERSTATE:
A SONORAN DESERT COMMUNITY'S INPUT DURING
THE TRANSPORTATION PLANNING PROCESS

By

NATHAN GRZYB RIX

Thesis submitted to The Honors College
In Partial Fulfillment of the Bachelors degree
With Honors in
Urban and Regional Development
THE UNIVERSITY OF ARIZONA

M A Y 2 0 2 1

Approved by:

Dr. Jason Jurjevich

Abstract

In a day and age where much of the United States has stopped building new limited access interstate highways, Interstate 11 (I-11) has been proposed to link Mexico with Canada by freeway. Instead of co-locating the southern section of I-11 with I-10, an existing interstate, transportation officials have proposed a new highway that would bisect Avra Valley, an environmentally sensitive region in the Sonoran Desert, located to the Northwest of Tucson, Arizona. Despite an overwhelming consensus from community members that co-locating with an existing Interstate was preferred to a new corridor through Avra Valley, planners moved forward with the Avra Valley proposal. To address the extent to which the concerns, as expressed by residents of Avra Valley and surrounding communities, was addressed during the transportation planning process, archival planning documents were considered. This was done without full consideration of community opinion in their route analysis, which was possible because project leaders had final say over decision making.

Key words: Interstate 11, I-11, Avra Valley, public participation, equity planning, CANAMEX corridor, transportation planning, planning, Tucson.

Acknowledgments

This paper is dedicated to my parents, Diana and David. Having always been rather self directed, I never asked for their help in my education. I do not think that my mom could name a single teacher I had in middle school and my dad never helped me with my math homework. When I got to college, this all changed. My mom knew every detail of my advisement report and my dad edited pretty much every major paper I wrote. I appreciated every moment of it and I don't think I would have graduated early or completed this thesis to receive honors if it was not for them. I owe them a tremendous debt of gratitude and I am thankful for their constant love and support.

I would also like to thank my thesis advisor, Jason Jurjevich. This really would not have been possible without his support. I am lucky that I can take all he has taught me to my graduate dissertation and I greatly appreciate his help throughout this entire process.

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Introduction

"I saw [Robert Moses] only once, at a hearing about the road through Washington Square, which was to be an entrance ramp to the lower Manhattan expressway. ... [Moses] was saying 'There is nobody against this—NOBODY, NOBODY, NOBODY, but a bunch of, a bunch of MOTHERS!' And then he stomped out."

Jane Jacobs, *Metropolis Magazine*¹

The Lower Manhattan Expressway, planned by Robert Moses in the 1950s, would have traversed lower income and minority neighborhoods of SoHo and Little Italy, flattening over 400 buildings in its path.² Jane Jacobs, a community organizer and resident of Greenwich Village, managed to do what was considered unthinkable and organize the community against Moses' plans. This community's example of advocating for themselves was unfortunately not the norm throughout the 1950s and 60s, as many highway projects were completed, disproportionately destroying poorer minority neighborhoods despite opposition from community members. Transportation planning projects have a tendency to ignore, and even disparage, public input. Public participation ends up as a formality, a form of pseudo participation. This tension between Jacobs and Moses, as illustrated by the above quote, underscores the decades long battle between community leaders and public officials.

In a day and age where much of the United States has not only stopped building new limited access interstate highways, but begun tearing them down,³ one freeway project in the Southwest has gained quite a bit of traction. The Interstate 11 corridor is proposed to connect

¹ Jim Kunstler, "An interview with Jane Jacobs, Godmother of the American City", *Metropolis Magazine*, published March, 2001, republished May 4th, 2016, <https://www.metropolismag.com/cities/jane-jacobs-godmother-of-the-american-city/>.

² Anthony Paletta, "Jane Jacobs v Robert Moses, battle of New York's urban titans", *The Guardian*, published April 28th, 2016, <https://www.theguardian.com/cities/2016/apr/28/story-cities-32-new-york-jane-jacobs-robert-moses>.

³ Kathleen McCormick, "Deconstruction Ahead: How Urban Highway Removal Is Changing Our Cities", *Lincoln Institute of Land Policy*, published April 14th, 2020, <https://www.lincolninst.edu/publications/articles/2020-03-deconstruction-ahead-urban-highway-removal-changing-cities>.

the so-called “CANAMEX” corridor to link Mexico with Canada by freeway. Beginning with a segment that connects Las Vegas, Nevada with Phoenix, Arizona, the proposed interstate would extend South to Mexico and eventually North to Canada. Officials argue that the interstate corridor would facilitate economic growth spurred by creating an improved trade route between the U.S., Canada, and Mexico as well as Southern California; Las Vegas, NV; and Phoenix/Tucson, AZ.⁴

An often overlooked segment of the Interstate 11 (I-11) corridor, connecting Phoenix, AZ and Mexico, is currently proposed through Avra Valley. Avra Valley is a region to the Northwest of Tucson, AZ that includes both suburban and rural communities and is in close proximity to the San Xavier Indian Reservation of the Tohono O’odham Nation. Part of the Sonoran Desert landscape, it boasts incredible natural beauty and is nearby Saguaro National Park and provides a critical connection for wildlife. Given the environmental and cultural sensitivity of this proposal, it is important to understand the history behind highway construction and the lack of consideration for community input, to provide context to the public participation process playing out in this community.

This context is provided in the literature review, preceding as following: first, examining the historic conflict that has played out between community organizers and planners around highway construction by further exploring the relationship between Robert Moses and Jane Jacobs. Next is a brief history of road transportation with the history of the interstate system in the United States and Arizona’s road system. Lastly, a look into the city and county comprehensive plans and an urban renewal project in Tucson, AZ.

⁴ “Background”, I-11 & Intermountain West Corridor Study, Arizona Department of Transportation [ADOT] & Nevada Department of Transportation [NDOT], accessed on February 11th, 2020, <http://i11study.com/IWC-Study/Background.asp>.

After this important context, this paper will seek to address the following question: what are the primary concerns, as expressed by residents in Avra Valley and the surrounding communities, of the proposed Interstate 11 corridor, and to what extent have these concerns been addressed during the transportation planning process? This guiding question is important to understanding if public input is adequately considered during this process; or if it is yet another example of a transportation project moving forward despite community opposition.

Literature Review

This tension between public officials and community organizers over freeway construction is one that has occurred across the United States. Perhaps the most famous example is that of Robert Moses and Jane Jacobs as introduced earlier. Further understanding their background and motivations will provide better understanding of this tension.

The World That Moses Built

Robert Moses is one of the most controversial figures in the field of urban planning. Known for his work in New York, Moses quickly built projects such as the Lincoln Center, Triborough Bridge, and an impressive number of others, but that speed came at a cost.⁵ After attending Yale, Oxford, and Columbia, Robert Moses began his career as the New York State Parks Commissioner and held numerous state and city periods between 1924 and 1975. The first project he worked on was building a public park at Jones beach. Located among wealthy estates in Long Island, this massive project was pushed forward by Moses as he took over private property for this project. This would be the first of many large projects where Moses would tenaciously pursue his vision, even if that meant displacing communities in the process. Moses would continue to obtain massive amounts of power in New York City as an unelected official and would eventually become the head of the Triborough bridge authority, giving him control over the funds needed to build his projects.

After World War II ended, Moses believed in the American Dream ideal of families buying a new house and car in new suburbs and driving on new expressways into the city. Robert Moses is infamous for building highway projects in major cities. Pioneering the concept

⁵ *American Experience*, "The World That Moses Built," Edward Gray and Mark Obenhaus, aired January 10th, 1989, on Corporation for Public Broadcasting.

of a parkway, building many through Long Island, he also designed plans for urban expressways through the centers of many American cities. For example, the Cross Bronx Expressway, built in 1955, showed Moses' ability to push forward a project without the consensus of community members.⁶ Built in an incredibly dense and vibrant area that was also the most direct truck route, residents were promised that they wouldn't have to leave their homes. After more than 1,500 families were displaced from their homes, they organized strongly against the project, but to no avail.⁷

At the same time, housing reformers began advocating for the removal of poor tenement housing complexes in cities, citing terrible conditions and lack of basic infrastructure such as heating, and replacing them with modern high rise housing complexes. Moses took the charge of "slum" clearance in New York City, working to replace them with "modern" high rise buildings. Critics cite a lack of community and vitality in these projects compared to the previous tenement housing. Moses fought for the Lincoln Center in New York City, but displaced large numbers of residents and worked against community efforts against the project.

The Death and Life of Great American Cities

Jane Jacobs is another incredibly prominent figure in the planning field. Seen as a folk hero in contrast to Robert Moses, she began as a community organizer, often leading opposition to Moses' projects. Living in the New York City neighborhood of Greenwich village,

⁶ Joseph C. Ingraham, "3 HIGHWAY LINKS OPEN TOMORROW; Additions to Queens Midtown, Cross-Bronx and Deegan Units Cost \$127,000,000," *The New York Times*, November 4th, 1955, <https://www.nytimes.com/1955/11/04/archives/3-highway-links-open-tomorrow-additions-to-queens-midtown.html>.

⁷ Matt Sedensky, "NEIGHBORHOOD REPORT: BRONX UP CLOSE; Decades Later, Doing the Cross Bronx Expressway Right," *The New York Times*, October 7th, 2001, <https://www.nytimes.com/2001/10/07/nyregion/neighborhood-report-bronx-up-close-decades-later-doing-cross-bronx-expressway.html>.

she found herself interested in city communities. Unhappy with the type of planning in her era, she outlined her critiques of city planning a la mode in *The Death and Life of Great American Cities*.⁸

Jacobs found herself against the trend of demolishing “slums” and “blighted” areas of cities in favor of master planned developments, such as The Lincoln center proposed by Robert Moses. This practice, referred to as Urban Renewal, involved acquiring large plots of urban areas considered “blight” through eminent domain and demolishing the homes in businesses in favor of new developments such as expressways, high rise apartments, and cultural centers. This type of urban redevelopment was common during the 1960’s. As the novelist James Baldwin said in 1963, Urban Renewal “means Negro removal,” responding to the fact that these projects often targeted low income and minority communities.⁹ Jacobs fought back against the idea that these minority communities were slums as often they had vibrant communities and neighborhoods that saw little investment from the municipalities they were a part of.

Jane Jacobs is famous for her opposition to Robert Moses. Known as “The Power Broker,” the title of his biography, few people could come between him and a project he wanted to complete. Moses was well known for his urban renewal projects such as housing and the Cross Bronx Expressway. Moses had proposed building a 10-lane highway through the heart of downtown Manhattan, right through the heart of Jacobs’ home of Greenwich village. Through community organizing and protest, Jacobs was able to prevent this project from moving forwards. Moses dismissed Jacobs’ concerns, saying that the only people against the project were a bunch of mothers. This conflict would mirror the fights that would take place

⁸ Jane Jacobs, *The Death and Life of Great American Cities* (New York City: Random House, 1961).

⁹ James Baldwin (1963), *Urban Renewal...Means Negro Removal ~ James Baldwin (1963)*, YouTube, June 3rd, 2015, <https://www.youtube.com/watch?v=T8Abhj17kYU>.

throughout the country between planners and community organizers, but not all battles would be so well organized.

Having looked at the motivations of one city official behind freeway plans and one community advocate that fought against them, it's important to understand how and why these freeways came to be, both across the United States and in Arizona.

Federal-Aid Highway Act of 1956: Creating The Interstate System

The Interstate Highway System in the United States is so expansive and ubiquitous across various U.S. cities, that many Americans take it for granted. However, it was not always this way. Beginning in 1938, President Franklin D. Roosevelt secured congressional approval of the Federal-Aid Highway Act, which studied transcontinental routes and recommended elevated or depressed urban expressways through cities.¹⁰

Further legislation culminated in The Federal-Aid Highway Act of 1956, which made \$24.8 billion available in funding to states on a 90-10 matching basis. This means that for every \$100 a state would spend, the federal government would provide \$900. This system of expressways would be officially renamed to the "National System of Interstate and Defense Highways."¹¹ Along with this bill, the *General Location of National System of Interstate Highways*, often called "The Yellow Book" would dictate where interstates would be built. This bill would provide the funding needed to build out much of the system that we see today.

¹⁰ Richard F. Weingroff, "Federal-Aid Highway Act of 1956: Creating The Interstate System," Federal Highway Administration [FHWA], accessed on December 8th, 2020, <https://www.fhwa.dot.gov/publications/publicroads/96summer/p96su10.cfm>.

¹¹ Ibid.

Arizona Transportation History

As told by the Arizona Department of Transportation (ADOT), when Arizona began to build out its interstate system, officials began with rural connections instead of the urban routes that other cities built.¹² These new rural freeways followed mostly existing state and national routes, but bypassed the cities in order to prevent expensive and destructive right of way alignments. This concerned many of the towns that relied on the money from tourism stemming from the roads passing through their towns. Massive post World War II population growth and new, cheap automobiles brought some to believe that the road network couldn't keep up with the increased demand of road users. The largest and second largest cities in Arizona, Phoenix and Tucson, respectively, took two very different approaches to transportation planning.

Phoenix began to build urban freeways with the Black Canyon Freeway in 1950, the Maricopa freeway in 1958, and other branches through 1970.¹³ The biggest conflict came when the remaining segment through downtown Phoenix, which was initially proposed as a 100 foot tall viaduct. The local community strongly opposed this proposal, delaying project competition until 1990 when a tunnel was built through Downtown Phoenix. This tunnel completed Interstate 10 coast to coast. Phoenix continued this freeway expansion with two outer loop expressways, as well as a new freeway connecting downtown Phoenix to residential developments north of the city. These projects were not without controversy, however. Criticism from wealthy residents and concerns over building on Native American land prevented construction of the proposed Paradise Freeway.

In Tucson, political leaders had no plans to build freeways until federal officials

¹² Mark E. Pry and Fred Andersen, *Arizona Transportation History*, Arizona Department of Transportation [ADOT], December, 2011, https://apps.azdot.gov/ADOTLibrary/publications/project_reports/PDF/AZ660.pdf, page 69.

¹³ *Ibid*, page 65.

proposed building Interstates 10 and 19 through the city. Since both routes largely avoided the downtown corridor, the interstate highways were built with little community pushback prompting planners to propose a new freeway through the center of the city. This proposal was stopped by local opposition towards freeway projects, a trend which would continue. Tucson saw smaller scale projects proposed, such as three parkways, but local opposition prevented them from moving forward. The Aviation Corridor, which would connect the downtown to Interstate 10 to the South and West, was presented and approved in the early 1980s.¹⁴ A short segment was built in the 1990s, but a sales tax increase that would fund construction through the downtown, did not pass. This left the parkway to end abruptly at a surface street. Both cities saw very different approaches to freeway development, and as a result both cities have very different urban landscapes. The contrast between these two stories illustrates the impact local opposition and activism have in freeway development.

La Calle

While Tucson saw little destruction from freeways when compared to Phoenix, it was not spared the harm urban renewal had around the country. La Calle was a historic barrio neighborhood dating back to the 1860s, located just outside the heart of Downtown Tucson.¹⁵ Small adobe structures lined the walkable streets and many small businesses allowed for a vibrant area. Home to primarily Mexican American residents, the area was largely Spanish speaking and lower income. After World War II, the city saw tremendous growth that spurred development that pushed the boundaries of the city further and further out. Many of the

¹⁴ Ibid, page 82.

¹⁵ Lydia R. Otero, *La Calle: Spatial Conflicts and Urban Renewal in a Southwest City* (Tucson: University of Arizona Press, 2010), page 99.

affluent residents left for the suburbs, bringing the retail with them, but leaving behind primarily lower income residents.

La Calle contained historical adobe buildings, built between 1860 and 1890 without modern amenities such as heat or water.¹⁶ In 1912, city leaders began to install water

mains, electricity, and phone services in neighborhoods, but many of these improvements proved unaffordable for residents. Later, the city put in sidewalks and curbs, but discussion of possible urban renewal plans dissuaded property owners from making substantial improvements to their homes. Despite a thriving and vibrant community, intentional neglect from the municipalities and property owners caused the condition of the neighborhood to decline. The perception that this “slum” with Mexican residents was hurting the image of the city began to spread.

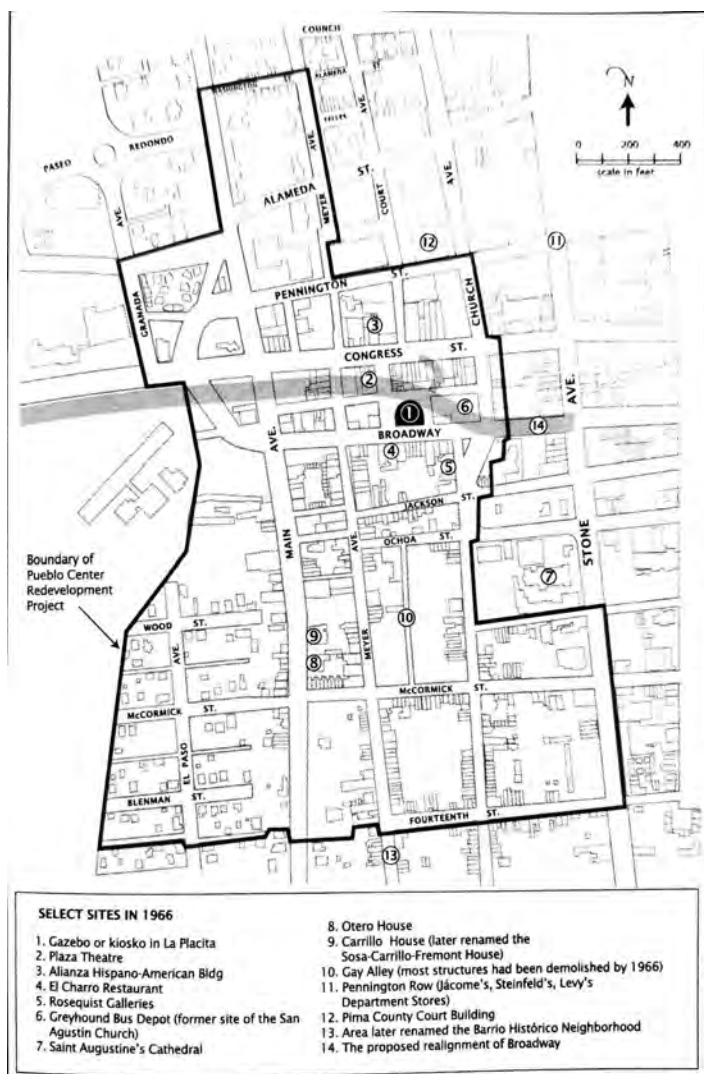


Figure 1: Map of The Pueblo Center Redevelopment Project boundaries (circa 1965).¹⁷

Urban renewal plans were occurring across the country and Tucson was no exception. Planners and community leaders had considered building a community center and Tucson

¹⁶ Ibid.

¹⁷ Ibid, page 3.

residents expressed a desire for a central downtown location resulting in the “slum” neighborhood of La Calle to be considered for urban renewal. Figure 1 shows the entire urban renewal area with La Calle occupying the bottom half of the map. In 1966, over 700 people were removed from their homes and few were provided relocation.¹⁸ A few structures managed to obtain historic status, but little remains of the previous neighborhood. Currently a large convention center, performing arts centers, city office complexes, and surface parking lots still stand.

This example exemplifies the process of urban renewal in the United States. The city had a lower income minority population in a vibrant neighborhood near a desirable area. Systemic neglect led to physical decay, resulting in the community being labeled as “blight.” A new master planned project is developed, in this case a community center. Then, property is forcefully acquired at rock bottom prices through eminent domain, and the residents are left displaced. Unfortunately, this urban planning policy was implemented in many cities across the country.

With the context of the conflict between transportation officials and community members, the history of interstates in the U.S. and Arizona, and urban renewal in Tucson, it is time to look forward at the goals of the region. This can be seen through comprehensive plans published by the city and county. These documents outline the goals local officials and community members have for their region’s future. They generally plan for issues related to economics, transportation, land use, culture, and the environment.

¹⁸ Ibid, page 118.

Plan Tucson

In 2013, the City of Tucson approved its comprehensive plan, “Plan Tucson”, which takes a broad look at the social, economic, natural, and physical issues facing the city. According to the document, Tucson dates back around 4,000 years to the Hohokam culture and is the oldest permanently settled community in the United States.¹⁹ The region’s economy is influenced by Tucson’s three largest employers, The University of Arizona, Raytheon Missile Systems, and Davis Monthan Air Force Base making the largest industries Aerospace & Defense and those tied to the university such as medicine, optics, and astronomy.²⁰

Tourism from local events and natural attractions draw visitors from around the world. The Tucson Gem and Mineral show, the largest in the world according to Plan Tucson, and El Tour de Tucson, a major cycling race, have a massive economic impact on the region. Many events - such as Tucson Meet Yourself, the All Souls Procession, the 4th Avenue Street Fair, and the Tucson Rodeo - draw on the city’s rich Mexican American and Native American cultural heritage.

Tucson believes that the city's cultural diversity, higher educational resources, quality of life, leisure and recreational assets, and geographic location near the Mexican border and Phoenix, all serve as strengths to attract new companies. To attract new employers, Plan Tucson outlines strategies to expand multimodal passenger and freight connections in order to be seen as an international port and logistics hub.²¹ To accomplish this, one of their stated goals include increasing international partnerships and trade opportunities using the city’s strong economic and cultural ties to Mexico.

¹⁹ *Plan Tucson*, City of Tucson, November 13th, 2013, https://www.tucsonaz.gov/files/integrated-planning/Plan_Tucson_Complete_Doc_11-13-13.pdf, page 2.1.

²⁰ *Ibid*, page 2.3 - 2.4

²¹ *Ibid*, page 3.50 - 3.51.

Finally, Tucson is faced with an extreme climate and therefore, many goals are related to sustainability. The city aims to prioritize major public infrastructure investments in developed areas and to focus on improvements of existing infrastructure as opposed to new construction. Environmental impacts are addressed by aiming to use sustainable energy sources, high fuel efficiency vehicles, and non-motorized transport as well as reduce urban heat island effect.

Pima Prospers

The Pima County 2015 comprehensive plan, “Pima Prospers” outlines goals and policies related to different topics impacting the region 20 years. Pima Prospers is different from Plan Tucson as it focuses primarily on economic development and tries to integrate other focus areas, such as land use, transportation, infrastructure, and natural resource conservation, to accomplish its economic development goals.²² For example, land use should work to develop this geographic advantage by locating industry near road, rail, and air connections. Transportation can work to fix streets and highways to facilitate trade while also bolstering the local construction industry. All of the different goals should align to develop the same strategy for long-term viability.

More similarly to Plan Tucson, Transportation is a major focus of Pima Prospers, both encouraging transportation “alternatives”, such as walking, bicycling, and public transport, as well as land use patterns that reduce automobile emissions. Pima Prosper focuses on incorporating multiple modes of transportation into future transportation improvement projects.²³ Both municipalities aim to strengthen their existing infrastructure, instead of building more that would need to be maintained. Another similarity to Plan Tucson is that due to Pima

²² *Pima Prospers: Comprehensive Plan*, Pima County Board of Supervisors, May 19th, 2015, https://webcms.pima.gov/government/pima_prospers/, page 6.1 - 6.31.

²³ *Ibid*, page 3.13 - 3.17.

County's position near the Mexican border, officials would like to leverage this by positioning the region as an "international gateway." They plan to accomplish this through strengthening industry around multimodal connections and improving infrastructure.²⁴ For example, the document proposes working with local businesses to increase trade with Mexico.

Pima Prospers is even more specific with this goal than Plan Tucson, identifying land near the Tucson International Airport as a focus area for economic development. With large open areas for future redevelopment, it is already home to Raytheon Missile Systems and other technology firms.²⁵ The area has strong transportation connections: two major rail corridors running proximate to the airport, as well as two major interstate links - Interstate 10 running coast-to-coast with a direct route to Phoenix and Interstate 19 with a direct connection to Mexico. The county hopes to further develop these sites to attract new employers as well as strengthen existing industries. This site can be seen as the culmination of goals towards utilizing the strategic geographic location and creating long-term viability.

These regional goals, for both Tucson and Pima County, such as strengthening trade connections with Mexico, focusing on multimodal transportation, and maintaining existing infrastructure as opposed to building more, is important to understand the motivations behind the CANAMEX corridor discussed next. After, critical background information about I-11 and Avra Valley is introduced.

²⁴ Ibid, page 6.2 - 6.4.

²⁵ Ibid, page 6.11-6.12.

Background

CANAMEX Corridor

In order to understand the basis for Interstate 11, it is important to understand the CANAMEX corridor. The CANAMEX corridor is a trade corridor that aims to facilitate the “transportation of goods, services, people and information between Canada, Mexico and the United States.”²⁶ In 1991, Congress first passed a bill requiring that existing corridors linking these three economies be studied, as well as developing recommendations for different modes of transportation near border crossings.²⁷ This coincides with the 1992 North American Free Trade Agreement (NAFTA), establishing a free trade zone between



Figure 2: Map of proposed CANAMEX corridor through existing U.S. Interstates.²⁸

Canada, Mexico, and the United States. The increased trade demand and new political will became the catalyst for this project.²⁹ A 1995 bill established this corridor as a high priority national highway project and established this prospective route:

²⁶ “Index,” CANAMEX Corridor Coalition, archived August 9th, 2012, internet archive, <https://web.archive.org/web/20120809134626/http://www.canamex.org/index.asp>.

²⁷ Intermodal Surface Transportation Efficiency Act of 1991, Pub. L. No. 102-240, Sec. 6015 (1991), <https://www.congress.gov/102/statute/STATUTE-105/STATUTE-105-Pg1914.pdf>.

²⁸ “CANAMEX Highway in the USA,” CANAMEX Corridor Coalition, archived April 12th, 2011, internet archive, <https://web.archive.org/web/20110412231742/http://www.canamex.org/CanaMexUSA.asp>.

²⁹ “North American Free Trade Agreement,” U.S. Customs and Border Protection, accessed April 6th, 2021, <https://www.cbp.gov/trade/nafta>.

- (A) In the State of Arizona, the CANAMEX Corridor shall generally follow--
 - (i) I-19 from Nogales to Tucson;
 - (ii) I-10 from Tucson to Phoenix; and
 - (iii) United States Route 93 in the vicinity of Phoenix to the Nevada Border.
- (B) In the State of Nevada, the CANAMEX Corridor shall follow--
 - (i) United States Route 93 from the Arizona Border to Las Vegas; and
 - (ii) I-15 from Las Vegas to the Utah Border.
- (C) From the Utah Border through Montana to the Canadian Border, the CANAMEX Corridor shall follow I-15.³⁰

These official route guidelines are mapped in Figure 2, showing the proposed connection between the U.S. northern and southern borders. While the majority of the route follows existing Interstate 15, connections in Arizona and Nevada would be required. This is where the CANAMEX corridor went beyond a goal to better connect the NAFTA trading partners, and became a planned transportation improvement: Interstate 11 through Arizona and Nevada.

Interstate 11

In 2012, the Moving Ahead for Progress in the 21st Century Act (or MAP-21) designated the CANAMEX corridor as Interstate 11 and mandated its completion by the year 2037.³¹ The I-11 and Intermountain West Corridor Study was published in 2014 by both the Arizona Department of Transportation (ADOT) and the Nevada Department of Transportation (NDOT). This study formally began the transportation planning process for I-11 and outlined the overall purpose of the route as to:

“Provide an access-controlled, north-south transportation corridor that will connect important metropolitan areas and markets in the Intermountain West with Mexico and

³⁰ National Highway System Designation Act of 1995, Pub. L. No. 104-59, 26 Sec. 332 (1995), <https://www.govinfo.gov/content/pkg/PLAW-104publ59/html/PLAW-104publ59.htm>.

³¹ Moving Ahead for Progress in the 21st Century Act [MAP-21], Pub. L. No. 112-141, 21b Sec. 4348 (2012), <http://www.gpo.gov/fdsys/pkg/BILLS-112hr4348enr/pdf/BILLS-112hr4348enr.pdf>.

Canada to support improved regional mobility for people and freight, and provide enhanced opportunities for trade and economic development.”³²

NDOT has worked on its own studies on I-11 through Nevada and multiple related projects have been completed, including the Mike O’Callaghan – Pat Tillman Memorial Bridge that bypasses the Hoover Dam.³³ Since this paper looks at an Arizona corridor, Nevada’s work is outside the scope of this project.

After completion of the Intermountain West Study with NDOT, ADOT began necessary background studies. The first of which is scoping. The scoping stage confirms the study area and finalizes the project’s purpose and need. Next, was the public involvement plan, which we will discuss later. From there, an alternatives selection report established a set of route alternatives and methodology for further evaluation.

Beyond these preliminary studies, the planning process is split into two phases: Tier 1 and Tier 2. The difference between these stages, as seen in Figure 3, is that Tier 1 takes a macro perspective, considering 2,000 foot wide routes. Once this corridor is selected, Tier 2 will decide on a 400 foot wide alignment, around the width of a typical freeway, within the

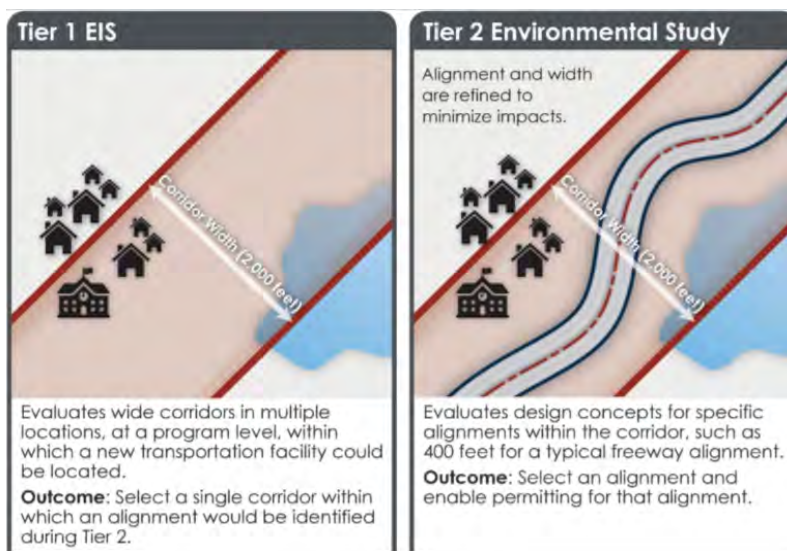


Figure 3: Graphic depicting the difference between Tier 1 and Tier 2 study areas.³⁴

³² “Draft Tier 1 Environmental Impact Statement [EIS] Volume I,” ADOT and FHWA, March 19th, 2019, page 1-6, http://i11study.com/Arizona/PDF/DEIS/I11DEIS_Volume_I.pdf.

³³ “I-11 and Intermountain West Corridor Study [IWCS]: Corridor Concept Report,” ADOT and NDOT, November, 2014, page 10, http://i11study.com/IWC-Study/PDF/2014/I-11CCR_Report_2014-12_sm.pdf.

³⁴ “Draft Tier 1 EIS Volume I,” ADOT and FHWA, page ES-2.

approved 2,000 foot wide corridor selected in Tier 1 study. This differentiation is important to understand what decisions are being made at each stage and how public input could change the project's outcome.

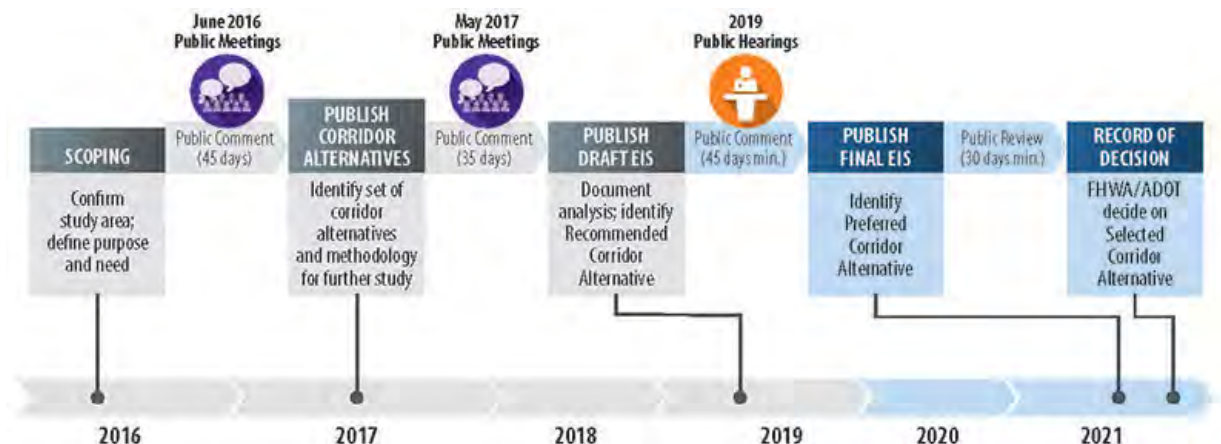


Figure 4: Timeline of I-11 Tier 1 Environmental Impact Study.³⁵

Most recently, ADOT has completed the first phase of the Tier 1 analysis, publishing the Draft Tier 1 Environmental Impact Statement (EIS). This can be seen in Figure 4 after the preliminary stages discussed earlier, such as scoping and corridor alternative selection. This document presents analyses of different alternatives, weighing the pros and cons, and decides on a “recommended corridor alternative.” This recommended route for I-11 went to a 45-day public comment period and is now waiting on the next stage, the Final EIS, to be released. The Final EIS will select a “preferred corridor alternative” for I-11 that will again go to public comment, before the final stage of Tier 1, Record of Decision. This final stage allows ADOT and the Federal Highway Administration (FHWA) to stop further study on I-11 or approve the progression to Tier 2 study, using the selected 2,000 foot corridor.

As part of the Draft Tier 1 EIS, different routes have been established and categorized into three primary corridors: green, orange, and purple. The green option consists primarily of

³⁵ “Overview,” Interstate 11 Corridor Tier 1 Environmental Impact Statement, Nogales to Wickenburg, accessed March 3rd, 2021, <http://i11study.com/Arizona/index.asp>.

new corridors and requires the most newly built roadway. The orange corridor focuses on utilizing existing infrastructure and requires the least construction. Purple provides a balance of the two and blends both new and existing corridors.

Avra Valley

In the Draft Tier 1 EIS, one recommended alternative generated controversy: a segment through Avra Valley. Avra Valley is a census-designated place with a population of 6,050 in 2010³⁶ and generally encompasses a rural community to the West of Marana, AZ. The definition of Avra Valley is rather loose, so for the purposes of this document, it will encompass the area directly West of

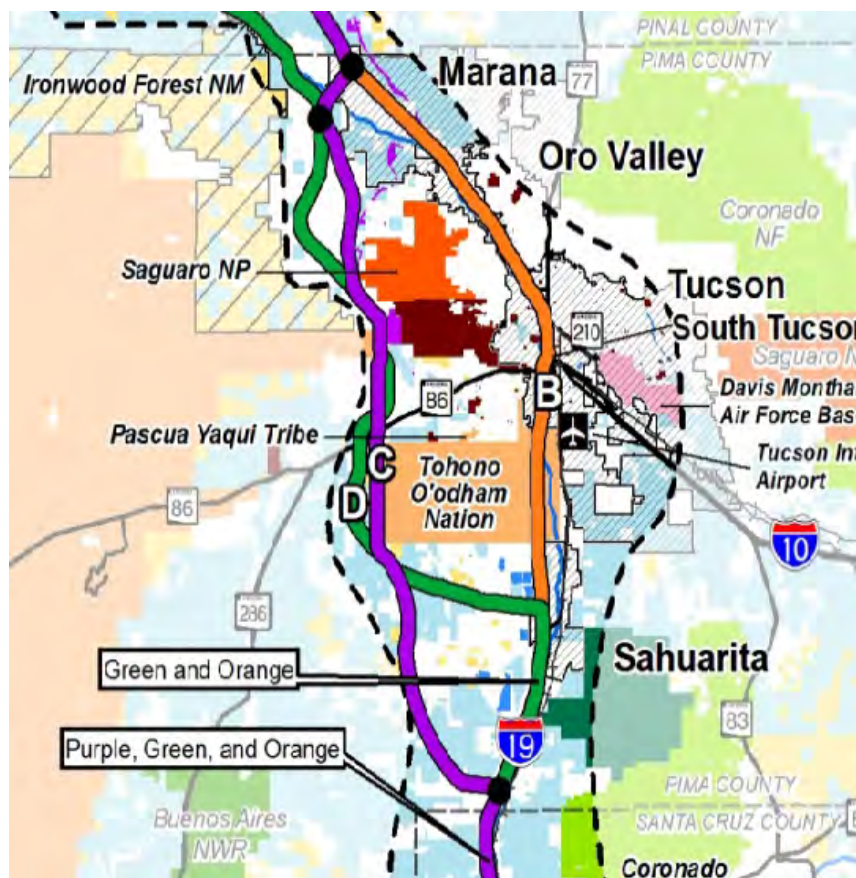


Figure 5: Map of purple, green, and orange alternatives between Sahuarita, AZ and Marana, AZ. Options D and C run through Avra Valley while option B runs through Tucson, AZ on existing I-19 and I-10.³⁷

Saguaro National Park, as identified in Figure 5. Much of the controversy related to this segment involves Avra Valley’s location in an environmentally sensitive location. This issue and

³⁶ U.S. Census Bureau, “Population, Census, April 1st, 2010,” *Quick Facts*, accessed March 4th, 2021, <https://www.census.gov/quickfacts/fact/table/avralleycdparizona#>.

³⁷ “Draft Tier 1 EIS Volume I,” ADOT and FHWA, page ES-9.

others related to the alternatives in Avra Valley are discussed at length later.

As can be seen in Figure 5, three corridor alignments have been identified between Sahurita, AZ and Marana, AZ. Two of the alignments run west of the Tucson mountains, what we'll be calling Avra Valley, and the third runs through Tucson along the existing I-19 and I-10. As seen in Figure 5, alignment B (in orange) runs along the existing I-10 corridor through Tucson, AZ, but alignments C (in purple) and D (in green) run to the West. The controversial corridor alternative for this segment that was recommended in the Draft Tier 1 EIS was option D (in green), and goes through Avra Valley.

Although alignment colors refer to three routes covering the entire study area (from the Mexican border to the Nevada border), I plan to refer to alignment B as "orange," C as "purple," and D as "green." While alignment letters are more specific, referring to the section between Sahuarita, AZ and Marana, AZ, this helps prevent confusion between the different alignments. I will often refer back to Figure 5 as it clearly shows the different alignments, their letter assignments, and their colors.

While these project details are complicated, they are important to understand before moving forward. It also shows the complexity community members face if they would like to be involved in the process. Next is a discussion of the methodology used to research and evaluate public participation for I-11. This will guide the evaluation of the research question.

Methodology

When researching a large planning project such as I-11, the issue is too much information, not too little. Thousands of pages of publicly accessible documents exist, leaving it to the reader to properly decode. These documents include pertinent information about the public participation process, public comments, and the decision making process of project officials. By using archival research, both parts of my research question can be considered. 1) the concerns of residents of Avra Valley and the surrounding community and, 2) the extent to which concerns were addressed during the planning process.

The first part of the research question is addressed through the information gathered at public meetings and through public comments, as documented by project leaders. While limitations as to the collection of this information is considered, it is more important to understand how project leaders used the information they collected to inform project decision making. The second part of the research question is addressed through the lens of equity planning and Arnstein's 1969 Ladder of Citizen involvement. These topics, discussed in a future section, guide the evaluation of the public participation process.

The paper proceeds as follows: first, I provide an overview of the justifications used by I-11 planners to guide project planning. Second, I outline different methods to evaluate public participation to guide the evaluation. Third, I review public participation guidelines from varying government bodies alongside case studies and the public participation plan for I-11. Fourth, the primary concerns of Avra Valley residents and the surrounding communities relating to I-11 are discussed. Finally, each concern is evaluated and the extent to which public input was considered during the planning process is established.

Justifications

Having established the methodology used to evaluate the research question, the justifications being used for these corridors must be considered. First are the key considerations for the entire I-11 corridor, and second are the stated justifications for recommending the green alternative through Avra Valley.

Interstate 11

The earliest document to envision I-11 was the 2014 I-11 and Intermountain West Corridor Study, which established the early justifications for this corridor as connecting borders, linking economics, and generating prosperity.³⁸ Connecting the borders of the U.S., Mexico, and Canada with a continuous interstate corridor, I-11 improves trade routes and connections for workers and links these three economies. I-11 would also provide the Western United States with more North-South interstate linkages, something lacking in the region and create the “Southwest Triangle,” a trade region between Los Angeles, CA; Las Vegas, NV; and Phoenix, AZ. Lastly, I-11 was to generate prosperity by “advancing statewide economic development initiatives” and provide a large return on investment, claiming “up to \$24 billion over the next 25 years” in induced macroeconomic effects.³⁹

After completion of the Intermountain West study and various preliminary planning studies, ADOT began Tier 1 planning studies, explained in Figure 3, and released the Draft Tier 1 EIS. Although similar to the Intermountain West study justifications, this document has refined the overall purpose of the I-11 corridor as to:

1. Provide a high-priority, high-capacity, access-controlled transportation corridor to serve population and employment growth.

³⁸ “I-11 and Intermountain West Corridor Study [IWCS], ADOT and NDOT, page 2.

³⁹ Ibid, page 30.

2. Support improved regional mobility for people and goods to reduce congestion and improve travel efficiency.
3. Connect metropolitan areas and markets in the Intermountain West with Mexico and Canada through a continuous, high-capacity transportation corridor.
4. Enhance access to the high-capacity transportation network to support economic vitality.
5. Provide for alternate regional routes to facilitate efficient mobility for emergency evacuation and defense access.⁴⁰

Each purpose corresponds to a stated “justification of need” for the proposed I-11 corridor. Each justification (listed in italics) is discussed, beginning with *population and employment growth*. According to projections from the Arizona Statewide Travel Demand Model, which uses data from the Arizona State Demographer's Office, the share of Arizona jobs in the future I-11 corridor will increase from about 15% to 23% by 2040. Population within the study area is also projected to grow from 2015 to 2040 at a higher rate than the rest of Arizona. Therefore, the study concludes that I-11 is justified because it improves transportation access to jobs, as well as being necessary to serve these high population growth areas.⁴¹

Traffic growth and travel time reliability argues that travel demand on the existing interstates within the study area is already so high that it causes congestion and reduces travel time reliability in the area. This situation, combined with future growth, justifies a new interstate corridor to relieve this congestion and improve travel time reliability in the area. The Level of Service methodology is used to rate congestion and travel time for both current and future scenarios.⁴² This appears to be one of the largest and best considered concerns addressed by the project's justifications.

System linkages and regional mobility suggest that I-11 is justified as a missing North-South Interstate link and is necessary to facilitate trade in the CANAMEX Corridor. Over 500 miles sit between the existing I-5 and I-15. The West, and specifically the Southwest, is

⁴⁰ “Draft Tier 1 EIS Volume I,” ADOT and FHWA, page 1-25.

⁴¹ Ibid, page 1-9 and 1-10.

⁴² Ibid, page 1-13 and 1-14.

said to be underserved by North-South freeway capacity. Transportation officials also argue that this lack of connectivity negatively impacts freight capacity and trade routes, and therefore I-11 is necessary to increase the reliability of freight routes. This system is also needed as a system linkage as it connects the CANAMEX trade corridor between Canada and Mexico. This is crucial to the economies of the U.S. and these two trading partners and therefore, this freeway is justified as it will better connect this corridor.⁴³

Access to economic activity centers discuss that an interstate highway is justified in that it would improve access and connectivity to major employment areas, economic development opportunities, employment areas, warehouses, and airports. The report states that trade would become quicker, easier, and more direct between these centers and that freeway access allows them to operate in a competitive economic market. I-11 is therefore justified as it would serve both existing and emerging long distance routes.⁴⁴

The last justification for I-11 concerns *homeland security and national defense*. The National System of Interstate and Defense Highways is the origin of the Interstate system and ensures that interstates facilitate ground transportation of military supplies and troops across the country. Congestion on I-10, for example, and other existing corridors could prevent this important use, and therefore I-11 is justified in its importance for the military facilities in the region and around the country.⁴⁵ Although, neither of the two air force bases in the region accepted a position as participating agency on the project.⁴⁶

While Southern Arizona was found to be a high priority corridor for an interstate highway, consideration for other types of transportation were mentioned in the I-11 planning

⁴³ "Draft Tier 1 EIS Volume I," ADOT and FHWA, page 1-21 and 1-23.

⁴⁴ Ibid, page 1-25.

⁴⁵ Ibid.

⁴⁶ "Draft Tier 1 EIS Volume II," ADOT and FHWA, page 5-5.

process, but with little serious consideration. The 2014 Intermountain West study stated that “High-quality, multimodal infrastructure facilitates the growth of business and its attraction to an area” and is a pillar of economic competitiveness.⁴⁷ Alternatives such as rail, utilities, and air could be considered as alternatives for the CANAMEX corridor. Rail was seen as suitable for some corridors within the Intermountain West study’s scope, but rail was not considered as part of the Draft Tier 1 EIS. It was said that passenger or freight rail in the study area has been identified in the scope of other studies and therefore it wasn’t justified to consider it as part of this project. Instead, incorporating other transportation modes into I-11 would only be considered to leave opportunities for future expansions.

Avra Valley Corridor

Understanding the justifications for the I-11 corridor study area as a whole can help explain the rationale for the recommended corridor alternative through Avra Valley. As a refresher, the Draft Tier 1 EIS considered three alternatives for the route I-11 would take through Tucson, AZ, between Sahuarita, AZ in the South and Marana, AZ, in the North. As shown in Figure 5, the green and purple alternatives require new roadway to be built through the Avra Valley, while the orange alternative follows the existing I-10 corridor through Tucson, AZ. The Draft Tier 1 EIS made the recommendation to move forward with the green alternative. This leads us to understanding the justifications given for choosing the green alternative instead of the orange alternative through Tucson, AZ, or the purple alternative, also through Avra Valley. In short, the green alternative was said to have been selected because it was the best of the three alternatives (orange, green, and purple), while also best fitting their goals for the entire corridor.

⁴⁷ “IWCS,” ADOT and NDOT, page 15.

Looking at the entire study area, illustrated in Figure 6, the recommended corridor alternatives primarily consist of green alignments, while still using some purple.⁴⁸ This means that I-11 would rely on building a large amount of new freeways, including through this section. This is said to be because of higher capacity and shorter travel time that better meet the I-11 goals outlined in the above section. While the green alternative was said to be the best option, all three of the proposed corridors between Sahuarita, AZ and Marana, AZ are said to have significant adverse impacts.

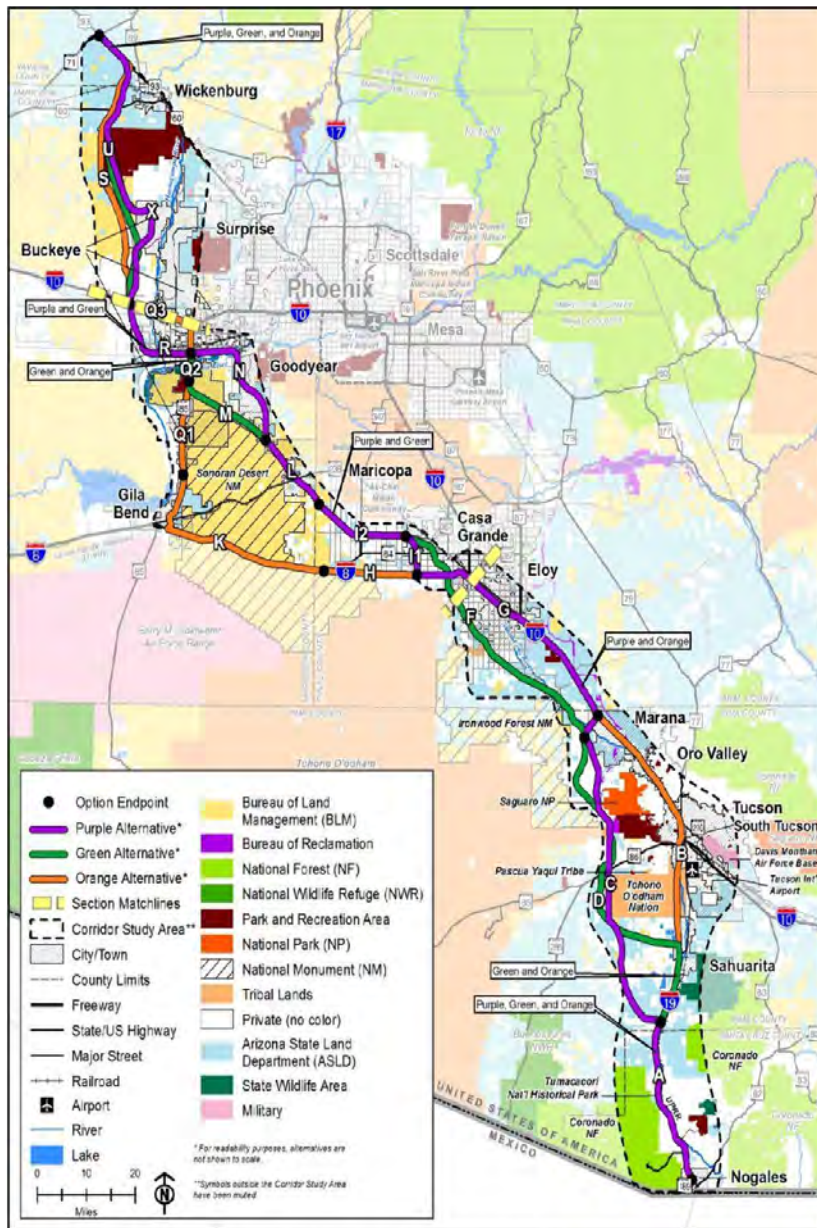


Figure 6: Map of corridor alternatives presented in Draft Tier 1 EIS.⁴⁹

Therefore, green was said to be the best option as its impacts could best be mitigated. The report finds that while using existing corridors through Tucson would minimize

⁴⁸ “Draft Tier 1 EIS Volume II,” ADOT and FHWA, March 19th, 2019, page 6-17.

⁴⁹ “Draft Tier 1 EIS Volume I,” ADOT and FHWA, March 19th, 2019, page ES-9.

disturbances to environmental resources, compared to a new corridor through Avra Valley, additional capacity would be needed on I-10 in order to accommodate the additional traffic from I-11. This is said to have huge impacts on the historic districts, archaeological resources, and lower income (compared to Avra Valley and Picture Rock) communities of downtown Tucson⁵⁰. It is because of this stated need to expand capacity on I-10 in order to accommodate I-11, that the report finds the orange alternative, running along I-10 through Tucson, less ideal than building a new corridor through Avra Valley.

The green and purple alternatives, which rely on building a new corridor through the Avra Valley, are said to have a huge environmental impact. ADOT and the Federal Highway Administration believe that these concerns can better be mitigated than issues arising from using existing corridors in Tucson. These new corridors are said to fragment wildlife habitat, impact protected species, and are close to protected land. The Tucson Mitigation Corridor, Saguaro National Park West, and Tucson Mountain Park are nearby protected lands that would be impacted by the green and purple alternatives with added noise, light pollution, air pollution, and visual changes.⁵¹ The Tucson Mitigation Corridor protects wildlife movement between large habitats in Saguaro National Park and Tucson Mountain Park in the East and those in the West around Ironwood Forest National Monument. Both the green and purple alternatives have direct impacts to the Tucson Mitigation Corridor and the green alternative would bisect the corridor. Recommendations from the Bureau of Reclamation and other mitigation strategies such as wildlife crossings have been considered, it is said that to more adequately mitigate these impacts, studies to better understand wildlife movement in the Avra Valley must be completed

⁵⁰ "Draft Tier 1 EIS Volume II," ADOT and FHWA, March 19th, 2019, page 6-6 and 6-7.

⁵¹ "Ibid, page 6-7.

prior to the Tier 2 analysis.⁵² While the Tier 1 EIS stage looks at some specific mitigation strategies, the Tier 2 EIS develops a much more in depth solution.

While the green alternative through Avra Valley is recommended primarily to mitigate issues, some proposed benefits of building a new corridor, as opposed to repurposing existing facilities, include improving emergency/defense access and better economic development. By building a new route around Tucson, there is an alternative to the congested corridor through the city. This allows long distance travelers to avoid the downtown area, provides an alternative when I-10 is blocked due to an accident or other incident, increases capacity during an emergency, and better provides defense access. This route provides better connectivity to the Sonoran Corridor economic development zone⁵³ and serves as a distribution point for freight entering the country from Mexico and more capacity could further the economic development goals of this area. The green alternative could also provide a direct connection to the future Sonoran Corridor, a freeway segment connecting I-19 and I-10 through a key industrial zone.⁵⁴ Another stated benefit of the green alternative is the largest separation from Tribal lands when compared to the other options, a factor of great importance to the Tribal leaders.⁵⁵ Although, the green and purple alternatives would bisect the area between the San Xavier Indian Reservation and the rest of the Tohono O'odham Nation while the orange alternative would not, the orange alternative runs through a "permanent transportation easement" along the existing I-19 corridor through the San Xavier Reservation.

⁵² Ibid, page 6-8.

⁵³ Ibid, page 6-7.

⁵⁴ Ibid, page 6-8.

⁵⁵ Ibid.

Moving forward in our analysis, with the justifications for I-11 and the Avra Valley alternative in mind, it is important to understand public participation. This includes evaluating what makes effective public participation, exploring the legal requirements for public participation, and understanding how public participation is conducted for the I-11 project.

Public Participation

Public participation is addressed in this section in three ways. The first are through tools used to evaluate the effectiveness of public participation in a planning process. Next, public participation guidelines, as produced by the federal government, state department of transportation, and regional transportation planning agency are considered. Lastly, public participation, as it is conducted during the I-11 planning process, is explained.

Tools

Many different methods and tools have been proposed to ensure successful public participation during planning projects. These different methods often use a specific lens, through which ideal public participation can be understood. Below I cover three commonly used tools to measure the effectiveness of public participation: 1) Ladder of Citizen Involvement, 2) International Association of Public Participation, and 3) Equity Planning.

Ladder of Citizen Involvement

The first of such methods is Sherry R. Arnstein's 1969 Ladder of Citizen involvement. This ladder represents the extent of citizens' power in determining the end product of a planning project and is visually represented in Figure 7.⁵⁶ The rungs are separated into three distinct categories of public involvement. "Nonparticipation" is the category containing the bottom two rungs, Therapy and Manipulation, which see the public's opinion as something to "fix" and often disparages public input. The next three rungs encompass "Degrees of Tokenism," which informs community members about projects and allows limited opportunities for input. There's no accountability to implement public feedback into the project and the final

⁵⁶ Ibid.

<p>decision making power still lies with public officials. The highest three rungs are “Degrees of Citizen Power” where citizens have the highest level of involvement and control. In these three rungs, citizens have influence ranging from the ability to negotiate and engage in trade-offs to a majority of decision making seats or full managerial power.⁵⁷</p>	Degrees of citizen power	8)	Citizen control
		7)	Delegated power
		6)	Partnership
	Degrees of tokenism	5)	Placation
		4)	Consultation
		3)	Informing
	Nonparticipation	2)	Therapy
		1)	Manipulation

Figure 7: Modified representation of Sherry R. Arnstein 1969 Ladder of Citizen involvement. There are eight rungs of the ladder, from most citizen involvement on the top rung to least citizen involvement on the bottom.⁵⁸

International Association for Public Participation (IAP2)

The International Association for Public Participation (IAP2) aims to improve public participation by providing resources, courses, and advocacy.⁵⁹ IAP2 outlines seven core values for public participation:

- 1) Public participation is based on the belief that those who are affected by a decision have a right to be involved in the decision-making process.
- 2) Public participation includes the promise that the public's contribution will influence the decision.
- 3) Public participation promotes sustainable decisions by recognizing and communicating the needs and interests of all participants, including decision makers.

⁵⁷ Ibid.

⁵⁸ Sherry R. Arnstein, “A Ladder of Citizen Participation,” *Journal of the American Institute of Planners* 35, no. 4 (1969):217, doi: 10.1080/01944366908977225.

⁵⁹ “About Us,” International Association for Public Participation [IAP2], accessed March 20th, 2021, <https://www.iap2.org/page/about>.

- 4) Public participation seeks out and facilitates the involvement of those potentially affected by or interested in a decision.
- 5) Public participation seeks input from participants in designing how they participate.
- 6) Public participation provides participants with the information they need to participate in a meaningful way.
- 7) Public participation communicates to participants how their input affected the decision.⁶⁰

This guiding belief, that people affected by a decision have a right to be involved during the decision making process, is an important one as it sets out the motivation for conducting public participation, beyond a legal requirement. Furthermore, that by collecting public input is vital for ensuring that the public has a voice in the process and that policymakers provide a detailed explanation of how public input affected the decision. This becomes important later during the discussion of how public participation was used during the I-11 planning process.

The Association for Public Participation outlines a spectrum of public participation that includes levels of public participation, explaining to the public how their input is considered at each level. This provides a framework to understand the different levels of change that can be obtained through public participation. These range from “inform,” where the public has access to information about a project, all the way to “collaborate,” where public input is incorporated throughout the process, and “empower,” where the final decision is in the hands of the public.⁶¹

Equity Planning

Norman Krumholz, former Director of the City of Cleveland Planning Commission, among other notable accomplishments, is credited with advancing the idea of “equity planning.” Equity planning refers “to planning efforts that pay particular attention to the needs of poor and vulnerable populations, as well as population more likely to suffer the burdens of

⁶⁰ “Core Values,” IAP2, accessed March 20th, 2021, <https://www.iap2.org/page/corevalues>.

⁶¹ “IAP2 Spectrum of Public Participation,” IAP2, accessed on March 20th, 2021, https://cdn.ymaws.com/www.iap2.org/resource/resmgr/pillars/Spectrum_8.5x11_Print.pdf.

racial and [gender] discrimination.”⁶² This approach aims to prevent harm to marginalized communities through the planning process by attempting to address issues of discrimination through participatory planning.

Equity planning can be used as a lens to evaluate the effectiveness of public participation by looking at the impact of a transportation project from the perspective of the most marginalized communities. Krumholz provides eight lessons of equity planning, some of which are important for evaluating the degree to which public participation is fully realized.⁶³ Equity planning moves away from strictly focusing on the built environment (i.e., physical structure such as roads and buildings) and instead explicitly addresses poverty and racial segregation, for example. The process requires a clearly-defined equity goal and an effective decision making process relying on relevant information instead of rhetoric from the planning body. Most importantly, equity planning should have the ability to make changes and adopt the needs of the community it represents.

Public Participation Plans

When government agencies undertake transportation projects, or any plan that affects a community, they must release a document outlining the best practices and legal requirements for public involvement. This often encompasses methods to inform the public about a project and/or receive feedback on design choices. Previously, I addressed the tools used to evaluate the effectiveness of public participation. Next, I introduce the documents produced by government agencies that guide planners through implementing a plan for public participation on their project.

⁶² Norman Krumholz and John Forester, *Making Equity Planning Work: Leadership in the Public Sector* (Philadelphia: Temple University Press, 1990), 210.

⁶³ Norman Krumholz, “A Retrospective View of Equity Planning Cleveland 1969–1979,” *The Journal of the American Planning Association* 48, no. 2 (1982): 173-174.

Federal Highway Administration (FHWA)

“Any State transportation department which submits plans for a Federal-aid highway project involving the by passing of or, going through any city, town, or village, either incorporated or unincorporated, shall certify to the Secretary that it has had public hearings, or has afforded the opportunity for such hearings, and has considered the economic and social effects of such a location, its impact on the environment, and its consistency with the goals and objectives of such urban planning as has been promulgated by the community.”⁶⁴

The federal government has many laws outlining requirements for public input that stem from a long history of transportation projects being implemented with little-to-no say from impacted communities. In order to protect these communities, the Federal Highway Administration (FHWA) mandates that state transportation projects must hold public hearings in order to receive federal funds. These requirements are often a response to correct discriminatory practices in transportation projects and often include specific requirements for accessibility, convenience, and advertisements, such as providing Americans with Disabilities Act (ADA) accommodations, electronic information, and choosing convenient times/locations.⁶⁵

The Civil Rights Act of 1964 protects from discrimination on the basis of race, color, or national origin.⁶⁶ Other federal statutes require that adverse economic effects, environmental justice, and age discrimination all be considered during the planning process.⁶⁷ Beyond outlining the laws behind public involvement, the FHWA releases guidelines and resources for planning agencies to utilize. These range from 500+ page plus documents to simple and accessible fact sheets. This includes information such as how to hold a public meeting,

⁶⁴ Public hearings, 23 U.S.C. §128 (1998), <https://uscode.house.gov/view.xhtml?req=granuleid:USC-prelim-title23-section128&num=0&edition=prelim>.

⁶⁵ “Public Involvement Techniques for Transportation Decisionmaking,” FHWA, accessed March 21st, 2021, https://www.fhwa.dot.gov/planning/public_involvement/publications/pi_techniques/fhwahep15044.pdf, page 166-169.

⁶⁶ “Title VI of the Civil Rights Act of 1964,” 42 U.S.C. § 2000d (1964), <http://www.dol.gov/oasam/regs/statutes/titlevi.htm>.

⁶⁷ “Public Involvement Techniques for Transportation Decisionmaking,” FHWA, page 168.

deciding the purpose of community outreach, advertising events, and even games to play during the sessions. This information isn't binding for governments, but rather is a series of best practices and helpful tips for those responsible for public involvement.

Arizona Department of Transportation (ADOT)

According to federal law, states “shall develop and use a documented public involvement process that provides opportunities for public review and comment at key decision points.”⁶⁸ The Federal Highway Administration (FHWA) does not specifically define how to perform public involvement;⁶⁹ it simply states requirements that must be met. The Arizona Department of Transportation (ADOT) operates under guidelines (approved by the FHWA) that develop a state specific public involvement plan for transportation projects. This plan includes much of the same information about laws and regulations relating to public input, some of which is taken directly from FHWA materials. Having come from the FHWA materials, it is no surprise that there are many of the same shortcomings as neither organization includes context explaining how marginalized groups have been historically harmed by transportation projects and how that led to much of this legislation being necessary.

During the transportation planning process, an early task is the creation of a public involvement plan (PIP). This document outlines the process of public participation that is used for the project. A simple example would be a road widening project's PIP outlining that public meetings held at elementary schools at stages 1, 3, and 5 of the project and public input collected to inform the location of turning lanes. The PIP should consider the unique conditions and requirements of a project in order to ensure a high level of public participation.

⁶⁸ Ibid, page 170.

⁶⁹ “Public Involvement Plan,” Arizona Department of Transportation, February 2017, <https://azdot.gov/sites/default/files/2019/05/adot-public-involvement-plan.pdf>, page 6.

A significant goal of ADOT's statewide public involvement plan is to inform the creation of a project specific PIP. Therefore, the higher the level of public involvement considered in ADOT's statewide PIP, the higher the level of public involvement that is likely to be seen in each transportation project. In evaluating ADOT's statewide plan, I found that only a short portion of the plan considers what should be done with public participation, but quite a bit of consideration is given to the logistics behind public participation meetings. This disparity would likely result in public participation plans being created with the goal of "checking off" a legal requirement instead of effectively collecting public comments to inform decisions during the transportation planning process.

The highest level of public participation I saw considered in ADOT's statewide PIP was that "the ultimate goal is to incorporate all people into the decision-making process, adjust to the community's needs and solicit input throughout the life of a project."⁷⁰ Also, that the project-specific PIP *should* demonstrate how adjustments or accommodations were made to involve the public at each stage of the project. While this seems a great acknowledgement that a high level of public participation is important, without any further steps planners can take to realize this goal, it is ineffective in ensuring that project specific PIPs include a high level of public participation.

Instead of focusing on how planners can create an effective plan for public involvement, ADOT's PIP provides planners with step-by-step instructions on how to conduct public meetings. This includes specifics on choosing a time and location, meeting format, advertising, and layout of the meeting room.⁷¹ The purpose of these meetings appears to be informing the public about project plans and collecting public comments. Public comments are collected

⁷⁰ Ibid, page 20.

⁷¹ Ibid, page 28-32.

through “comment cards,” Q and A sessions, phone calls, and project websites. Only documenting these comments is discussed, not how to implement the findings about public opinion.

Beyond the aforementioned aspiration to incorporate all people into the decision-making process, no consideration is given to implementing these goals; this is in contrast to the detailed instructions on meeting the legal requirements of holding a public meeting or collecting public comments. Based on my review, ADOT’s public involvement plan appears to fall around rung 3 of Arnstein’s Ladder of Citizen Involvement: “informing.” This is the lowest rung in “degrees of tokenism” and it is likely that projects implementing this plan are engaging in public hearings for little more than to meet the requirements set forth by the Federal Highway Administration.

Pima Association of Governments

Metropolitan Planning Organizations (MPOs) are government organizations designed to carry out transportation planning in an urban area and represent local governments.⁷² MPOs often coordinate long-term transportation planning for major cities and their suburbs. Pima Association of Governments [PAG] is the federally designated MPO for the greater Tucson area and includes many of the jurisdictions in the Avra Valley region.⁷³ Federal law states that “the MPO shall develop and use a documented participation plan that defines a process for

⁷² “Metropolitan Planning Organization (MPO),” Federal Transit Administration [FTA], accessed March 21st, 2021, <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/metropolitan-planning-or-organization-mpo>.

⁷³ “Metropolitan Planning,” Pima Association of Governments [PAG], accessed on March 21st, 2021, <https://pagregion.com/who-we-are/metropolitan-planning/>.

providing [interested parties] with reasonable opportunities to be involved in the metropolitan transportation planning process.”⁷⁴

PAG’s public involvement policy is more limited in scope than ADOT’s, but has well-developed objectives and strategies. Objectives include clearly communicating who will be making decisions, how public input will be used, and explaining the cases where it is not considered.⁷⁵ The policy even goes as far as augmenting the spectrum of public participation discussed earlier with relevant examples of PAG projects. For example, a public transit improvement program implemented by PAG, only reached “consult,” the second of five levels on the spectrum. Whereas a voter-approved Regional Transportation Authority Plan reached “empowerment,” the highest level of public participation on the spectrum.⁷⁶ The reason for these varying levels of public participation is because different projects require different levels of involvement depending on the scope or impact to the community.

PAG’s public involvement policy includes limited discussion of how transportation projects should go about developing a public participation plan. Instead, the policy focuses more on explaining the concepts and goals behind public participation, using tools such as the spectrum of public participation as an evaluation method. While this policy outlines the general steps for public participation in a project, such as creating a public participation plan, setting a time for public comment, and evaluation methods, little detail on how to achieve these steps is included.⁷⁷ This leaves planners to decide how they can best implement the stated goals of public participation without a guide for doing this effectively. This policy does have a well-thought out list of communication channels. Public surveys were used to find the best

⁷⁴ FHWA, page 170.

⁷⁵ “Public Involvement Policy,” PAG, March 22nd, 2018, <https://mk0pagrtahost21swg12.kinstacdn.com/wp-content/docs/pag/2020/08/PIP2018.pdf>, page 9.

⁷⁶ Ibid, page 12.

⁷⁷ Ibid, page 17.

methods for the public and are very simple and easy to follow.⁷⁸ While this plan does seem to have a clearer focus on diverse stakeholders, there is still limited explanation as to the reasons this is important. Similar to ADOT, PAG public involvement policy appears most closely aligned with the “degrees of tokenism” section of Arnstein’s Ladder of Citizen Involvement in Figure 7.

Interstate 11

Background information about public involvement plans at the federal, state, and regional level, combined with a framework to evaluate public participation, together help answer the following research question: to what extent have the concerns of residents in Avra Valley and the surrounding communities been addressed during the Interstate 11 transportation planning process?

Public Participation Plans

First, it is important to discuss the public participation plan for I-11 as it guides the public input process. Since I-11’s public involvement plan (PIP) is bound by the requirements set out by the Federal Highway Administration and informed by ADOT’s statewide PIP, there are many similarities. One similarity is a lengthy section on federal requirements, but no discussion about the purpose of the laws. This is important because many of these laws stem from the urban renewal projects we discussed earlier, where low income and minority communities were bulldozed for highway projects without any input of residents. This document also includes the stated goals and intentions of the public participation and outreach efforts of this project:

- Engage a broad and diverse audience to ensure the Tier 1 EIS properly reflects public input at local and regional levels;
- Solicit public questions, comments, and concerns;

⁷⁸ Ibid, page 9.

- Ask specific questions during comment periods to obtain clear and meaningful input;
- Be responsive to public and media inquiries;
- Provide clear, timely, and accurate information;
- Provide reasonable access to the outreach process and study information;
- Offer multiple, clear, and convenient ways for stakeholders to provide comments; and
- Accurately document the public outreach and involvement process and activity.⁷⁹

These objectives focus primarily on providing information about the proposed I-11 corridor and also provide an opportunity for public comment. While obtaining meaningful input is mentioned, there is no explanation of how public feedback is incorporated into the project. ADOT, and to a lesser extent PAG, aim for this in their goals. However, neither organization appears to actively encourage this through their public participation guidelines. Also, the I-11 PIP makes no mention of adjusting to the needs of the communities affected by these proposals.

In contrast to ADOT's PIP, the I-11 PIP provides little information about how public meetings should be run. Instead, the lengthiest discussion in I-11's PIP is identifying and organizing specific stakeholder groups. Stakeholders are split into two primary groups: 1) the public and 2) agencies. Agencies include governments and nonprofits, while the public consists of community members and other organizations. Different meetings are conducted for each, but they often include similar information and collect similar feedback.

Agencies are split further into lead agencies, and cooperating agencies and participating agencies. Lead agencies are the main decision makers throughout the public engagement process, in this case, the Federal Highway Administration, and their Local Project

⁷⁹ "Public Outreach and Agency Coordination Plan," ADOT and FHWA, January 2017, <http://i11study.com/Arizona/PDF/Outreach-Coordination-Plan/I-11-Public-Outreach-and-Agency-Coordination-Plan.pdf>, page 9.

Sponsor, ADOT. Cooperating and participating agencies include federal and state agencies; Metropolitan Planning Organizations; city, county, and tribal governments; and utility companies within the study area.⁸⁰ I-11 PIP's plan identifies possible agencies, invites them to participate, and indicates the current status of their response (accepted, rejected, no response after multiple emails, etc.) This split can be seen in two of the previous public comment periods, on scoping and corridor alternatives.

Public Participation Periods

Next, it should be understood what public comment periods have been completed, what occurred during those periods, along with the next steps. After each project stage is completed, there is a public comment period. This timeline is outlined in Figure 4, which shows the previously completed scoping, corridor alternatives, and Draft Tier 1 EIS. While public input from scoping and corridor alternatives has been released, public input has not been published for the Draft Tier 1 EIS. Information on the public comment periods of the scoping and corridor alternatives stages has been completed, giving an important indication of what occurs during public comment periods for the I-11 project.

The scoping stage aims to receive early feedback related to the project's purpose and need, alternatives to be studied, impacts to be evaluated, and evaluation methods to be used, as well as establishing a decision making process.⁸¹ The next comment period was for corridor selection. It looked for feedback on the early route alternatives from the public and agencies.⁸²

⁸⁰ Ibid, page 11.

⁸¹ "Scoping Summary Report," FHWA and ADOT, January 2017, <http://i11study.com/Arizona/PDF/Scoping-Summary-Report/I-11-Scoping-Summary-Report-No-Appendices.pdf>, page 3.

⁸² "Agency and Public Information Meeting Summary Report," FHWA and ADOT, November 2017, http://www.i11study.com/Arizona/PDF/I-11_Public%20Meeting%20Summary%20Report_Nov2017.pdf, page 3.

Both the scoping and corridor selection stages held 3 to 4 agency meetings and 6 public meetings. At these meetings, attendees viewed presentations about the project, provided feedback on comment cards, and answered questions about the project. Questions for attendees included rating each route alternative as favorable, neutral, or unfavorable. During these public comment periods, comments were collected outside of meetings through an online map tool, email, and by phone.⁸³

Moving forward, and as shown in Figure 4, there are two stages of Tier 1 after the Draft EIS: 1) Final Tier 1 EIS, and 2) the Record of Decision (ROD). The Final Tier 1 EIS will utilize the Draft Tier 1 EIS and its public comments to finalize an alignment for I-11. After another public comment period, the lead agencies (Federal Highway Administration and ADOT) will make the final decision to continue to Tier 2 or cancel the project.

While these public participation plans and concepts are important, they do not function in a vacuum. Their real world applications can help evaluate if their outcomes match their stated goals. In the section that follows, I address two case studies that relate to public involvement. First, I show the implementation of ADOT's public involvement plan, using a recently completed highway serving Phoenix, AZ as an example. Second, I outline an example from Cleveland, OH that exemplifies the use of equity planning. After, I return to I-11 to understand primary issues being addressed by stakeholders during the aforementioned I-11 public participation process.

⁸³ "Draft Tier 1 EIS Volume II," ADOT and FHWA, page 5-15 to 5-23.

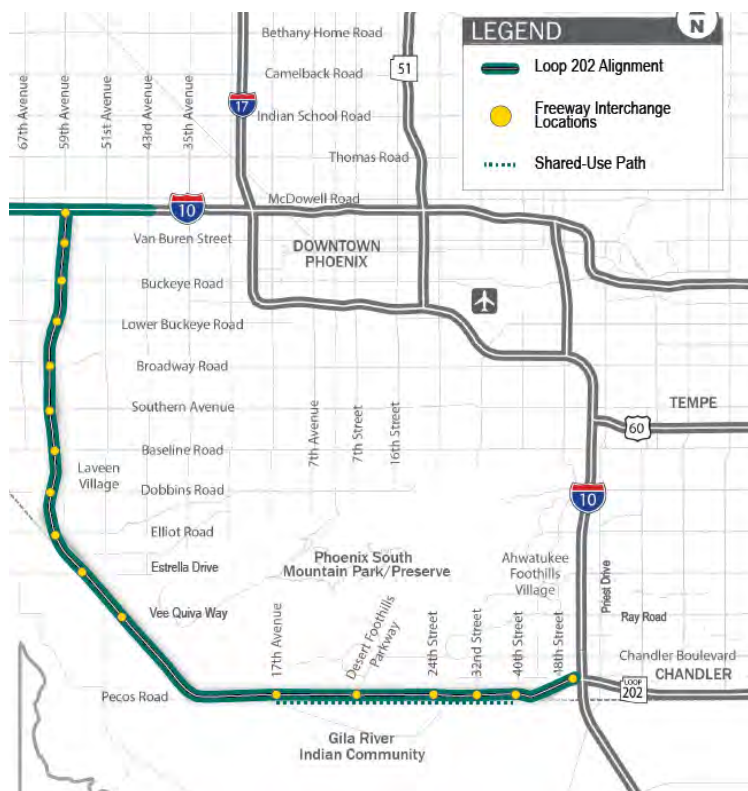
Case Studies

Loop 202 Extension - South Mountain Freeway in Phoenix, Arizona

The South Mountain Freeway, opened in December of 2019, is a 22-mile limited access freeway serving the Phoenix, AZ metropolitan region.⁸⁴ This project extends the Arizona Loop-202 freeway from the Interstate 10 interchange and connects back to Interstate 10 through the South Mountain as can be seen in Figure 8. It is the most recent new limited

access road in Arizona and was built through a public-private partnership between Arizona Department of Transportation (ADOT) and private developers.⁸⁵

In order to collect public input on the project, ADOT and the Federal Highway Administration hosted three public meetings with approximately 900 total attendees.⁸⁶ The meetings, held in the evenings at local high



schools, included a presentation on **Figure 8: Map of Loop 202 Extension.**⁸⁷

⁸⁴ “Loop 202 South Mountain Freeway opens to traffic,” ADOT News, ADOT, December 21, 2019, <https://azdot.gov/adot-news/loop-202-south-mountain-freeway-opens-traffic>.

⁸⁵ “Project Information,” South Mountain Freeway Information Site, ADOT, accessed on February 8th, 2021, <https://azdot.gov/node/14650>.

⁸⁶ Jennifer Nalley, “Preliminary Design Public Comment Report,” South Mountain Freeway Information Site, ADOT, last modified November 21st, 2016, <https://azdot.gov/sites/default/files/2019/08/loop-202-preliminary-design-public-input-meeting-report.pdf>, page 9.

⁸⁷ “Loop 202 South Mountain Freeway opens to traffic,” ADOT.

the project, as well as opportunities for questions and to fill out comment cards. Public comments could also be submitted online, via email, by phone, or by mail. The primary concerns, as expressed by residents in this public comment period, include:

- 1) the lack of a frontage road,
- 2) the use of noise mitigation measures,
- 3) the lack of an interchange at 32nd street,
- 4) the design of the shared use path,
- 5) that a segment will not be built below grade, and
- 6) that the freeway will impact access to their properties.⁸⁸

When responding to public concerns, ADOT generally argued that many issues were already addressed, or that addressing concerns was not possible. For example, responding to noise concerns, ADOT claimed that this was already addressed because they planned on using noise reducing asphalt and sound barriers. Another public recommendation for adding a frontage road was said to be not possible as there wasn't enough open land in the existing right-of-way.⁸⁹ The only major change to come out of public input was the addition of a shared use path. After this public comment period, another meeting was held to gather public input on the proposed location of a pedestrian bridge. After many recommendations from community members as to where the bridge could be of better use, they were told no other location would be suitable.⁹⁰

With only small changes made in response to public involvement, I consider this project an example of the placation rung on the Ladder of Citizen Involvement. Often being used by the young and poor, refusal to move the pedestrian bridge despite community recommendations, shows a failure to consider equity planning in this planning process. This

⁸⁸ Jennifer Nalley, "Preliminary Design Public Comment Report," page 17.

⁸⁹ Ibid, 18.

⁹⁰ "Public Meeting Summary," ADOT, October 11th, 2016, https://azdot.gov/sites/default/files/2019/08/l202-smf_publicopenhouse-riodelrey_summary_160824-final.pdf.

case study provides a recent example of the public input project for an Arizona freeway project. Although this was a state route and not an interstate project, ADOT is still a lead agency for I-11 and similarities with public involvement should be expected.

The Downtown People Mover - Equity Planning in Cleveland, Ohio

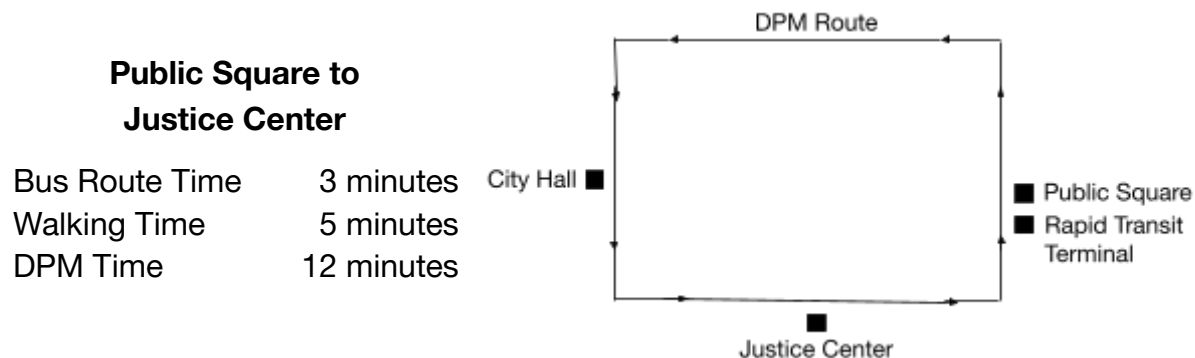


Figure 9: Diagram of the DPM route and chart comparing travel times between the public square and justice center for a bus, walking, and the DPM as adapted from “Making Equity Planning Work.”⁹¹

The term “gadgetbahn” is often used to describe futuristic new transit systems that improve mobility, but have the primary goal of spurring urban economic development and implementing new technology.⁹² Systems such as monorails, maglev trains, and Elon Musk’s “hyperloop” concept are examples of gadgetbahns. The Downtown People Mover (DPM), also a gadgetbahn, was proposed for Cleveland Ohio in 1976. Planned as an elevated one way 2.2 mile loop using automated vehicles (new technology at the time), on an elevated structure, it was one of many new transit systems invented through research funded by the U.S. Department of Transportation. The cost was \$52 million or around \$240 million in 2021

⁹¹ Ibid, 149.

⁹² Anton Dubrau, “What’s a Gadgetbahn?,” *Catbus* (blog), December 3rd, 2017, <http://www.cat-bus.com/2017/12/gadgetbahn/>.

dollars,⁹³ and was split between the federal government and local sources, covering 80% and 20% of the total cost, respectively.⁹⁴

One of the criticisms of the Cleveland DPM is that it aimed to solve a nonexistent transportation problem; the downtown already had an “extensive and efficient bus loop service.”⁹⁵ After completing a planning study, Cleveland planning staff found that since the DPM was a one way loop, it was slower than taking the bus or even walking, as can be seen in Figure 9. Many believed that the elevated track would disfigure the downtown area, casting shadows in an already grey and overcast city. The reason a system with so many flaws was proposed was not because it was asked for by transit dependent community members, but instead with the mayor, city council, and RTA. This was a top-down approach with funds being made available by the federal government and local officials pushing for their use. It’s justification was as a “test” system, one that could be evaluated by other cities if proven reliable, safe, and economic, but as Krumholz points out, what happens if this does not pan out?⁹⁶ While those in power thought it foolish to not take advantage of the “free money” the federal government was offerening, it wasn’t as if this project was free of risk.

While the federal funds matching may seem like a great deal at first, around \$42 million in 1976 dollars, that still leaves around \$10 million left to be funded. Worth around \$45 million today,⁹⁷ this would be taken from the fares and service improvements of city transit users. Beyond this, the DPM would run at a major operating deficit that would require taking funds from other transit services to support.⁹⁸ Therefore, not only would this system not provide an

⁹³ “CPI Inflation Calculator,” U.S. Bureau of Labor Statistics [BLS], accessed on March 31st, 2021, https://www.bls.gov/data/inflation_calculator.htm.

⁹⁴ Krumholz and Forester, *Making Equity Planning Work*, 141-142.

⁹⁵ *Ibid*, 145.

⁹⁶ *Ibid*, 143.

⁹⁷ “CPI Inflation Calculator,” U.S. BLS.

⁹⁸ Krumholz and Forester, 143.

effective means of transportation, it would take funds and services away from transit-dependent riders in the community. The DPM would also break a previous agreement between city officials and planners that prevented the expansion of rail lines in Cleveland.⁹⁹ This was instituted to protect the transit dependent riders who overwhelmingly take the buses, not trains. If the DPM were to be built, it would disproportionately hurt the city's poor and vulnerable populations who rely on public transit. Utilizing an equity planning lens, Krumholz understood that, "planners are agents of society, and they make choices that affect society's welfare."¹⁰⁰ Following Krumholz's lead, many planners fought against this project, despite their obligations to their boss, the mayor, who strongly supported the project.

After concluding that the DPM had major issues from the point of view of equity planning, it was important to find a way to stop this project from going forward. A variety of methods were used, such as uniting those who were against the project but afraid of going against the mayor and the election of a new mayor against the project. More interesting though, Krumholz reunited the Seniors' Coalition that he had previously worked with in another transit equity fight, to issue press releases attacking the DPM and its lack of consideration for transit dependent people. They asked for the community to put money where "it's asked and needed," referencing previous battles where the city was very reluctant to incorporate much cheaper improvements as requested by the community.¹⁰¹ Another example was Krumholz discussing with a journalist who utilized his diagram in Figure 9. In the end, equity planning won out and the DPM was never built, but it serves as a valuable example of top down planning going against the needs of the community being effectively countered with equity planning.

⁹⁹ Ibid, 143

¹⁰⁰ Ibid, 146.

¹⁰¹ Ibid, 147.

These examples of ADOT's public involvement plan's implementation and an implementation of equity planning will provide context when evaluating the extent to which community concerns have been addressed in the transportation planning process. Although, in order to evaluate these concerns, they must first be established. Next, I will present the primary concerns, as expressed by stakeholders of the I-11 corridor.

Stakeholders

Utilizing the previous discussion of public participation and considering the implementation of ADOT's public involvement plan and equity planning, some background is needed to fully answer the question at hand. Proceeding is an outline of the concerns expressed by stakeholders in the I-11 project, as to the green corridor alternative through Avra Valley, as recommended by the Draft Tier 1 EIS. The concerns are 1) consistency with regional goals, 2) lack of multimodal transportation considerations, 3) environmental concerns, and 4) a lack of consideration for public feedback.

Regional Goals

Both the City of Tucson and Pima County, the two municipalities most affected by the Avra Valley alternative, have established goals for their future development outlined in their comprehensive plans, Plan Tucson and Pima Prospers, both outlined in the literature review. Each document strongly agrees that their geographic advantage, being located near the border of Mexico is important to utilize.¹⁰²¹⁰³ By connecting Mexico to Canada, both municipalities, along with other local economic development organizations,¹⁰⁴ are in strong support of I-11.

Although the proposed concept is supported by these localities and their economic development goals, there are many other aspects that contradict this agreement with local long range plans. Both Plan Tucson and Pima Prospers state that *focus should be made to maintain and improve existing infrastructure as opposed to new construction projects.*¹⁰⁵ Since funding the maintenance of existing infrastructure is difficult and new projects require increased

¹⁰² *Plan Tucson*, City of Tucson, page 3.50 - 3.51.

¹⁰³ *Pima Prospers: Comprehensive Plan*, Pima County Board of Supervisors, page 6.2 - 6.4.

¹⁰⁴ "Scoping Summary Report," FHWA and ADOT, page 22.

¹⁰⁵ *Ibid*, page 3.13 - 3.17.

maintenance spending of their own, paired with the negative environmental impact of construction, this priority is also in line with other long-term goals in the region. As previously discussed, the recommended corridor for I-11 was chosen to use primarily new highway corridors. This decision is consistent with its recommendation of the green alternative through Avra Valley as it requires a new highway corridor to be built as opposed to utilizing the existing I-10 and I-19 corridor through Tucson. This decision is in direct contradiction with the long-term transportation goals of the region, but no consideration is given in the Draft Tier 1 EIS as to consistency with long-term planning in the region when evaluating if a new corridor should be built through the Avra Valley.¹⁰⁶

This decision to recommend an alternative that focuses on building new corridors also goes against the input received by stakeholder agencies and the public. As early as the scoping stage, many stakeholder agencies provided their support for repurposing existing corridors for I-11 as opposed to building a new one, particularly in Avra Valley. The City of Tucson requested “that the Tier 1 EIS consider innovative approaches to alternatives that co-locate I-11 approximately within existing freeway rights-of-way for I-10 and I-19.”¹⁰⁷ The U.S. Environmental Protection Agency (EPA) recommended “studying the use of existing corridors wherever possible in order to reduce the many environmental impacts.”¹⁰⁸ The City of Tucson, National Park Service, and others echoed this request, many specifically requesting that the existing I-10 corridor be used and not the Avra Valley.¹⁰⁹ ADOT themselves summarized agency feedback as “ensure consistency with existing and proposed local and regional plans, environmental documents, and master planned community plans.”¹¹⁰ ADOT also summarized

¹⁰⁶ “Draft Tier 1 EIS Volume II,” ADOT and FHWA, page 6-7 - 6-8.

¹⁰⁷ “Scoping Summary Report,” FHWA and ADOT, page 20.

¹⁰⁸ Ibid, page 27.

¹⁰⁹ “Draft Tier 1 EIS Volume II,” ADOT and FHWA, page 5-19.

¹¹⁰ “Scoping Summary Report,” FHWA and ADOT, page 14.

public feedback on the issue to show support for expanding existing interstate corridors, but opposition to any route through Avra Valley.¹¹¹

Multimodal Considerations

As previously discussed with the justifications and goals of I-11, when the project was first studied by the 2014 Intermountain West Study, this corridor was established as a “critical piece of multimodal infrastructure.”¹¹² It was said that alternatives such as rail, utilities, and air could be considered as alternatives for the CANAMEX corridor. This multimodal concept was eventually scrapped in favor of a strictly interstate corridor with consideration for future multimodal expansion. In other words, a highway would be built, with future consideration for rail, but rail improvements would not be included as part of I-11. The reasons given for not including other transit modes include: existing railroads in the region, other planning studies currently underway studying rail improvements in the region, and having no interest from the rail companies to be included in the project.¹¹³ Also, passenger rail between Tucson and Phoenix was not considered as part of this project as it is being studied independently.

Although project planners have all but ignored consideration of other transit modes for I-11, the stakeholder agencies and the public are very clear in their support for other modes of transit through the corridor. Public comments include requesting ADOT explicitly state that multimodal be “a fundamental purpose for the I-11 corridor.”¹¹⁴ Others request that a multimodal alternative is seriously considered or that rail is accommodated in the alternatives.¹¹⁵ Passenger rail, such as between Tucson and Phoenix, is another common

¹¹¹ “Agency and Public Information Meeting Summary Report,” FHWA and ADOT, page 26-27.

¹¹² “Draft Tier 1 EIS Volume I,” ADOT and FHWA, page ES 1-1.

¹¹³ Ibid, page 1-8 and 1-9.

¹¹⁴ “Agency and Public Information Meeting Summary Report,” FHWA and ADOT, page 32.

¹¹⁵ “Scoping Summary Report,” FHWA and ADOT, page 14 and 38

request from the public.¹¹⁶ The EPA suggests that a multimodal corridor would mitigate environmental impacts of the project.¹¹⁷ Multimodal connections are a priority for local long range plans; both Plan Tucson and Pima Prospers aim to expand multimodal transportation improvements.¹¹⁸¹¹⁹

Environmental Concerns

As discussed in the Avra Valley Corridor segment of the Justifications section, building a new corridor through the Avra Valley, as in the recommended green alternative, would have huge environmental impacts, such as: fragmenting wildlife habitats, impacting protected species, and proximity to protected land. Planners claim that these impacts are easier to “mitigate” than the orange alternative through Tucson with plans such as wildlife bridges. What was not considered in this evaluation was the input of stakeholder agencies and the public, who overwhelmingly supported the orange alternative through Tucson due to its significantly smaller environmental impact.

As early as the scoping stage, agencies and the public supported protecting environmentally sensitive resources, minimizing disturbances to undeveloped lands such as Avra Valley.¹²⁰ Concerns include the Avra Valley corridor’s proximity to the Central Arizona Project (CAP), an open canal that is the primary source of drinking water for Tucson and the region. This was expressed by the City of Tucson and its water facilities, requesting that I-10 be used instead.¹²¹ This sentiment continued throughout the early comment periods, from both the public and agencies, often specifically requesting that the existing I-10 be used over Avra

¹¹⁶ “Agency and Public Information Meeting Summary Report,” FHWA and ADOT, page 32.

¹¹⁷ Ibid, page 27.

¹¹⁸ *Plan Tucson*, City of Tucson, page 3.50 - 3.51.

¹¹⁹ *Pima Prospers: Comprehensive Plan*, Pima County Board of Supervisors, page 3.13 - 3.17.

¹²⁰ “Draft Tier 1 EIS Volume II,” ADOT and FHWA, page 5-17.

¹²¹ “Draft Tier 1 EIS Volume II,” ADOT and FHWA, page 5-19.

Valley, citing environmental concerns. ADOT themselves acknowledge that the Avra Valley alternative would “further fragment wildlife habitat and impact the endangered Pima pineapple cactus and several other protected species.”¹²² Also stating that it would impact noise, light, air quality, and visual character for the protected lands of Saguaro National Park West, Tucson Mountain Park, and the Tucson Mitigation Corridor.

Public Feedback

For the many reasons discussed, both stakeholder agencies and members of the public oppose the green alternative through Avra Valley. In order to understand if the objection to this alternative is limited to those who care specifically about these

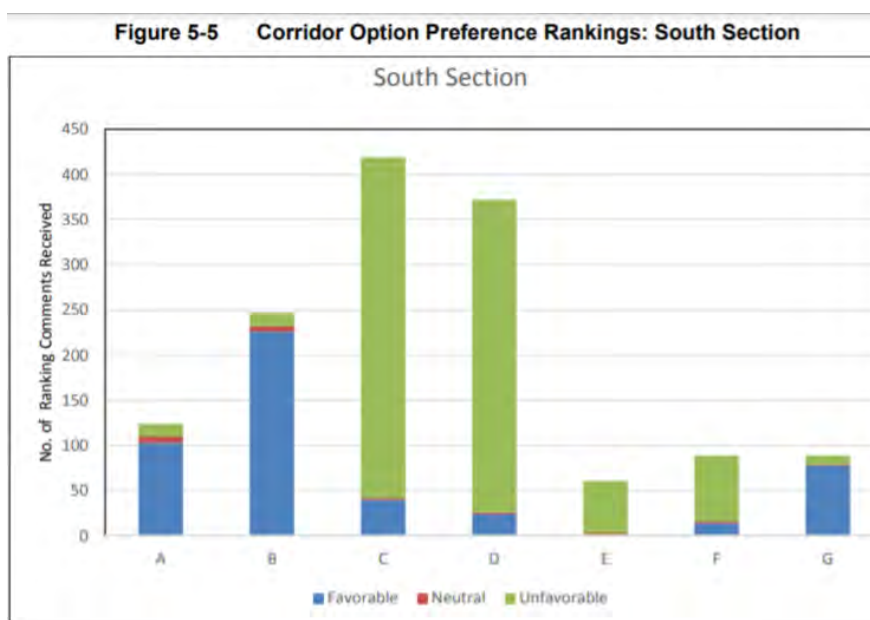


Figure 10: Public response indicating their favorability of different alignments in the South section of the I-11 corridor collected during the agency and public information meetings.¹²³

issues, such as the environment or consistency with long range plans, or if there is a more general opposition to this alternative compared to the orange alternative through Tucson. One example stands out to illustrate the degree of opposition in the community.

During the agency and public information meetings, members of the public provided feedback on route alternatives by classifying each as “favorable,” “neutral,” or “favorable.”

¹²² “Draft Tier 1 EIS Volume II,” ADOT and FHWA, page 6-7 - 6-8.

¹²³ Ibid, page 25.

Figure 10 illustrates these responses for each corridor alternative in the Southern section (which contains Avra Valley). It shows that alternative B (orange, through Tucson) is very favorable while alternatives C (purple) and D (green), both in Avra Valley, are overwhelmingly unfavorable. A map of these routes is shown in Figure 5.

Furthermore, around 250 responses were received for alternative B (orange) and between 375-400 responses for alternatives C (purple) and D (green).¹²⁴ This is compared to a maximum of 40 responses for any alternatives in the North or Central sections. Many alternatives in the North and Central sections that received over 10 responses had an even split between favorable and unfavorable that can be contrasted with the very favorable responses for the Tucson alternative and overwhelmingly unfavorable responses for the Avra Valley alternatives seen in Figure 10.

Lastly, a map showing the general location of respondents reveals a generally even distribution across the study area with the notable exception of the general area around the Avra Valley corridor, communities that would be most impacted by the Avra Valley corridor alternatives.¹²⁵ Therefore, these responses can be seen as representative of the community being impacted by this project. This finding is consistent with public and agency feedback received at the time in other forms, as is discussed in the stakeholders section.

Since this feedback was collected to inform the alternatives recommended in the Draft Tier 1 EIS, their analysis can help demonstrate the extent to which public input was considered. This is important as it provides an opportunity to evaluate their use of public input relevant to the Avra Valley alternatives. Despite an overwhelmingly unfavorable response to the two Avra Valley alternatives, green and purple, and very favorable ranking of the orange alternative

¹²⁴ "Agency and Public Information Meeting Summary Report," FHWA and ADOT, page 25-26.

¹²⁵ Ibid, page 33.

through Tucson, ADOT recommended the green alternative through Avra Valley. Not only was this alternative recommended despite overwhelming public opposition, no mention of public favorability of this alternative was mentioned in the official analysis of corridor alternatives.¹²⁶ If public feedback was collected, but not considered in the decision making process and had no discernible impact on the outcome, what is the motivation behind collecting public input? Keep this important question in mind in the next section.

This section answers the first part of the research question: what are the primary concerns, as expressed by residents in Avra Valley and the surrounding communities, of the proposed Interstate 11 corridor? Having established these concerns, the next section evaluates the extent to which these concerns were addressed during the transportation planning process, specifically through the lens of the Ladder of Citizen Involvement and equity planning.

¹²⁶ “Draft Tier 1 EIS Volume II,” ADOT and FHWA, page 6-6 to 6-8.

Analysis

In statistics, the default assumption is that a theory is incorrect; this assumption is called the null hypothesis.¹²⁷ You must provide enough evidence to reject the null hypothesis and by default, consider the alternative hypothesis to be true. If after research, you do not find enough evidence against the null hypothesis, you must continue assuming your alternative theory is incorrect, no matter how much time, effort, and money has been invested. While often disappointing, not all theories can be correct and this does not make a study a failure. It has successfully found the answer to the question asked and the research adds to the body of scientific knowledge.

In transportation planning, the equivalent concept is the no build alternative. This default assumes a project does not move forward with construction and that existing conditions remain unchanged. Every decision, such as how many lanes a road should have, what route it should take, or even if construction should go ahead, should be compared against the no build alternative. A transportation study has not failed if it selects the no build alternative any more than research fails if they cannot reject the null hypothesis. In fact, a transportation study's goal is often to find out if sufficient justification exists for a project, a goal which has been accomplished. Keeping this in mind, as each of the concerns established in the previous section are evaluated. For each issue, the outcome is discussed, a root cause found, and it's consideration for equity planning and public participation is included. This will reveal the extent to which these concerns have been addressed in the transportation planning process.

¹²⁷ Tom Scott, *The Null Hypothesis*, YouTube, December 18th, 2017, Video, 00:03:57, <https://www.youtube.com/watch?v=KOJnOCdBr4s>.

Regional Goals

In trying to understand why I-11 planners recommended a new highway corridor instead of repurposing an existing one - a plan in opposition to the stated goals of the city and county as well as stakeholder agencies and community members - the proposed alternatives and the methodology used to evaluate them must be considered. First, looking at the proposed alternatives, planners proposed either a variation of a new corridor through Avra Valley or a substantially changed highway along the existing I-10 corridor. A no build alternative is not considered for this specific section; one where I-11 runs along the existing stretches of I-10 and I-19 with only the already planned maintenance and improvements being completed. I-10 is already seeing large amounts of investments in improvements, but it was not considered if this would be sufficient for the project's goals.¹²⁸ A no build alternative is only considered and evaluated against on the project as a whole. Since I-11 is in line with regional economic development priorities, a no build alternative for the entire corridor would also go against regional goals. These limited options create a false dichotomy; one where both options go against the future goals of the region.

This false dichotomy is presented, even against public feedback, because of the methodology used to evaluate alternatives. Alternatives are evaluated against the five goals of the I-11 corridor and in 2,000 foot wide sections, as can be seen in Figure 3. As established in the Draft Tier 1 EIS and seen in the Justifications section, the purpose of the I-11 corridor is outlined in five goals that are used to evaluate each alternative against. These goals focus on speed, capacity, and reducing congestion, all favoring a road corridor that requires a large amount of space for many lanes, in a new location not previously served by highways. None of

¹²⁸ "Alternatives Selection Report," ADOT and FHWA, December, 2017, http://i11study.com/Arizona/PDF/I-11_ASR_December-2017.pdf, page 35.

the goals include being in line with regional goals, environmentally sensitive, fiscally responsible, or inclusive of public feedback. This is the methodology used to evaluate the project, therefore it is unsurprising that it favors new corridors, despite going against regional goals and public feedback.

Another element of the methodology used to evaluate this project is the use of 2,000 foot corridors for the initial alternative evaluation instead of the 400 foot corridor that is evaluated in the next stage. By using 2,000 foot corridors, you favor rural areas such as Avra Valley rather than urban areas such as Downtown Tucson. While much of the consideration against the orange alternative through Tucson was due to the lower income areas, historical significance, and overall disruption that would be seen in the 2,000 foot wide corridor, it failed to consider that a significant Interstate right of way already exists for I-10 and as pointed out by Tucson City Manager, Michael Ortega, no new right of way would need to be acquired.¹²⁹ Looking at such a large corridor overstates the possible impacts.

Multimodal Considerations

Returning to the desire to consider a multimodal alternative for I-11 as expressed by stakeholder agencies and the public, it must first be considered that every alternative discussed in the alternative selection report was a road facility (i.e., only one mode of transit). This is despite the same report noting that much of the feedback received requested a multimodal alternative to be included.¹³⁰ Planners' reasoning for omitting rail as a consideration, the only other mode of transit seriously discussed, include the claim that rail infrastructure already existed in the region and that long range planning improvements were already being

¹²⁹ Michael J. Ortega to Karala S. Petty, July 1st, 2019, in *I:11: A Disaster for the Sonoran Desert?*, Coalition for Sonoran Desert Protection, <http://www.sonorandesert.org/wp-content/uploads/2019/07/2019-07-COT-Comments-on-I-11-DEIS.pdf>.

¹³⁰ "Alternatives Selection Report," ADOT and FHWA, page 9 and 11.

studied.¹³¹ Long range road improvements are also studied regularly and other highways exist in the region, but there is still a need for a I-11 to be studied. The overarching purpose of this corridor is specifically to better connect the Mexican and Canadian borders and standard rail improvement studies do not effectively consider this goal, nor the improvements necessary for its accomplishment in the same way long range road studies would not effectively consider the goal of I-11.

Other modes of transportation were not adequately considered against the existing interstate plan. A highway corridor to serve the purpose of connecting the CANAMEX corridor is studied in thousands of pages of documents, whereas rail for the same purpose was dismissed in just a few paragraphs. Rail was not included as an alternative either along or alongside an interstate corridor at any point in the study process, therefore there is not enough information to effectively evaluate rail against an interstate alternative. Similar lack of consideration went into the lack of interest from railroad companies and to passenger rail, such as between Phoenix and Tucson. This lack of consideration occurred despite the frequent requests from the public at all stages of the planning process, as discussed earlier.

This project became a highway because the consideration of other modes of transit was a formality. While the formality may have been to demonstrate some level of consideration for public involvement, or just to ensure it was not seen as an oversight at later stages of the process, the lack of serious consideration implies that planners had no intention to build anything but a highway. As was seen with Robert Moses, he had the power to build more roads so he did, but without regard for those whose lives it would be impacting. Agencies such as ADOT and the Federal Highway Administration primarily build road corridors and much of their

¹³¹ "Draft Tier 1 EIS Volume I," ADOT and FHWA, page 1-8 - 1-9.

staff is trained to do so; therefore, even when the project stakeholders that are directly impacted by the outcome request an alternative, a highway is proposed instead.

Looking at the Ladder of Citizen involvement, discussed in the public participation section, this would appear to fall on the lowest rung of the ladder, manipulation. This is because public input was said to be considered, but without any genuine attempt to include their input in the project; thereby, giving the illusion that their input changed the outcome of the project. This is not equity planning from the perspective of the poorest residents as tremendous economic and racial disparities exist in car ownership, thereby restricting easy access to this transportation corridor as opposed to an alternative such as passenger rail.¹³² As we will discuss next, equity planning can be considered from the perspective of the environment and rail has better outcomes when compared to a roadway as it incurs less environmental impact.

Environmental Concerns

What makes the equity concerns with I-11 different than those of past interstate project conflicts, such as between Jacobs and Moses, are those impacted. Where Jacob was defending her low income, minority neighborhood from Moses' freeway plan, I-11 threatens the delicate Sonoran Desert ecosystem. That said, equity planning looks to advocate for the most vulnerable populations; in this case, that is the environment. While the Avra Valley alternative best fulfills their criteria discussed earlier, if project planners practiced equity planning, they would have considered the needs of the environment first and foremost.

¹³² "Car access: Everyone needs reliable transportation access and in most American communities that means a car," National Equity Atlas, accessed on April 19th, 2021, https://nationalequityatlas.org/indicators/Car_access#/?geo=02000000000004000.

One of the reasons this was able to occur is that more thorough analysis of environmental mitigation is completed in the next stage of the project. While theoretically mitigation is easier from a transportation planning perspective, this project will still have major environmental impacts no matter what level of mitigation is undergone. A planner practicing equity planning would choose the reasonable alternative that does not have this major environmental impact, the orange alternative through Tucson. Beyond the equity planning issue, no consideration was given to the large amount of negative feedback from agencies such as the City of Tucson, EPA, and others, as well as the public, requesting that the Avra Valley alternative not be recommended due to its massive environmental impact. No mention of this feedback was included, other than a general discussion of the environmental impacts, when evaluating this segment.

Public Feedback

Understanding the lack of equity planning considerations from an environmental perspective, it is important to look at public feedback more generally. The recommendation of the green alternative, despite the overwhelming public opposition, can be best understood in the context of the public participation plans discussed at the end of the Public Participation section. This example of collecting comprehensive data, but not using it to inform project decision making can be explained by the lack of serious consideration for public participation's purpose, legal requirements, and who the decision making power rests with. As we have seen in the ADOT and Federal Highway Administration (FHWA) public participation materials that informed the I-11 public participation plan, quite a bit of consideration is given to when to hold meetings, how to advertise, and how to collect public comments, but outside of a few lofty goals, there is no discussion about incorporating this feedback into the project. Without serious

consideration in the documents guiding it's creation, it is understandable that the I-11 public participation plan does not consider the application of public input.

Legal requirements, as explained by the FHWA, ADOT, and I-11 public participation plans, are bound by many laws regarding public participation. As discussed earlier, these requirements include public meetings at regular intervals. Very specific requirements exist for the advertisement of meetings, providing information, and opportunities for the public to give input regarding the project. While planners are required to extensively document the feedback they receive from these meetings, there is no legal requirement for planners to incorporate the public's wants and needs into the project.

If public input is not informing decision making, it is important to ask: who does decision making power lie with? In the case of this example, ADOT and FHWA partnered in writing the Draft Tier 1 EIS, which included the analysis of alternatives and decision of recommended alternatives. This decision has gone back to public comment, which should inform the selection of "preferred alternatives." The last iteration of I-11's route will be decided independently by ADOT and FHWA in the Final Tier 1 EIS. Furthermore, the final decision between the "preferred alternatives" and ending further study of the I-11 corridor also rests with the same agencies, ADOT and FHWA. If these agencies independently control decision making throughout the process, there is no check or balance of this project and this provides little reason for these agencies to go out of their way to include the needs of the public.

It is clear why public input did not inform decision making. No mention of using public input in the public participation plan (though it is not legally required), and the final decision rests solely with the agencies in charge. There's no legal basis or checks to incentivize planners to go out of their way to get above the "informing" and "placation" rungs of the ladder of citizen

involvement, and ensure that citizens share responsibility in the decision making process.

There is no incentive for planners to practice equity planning as they are not beholden to the needs of the public, far less to the needs of the most vulnerable citizens. Clearly the goals of the I-11 public participation plan have been met as the public has been informed and public comments have been collected and documented, but these goals have not led towards an equitable outcome.

Despite going against regional goals, multimodal support, environmental concerns, and overall public feedback, the recommendation was made by the Draft Tier 1 Environmental Impact Statement written by the Arizona Department of Transportation and Federal Highway Administration to recommend the orange corridor alternative through Avra Valley. In the end, while various reasons exist for the public to take issue with the Avra Valley alternative, this public feedback was not effectively considered by project planners, as can be seen by project outcomes. This occurred because a false dichotomy between alternatives was presented, a biased methodology was used to evaluate alternatives, planners defaulted to building a highway, planners failed to implement equity planning, flawed public involvement plans, and a lack of consideration for public feedback in analysis.

All of these reasons can be tied to one thing: the agencies that make the final decision. Because the final decision is left with the project planners, equity planning would need to be left in the hands of individual planners and this project will never go above the fifth rung, Placation, of the Ladder of Citizen Involvement into "Degrees of Citizen Power." This can be seen in this project, that without meaningful citizen control, the highest level of involvement seen is placation. Without the option for the public to choose the no build alternative, planners are not held accountable when their project does not meet the needs of the public.

Conclusion

Without going beyond the “placation” rung of the Ladder of Citizen Involvement, it can be concluded that residents of Avra Valley and the surrounding community have not had their concerns meaningfully addressed during the I-11 transportation planning process. This suggests that the decades long battle between community leaders and public officials, as seen with Robert Moses and Jane Jacobs, continues to this day. Despite overwhelming evidence that a large majority of stakeholder agencies and local residents preferred the orange alternative, following I-10 through Tucson, to the green alternative, through Avra Valley, project officials recommended the green alternative without full consideration of public input.

This outcome would likely have been different if planners evaluated route alternatives through the lens of equity planning. Instead of evaluating solely from the perspective of traffic flow, planners would have considered the needs of the vulnerable Sonoran Desert environment in Avra Valley. Equity planning would more likely contextualize the massive disparity in environmental impact between the two alternatives against the comparably much smaller change in traffic flow, leading to a possible recommendation of the orange alternative through Tucson. Evaluating from the lens of equity planning often results in the same outcome as requested by the public.

In many ways, the I-11 project has the same goals as the local community. If project planners needed the support of the community to approve their plans, it is likely that an alternative meeting the needs of all stakeholders would have been presented. By not achieving the “Degrees of citizen power” rungs on the Ladder of Citizen Involvement, where community members have a degree of meaningful decision making power, an optimal outcome can not be reached as project planners have no incentive to meet the needs of all stakeholders.

Substantial improvement to the public participation process should be made by giving community members, such as local officials and residents, the ability to vote on elements of the project. At minimum, they should have decision making power between “no build” and moving to Tier 2 study.

Moving forward, the Final Tier 1 Environmental Impact Statement will be released with a “preferred corridor alternative” selected, giving planners another opportunity to consider the needs of the community and select the orange alternative through Tucson. A public comment period on this Final Tier 1 EIS will occur, at which point a “Record of Decision” will occur. This is where the Federal Highway Administration will decide to move forward with Tier 2 study, where a 400 foot corridor will be selected within the Tier 1 corridor, or the no build alternative, ending future study of the I-11 corridor. Further research could be conducted on the results of these next stages of study and the public comment periods that proceed.

While the lack of consideration of public participation is disheartening, greater awareness of citizen involvement and equity planning could be instrumental in future transportation projects statewide. Just as Jane Jacobs successfully fought the Cross Bronx Expressway, there is a long history of communities fighting these projects despite planner’s lack of consideration for public input. Spreading awareness, showing up to public input meetings, and writing letters to public officials are all effective strategies to ensure your input is considered for a project. While this is not a new issue, this long history shows how it can be fought.

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Tucson Field Office
1510 E Fort Lowell Rd
Tucson, AZ 85719

Tel (520) 622-3861
Fax (520) 620-1799

nature.org

August 16, 2021

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

Dear I-11 Tier 1 EIS Study Team,

On behalf of The Nature Conservancy in Arizona (Conservancy), thank you for the opportunity to provide comments on the Final Tier 1 Environmental Impact Statement (EIS) for the proposed Interstate 11 (I-11). We commend the EIS team for adding a robust set of mitigation analyses and commitments described in chapter 7, especially those that would evaluate mitigation options across the entire corridor. This is consistent with the Fixing America's Surface Transportation Act, or FAST Act, which formally designated I-11 as a US Interstate, as it directs agencies to "give substantial weight" to regional mitigation plans. As we noted on our 2019 comments on the draft EIS, we again emphasize the need for a programmatic mitigation assessment that evaluates cumulative impacts and mitigation actions across the region for an infrastructure proposal as large as the proposed I-11 where wildlife and habitat impacts will be regional in scale and, in some locations, irreversible. As an example of the scale of impact, we note that 80% of the wildlife linkages within the Sonoran Desert ecoregion would be impacted by the preferred I-11 alternative¹. This scale of potential impacts underscores how important it is that the interstate alignment avoid sensitive wildlife and conservation areas wherever possible. Where impacts are unavoidable, habitat and wildlife impacts should be carefully studied, and the full measure of local, state, and federal mitigation tools and funding should be rigorously applied to achieve no net loss of native habitat.

In this comment letter, we present a systematic analysis of the direct and indirect impacts to important conservation areas, wildlife habitat and corridors, and water resources of 10 segments from the EIS preferred alternative. These comments build upon and adapt a prior analysis we completed for proposed I-11 routes in central Arizona as part of the 2013 *Planning for Environmental Linkages process* (PEL) that was part of the *I-11 and Intermountain West Corridor Study*. We conclude that 1 segment (Q3) would have limited impact to wildlife and water resources; 2 segments (I2, B) present opportunities for both motorist safety and passage of wildlife around existing roadways; and 5 segments (U/X, Q2, L, M, F2) would have significant impacts to wildlife or water resources that could be offset through mitigation measures. We recommend that any new construction on 2 segments (D, F1) be avoided because impacts to wildlife corridors and conservation lands would be

¹Sonoran Desert Wildlife linkages directly impacted by I-11 preferred alternative: Coyote-Ironwood-Tucson, Saguaro-Tortolita-Santa Catalina, Ironwood-Picacho Mtns, Gila Bend-Sierra Estrella, Buckeye Hills East-Sonoran Desert Nat Mon, White Tanks-Belmonts-Vultures-Heiroglyphics, Wickenburg-Hassayampa. Wildlife linkages not impacted: Santa Catalina/Rincon-Galiluro, Kitt Peak.



Tucson Field Office
1510 E Fort Lowell Rd
Tucson, AZ 85719

Tel (520) 622-3861
Fax (520) 620-1799

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difficult or infeasible to offset with mitigation measures. Below is a narrative description of these impacts summarized in Table 1.

Opportunity to Study and Improve Wildlife Linkages

Implementation of I-11 along segments B and I2 could provide an opportunity for Arizona Department of Transportation (ADOT) to collaborate with federal and state wildlife agencies to study wildlife movements and identify best locations for wildlife overpasses and underpasses. These practices have already successfully been adopted and implemented by the ADOT in other locations in Arizona.

Minimize and Offset Impacts

Construction of new I-11 interstate along segments U/X, M, L, F2 and expansion of SR-85 on segment Q2 would also restrict wildlife movement, that should be carefully studied. In particular, a new interstate along segments M and L would have the effect of isolating wildlife populations in the northern portion of the Sonoran Desert National Monument (i.e., north of I-8), from important native habitats in Buckeye Hills. In addition, construction of an interstate in these segments would result in habitat loss or degradation to intact native Sonoran Desert and riparian habitat that could be compensated for under Arizona Game and Fish Department (AGFD) habitat compensation policy. Construction at segments U/X, Q2, L, M could result in habitat loss or degradation to ESA Candidate species, Sonoran Desert Tortoise (*Gopherus morafkai*). Opportunities exist to offset impacts to Sonoran Desert Tortoise habitat through existing BLM Desert Tortoise Mitigation Policy. Depending upon final alignment, the U/X segment could also have indirect impacts on an area acquired and/or managed for conservation purposes (Vulture Mountains ACEC).

The F2 segment between Marana and Casa Grande could potentially impact riparian and floodplain habitat in the Santa Cruz flats that currently supports 70 bird species, including breeding populations of Crested Caracara (*Caracara cheriway*), which is currently imperiled in state of Arizona. Intact riparian areas in Arizona have a limited distribution but provide habitat to an abundance of wildlife species. This riparian setting is similar to segments N and R in the draft EIS recommended alternative that ran parallel to the Gila River but were removed from preferred alternative in the final EIS due to potential impacts to riparian habitat. Expansion of the existing I-10 alignment, segment G, instead of F2 would remove or substantially reduce the need to mitigate for riparian habitat impacts. If segment F2 is selected from the Tier 2 EIS, any F2 alignment in the Santa Cruz flats should avoid and minimize direct impacts to wildlife habitat. If wildlife habitat is lost or degraded, we recommend that AGFD's habitat compensation policy or other relevant mitigation policies be used to fully compensate and mitigate impacts.

Avoid

The Conservancy recommends the I-11 team avoid a new interstate along the West Pima option (segments D and F1) because construction would result in loss or degradation of Endangered Species



Tucson Field Office
1510 E Fort Lowell Rd
Tucson, AZ 85719

Tel (520) 622-3861
Fax (520) 620-1799

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Critical Habitat, Pima County Conservation Lands, and wildlife corridors in the Altar and Avra valleys that would be difficult or infeasible to mitigate. An interstate along this alignment would negate or substantially diminish the very purposes for which the Tucson Mitigation Corridor (TMC) and Pima County Conservation Lands were put into conservation. The TMC was established to mitigate for the impacts of the Central Arizona Project Canal on wildlife movement. It is located at a critical pinch point in the Coyote-Ironwood-Tucson wildlife linkage that connects the Tucson Mountains with Saguaro National Park and Pima County Conservation Lands. The Pima County Conservation Lands were set aside to fulfill requirements under the Endangered Species Act section 10 permit issued by the Fish and Wildlife Service to the County as part of the County's Sonoran Desert Conservation Plan. Finally, an interstate alignment would bisect Designated Critical Habitat of the Pima Pineapple Cactus (*Coryphantha scheeri* var. *robustispina*) which is listed as Endangered under the Endangered Species Act and is only found in Pima and Santa Cruz counties in southern Arizona. Such an interstate alignment would substantially reduce opportunities for species recovery, as the Altar Valley is one of two potential recovery areas according to US Fish and Wildlife Service's 2018 Recovery Plan. If the West Pima county option is selected from the Tier 2 EIS, this segment's impacts on irreplaceable biological values substantially raises the bar for analysis of measures to minimize, offset and mitigate for these impacts. Given the sensitive nature of the wildlife linkages and biological resources in this area, property acquisition to support wildlife connectivity and habitat preservation will likely need to be substantially higher than a 1:1 ratio.

The Conservancy appreciates the opportunity to comment on the Tier 1 EIS, and we look forward to continuing to work with ADOT and cooperating agencies to develop critical infrastructure while protecting local communities and our shared nature resources. If you have any questions about our comments, please don't hesitate to contact me. I can be reached at mrobles@tnc.org.

Sincerely,

Marcos Robles

Lead Scientist, The Nature Conservancy



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Appendix 1. Below is a list of the data sets used to evaluate direct/indirect impacts and options to offset impacts for preferred Tier 1 EIS alternative. See “TNC comments on Interstate 11 Corridor-Wide Alignment Alternatives. December 6, 2013” for detailed description of analysis methods and criteria.

1) **ESA Species:** Species with following statuses under Endangered Species Act: Endangered, Threatened, Candidate, or Proposed

- a. USFWS Designated Critical Habitat; <http://criticalhabitat.fws.gov/crithab/>, latest update from USFWS, Feb, 2013
- b. Heritage Data Management System, data requested from AGFD, Nov 2013

2) **BLM Desert Tortoise Lands:** Category 1 and 2 lands under BLM Desert Tortoise Mitigation Policy to avoid development or mitigate for losses.

- a. Updated GIS data requested from BLM, Nov 2013
- b. Tortoise habitat identified by BLM policy to avoid development or mitigate for losses; Final Report on “Compensation for the Desert Tortoise” Instructional Memorandum, 1991.

3) **Areas managed for conservation purposes**

- a. Protected Areas Database v2 (PAD-US), Conservation Biology Institute; <http://consbio.org/products/projects/pad-us-cbi-edition>

4) **Core wildlife habitat not represented or limited elsewhere in state**

- a. TNC Grasslands Assessment; http://azconservation.org/downloads/category/grassland_assessment
- b. TNC Habitat Conservation Priorities; TNC Ecoregional Assessments Roll-up, Dec. 2007; http://azconservation.org/downloads/category/ecoregional_assessment

5) **Surface/GW water resources important to wildlife**

- a. TNC Freshwater Assessment; http://azconservation.org/downloads/category/freshwater_assessment
- b. Groundwater basins connected to surface water flow; Anning, D.W., and Konieczki, A.D., 2005. Classification of Hydrogeologic Areas and Hydrogeologic Flow Systems in the Basin and Range Physiographic Province, Southwestern United States. U.S. Geological Survey Professional Paper #1702, 37p.

6) **Relatively intact riparian and xero-riparian habitat:** Identified for segments where majority of lands within direct impact buffer (1000 feet) are relatively intact (areal extent of human use <25%).

- a. USGS ReGAP vegetation data, modified by AGFD for SWAP, 2010
- b. TNC Human Use Intensity dataset, 2013

7) **Relatively intact Sonoran Desert Habitat:** Identified for segments where majority of lands within direct impact buffer (1000 feet) are relatively intact (areal extent of human use <25%).

- a. USGS ReGAP vegetation data, modified by AGFD for SWAP, 2010
- b. TNC Human Use Intensity dataset, 2013

8) **Relatively intact Mojave Desert Habitat:** Identified for segments where majority of



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- a. USGS ReGAP vegetation data, modified by AGFD for SWAP, 2010
- b. TNC Human Use Intensity dataset, 2013

9) Wildlife Linkage or Unfragmented Habitat Block: Wildlife corridors are identified from sources (a-c) below. Unfragmented habitat blocks are contiguous blocks of native habitat with highest landscape integrity (areal extent of human use <5%) (TNC 2013).

- a. Arizona Missing Linkages (modeled); NAU Study 2007-2008
- b. Detailed Linkage Designs (modeled); AGFD 2012
- c. County Level Linkage Assessments; AGFD, http://www.azgfd.gov/w_c/conn_whatGFDoing.shtml
- d. TNC Human Use Intensity dataset, 2013



12090 N Thornydale Road
Suite 110, #328
Marana, AZ 85658
info@tortolitaalliance.com
www.tortolitaalliance.com

August 13, 2021

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

Subject: I-11 Final Tier 1 Environmental Impact Statement-Opposition To The West Preferred Alternative Option

Dear Study Team:

The Tortolita Alliance (TA) is a local non-profit organization that advocates for the continued conservancy of the Tortolita Preserve and associated lands, ensuring protection of open space, wildlife habitat, watershed, and compatible recreational use.

Summary Statement

TA opposes the West Preferred Alternative Option (West Option) described in the Tier 1 Final Environmental Impact Statement (FEIS) for Interstate 11 (I-11). This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway.

We have previously requested (7/28/21 letter) an extension of the comment period from 30 days to 120 days and once again make that same request.

Detailed Comments

Impacts To Public Lands

The West Option is located perilously close to a wide array of public lands, including:

- Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County).
- County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan.
- Tribal lands: owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation.

[I-11 Final Tier 1 Environmental Impact Statement](#)
[Tortolita Alliance Opposition](#)
[To The West Preferred Alternative Option](#)

Impacts To Wildlife Corridors

The West Option:

- Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains.
- Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal.
- In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway.

Impacts To Noise, Air and Light Pollution

The West Option would:

- Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park.
- Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area.
- Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research.

Impacts To The Economy

The West Option, along with the entire proposed route from the border to Casa Grande would:

- Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts.
- Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park West, among many others.
- Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services.

[I-17 Final Tier 1 Environmental Impact Statement](#)
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Impacts To Private Property

The West Option would:

- Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.

Thank you for the opportunity to comment.

Regards,



Mark L. Johnson
President

ec: Carolyn Campbell, CSDP
Mayor Honea & Marana Town Council
Sharon Bronson, Chair Pima County Board of Supervisors
Mayor Regina Romero, City of Tucson
Governor Doug Ducey
Mark Finchem, Arizona House of Representatives
Vince Leach, Arizona Senate
Tom Halloran, US House of Representatives
Mark Kelly, US Senate
Krysten Sinema, US Senate



12090 N Thornydale Road
Suite 110, #328
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Mark Kelly, US Senate
Krysten Sinema, US Senate