



Public Outreach and Agency Coordination Plan – Final

January 2017



Federal Aid No. 999-M(161)S
ADOT Project No. 999 SW 0 M5180 01P



SUMMARY

This *Public Outreach and Agency Coordination Plan* (Plan) identifies the outreach efforts that the Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) will undertake during the environmental review process for the I-11 Corridor Tier 1 Environmental Impact Statement (EIS). A key focus of the Plan is to facilitate an understanding with the public, tribal governments, and governmental agencies regarding the study process, key milestones, and decision points. It will also serve to solicit ideas, input, and comments on the study, as well as seek feedback on the potential transportation, social, and environmental consequences. The Plan describes the overall approach and coordination methods that will be used to obtain public and agency insights during the course of the environmental review process.



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Acronyms and Abbreviations

AANG	Arizona Air National Guard
ACC	Arizona Corporation Commission
ACHP	Advisory Council on Historic Preservation
ADA	American with Disabilities Act
ADOC	Arizona Department of Corrections
ADEQ	Arizona Department of Environmental Quality
ADOT	Arizona Department of Transportation
ADPS	Arizona Department of Public Safety
ADWR	Arizona Department of Water Resources
AGFD	Arizona Game and Fish Department
APS	Arizona Public Service
ASLD	Arizona State Land Department
ASM	Arizona State Museum
ASP	Arizona State Parks
ASR	Alternatives Selection Report
BIA	Bureau of Indian Affairs
BLM	Bureau of Land Management
CAG	Central Arizona Governments
CAP	Central Arizona Project
CBP	Customs and Border Protection
CFR	Code of Federal Regulations
CYMPO	Central Yavapai Metropolitan Planning Organization
EIS	Environmental Impact Statement
FAA	Federal Aviation Administration
FAST	Fixing America’s Surface Transportation
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
I	Interstate
IWCS	I-11 and Intermountain West Corridor Study
LEP	Limited English Proficiency
MAG	Maricopa Association of Governments
MAP-21	Moving Ahead for Progress in the 21st Century Act
NACOG	Northern Arizona Council of Governments
NDOT	Nevada Department of Transportation
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NOA	Notice of Availability



NOI	Notice of Intent
NPS	National Park Service
PA	Programmatic Agreement
PAG	Pima Association of Governments
PIP	Phased Implementation Plan
Plan	Public Outreach and Agency Coordination Plan
Reclamation	Bureau of Reclamation
RID	Roosevelt Irrigation District
ROD	Record of Decision
RTC	Regional Transportation Commission of Southern Nevada
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCIDD	San Carlos Irrigation and Drainage District
SCMPO	Sun Corridor Metropolitan Planning Organization
SEAGO	SouthEastern Arizona Governments Organization
SHPO	State Historic Preservation Office
SRP	Salt River Project
TEP	Tucson Electric Power
THPO	Tribal Historic Preservation Officer
UPRR	Union Pacific Railroad
US	United States
USACE	US Army Corps of Engineers
USAF	US Air Force
U.S.C.	United States Code
USDA	US Department of Agriculture
USDOJ	US Department of Justice
USDOT	US Department of Transportation
USEPA	US Environmental Protection Agency
USFS	US Forest Service
USFWS	US Fish and Wildlife Service
Western	Western Area Power Administration



1 INTRODUCTION

1.1 Overview

The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) have initiated the environmental review process for the Interstate 11 (I-11) Corridor from Nogales to Wickenburg, Arizona. An Alternatives Selection Report (ASR) and Tier 1 Environmental Impact Statement (EIS) will be prepared as part of this process in accordance with the National Environmental Policy Act (NEPA) and other regulatory requirements. The FHWA is the Federal Lead Agency and ADOT is the Local Project Sponsor under NEPA.

The environmental review process builds upon the prior *I-11 and Intermountain West Corridor Study* (IWCS) completed in 2014, which was a multimodal planning effort that involved ADOT, the Nevada Department of Transportation (NDOT), FHWA, Federal Railroad Administration (FRA), Maricopa Association of Governments (MAG), Regional Transportation Commission of Southern Nevada (RTC), and other key stakeholders. The IWCS identified the I-11 Corridor as a critical piece of multimodal infrastructure that would diversify, support, and connect the economies of Arizona and Nevada. The study also concluded that it could be part of a larger north-south transportation corridor, linking Mexico and Canada.

In December 2015, the United States (US) Congress approved the Fixing America's Surface Transportation (FAST) Act, which is a 5-year legislation to improve the Nation's surface transportation infrastructure. The FAST Act formally designates I-11 throughout Arizona, reinforcing ADOT's overall concept for the I-11 Corridor that emerged from the IWCS study.

The FHWA and ADOT are continuing to study the I-11 Corridor in Arizona for the approximate 280-mile section between Nogales and Wickenburg, as shown on **Figure 1-1** (I-11 Corridor Study Area [Nogales to Wickenburg]). Initially, the ASR will assess a comprehensive range of corridor alternatives through a robust evaluation process that uses various topographical, environmental, and other planning information to help identify opportunities and constraints. The number of corridor alternatives will then be reduced to a reasonable range and carried forward into the Draft Tier 1 EIS along with the No Build Alternative (i.e., do-nothing option).

The Tier 1 EIS process will continue to assess in more detail the potential social, economic, and natural environmental impacts of the No Build Alternative and remaining corridor alternatives (i.e., Build Alternatives). A Phased Implementation Plan (PIP) will be developed for the Preferred Corridor Alternative, which will provide an initial concept for proposed incremental projects within the I-11 Corridor that could be pursued in the future following completion of the Tier 1 EIS. The primary goal of the ASR and Tier 1 EIS is to reach consensus on a Selected Corridor Alternative (2,000 feet wide) from Nogales to Wickenburg, or select the No Build Alternative.

1.2 Purpose of Plan

This *Public Outreach and Agency Coordination Plan* (Plan) identifies the outreach efforts that the FHWA and ADOT will undertake during the environmental review process for the I-11 Corridor Tier 1 EIS. A key focus of the Plan is to facilitate an understanding with the public, tribal governments, and governmental agencies regarding the study process, key milestones, and decision points. It will also serve to solicit ideas, input, and comments on the study, as well as seek feedback on the potential transportation, social, and environmental consequences. The Plan describes the overall approach and coordination methods that will be used to obtain public and agency insights during the course of the environmental review process.

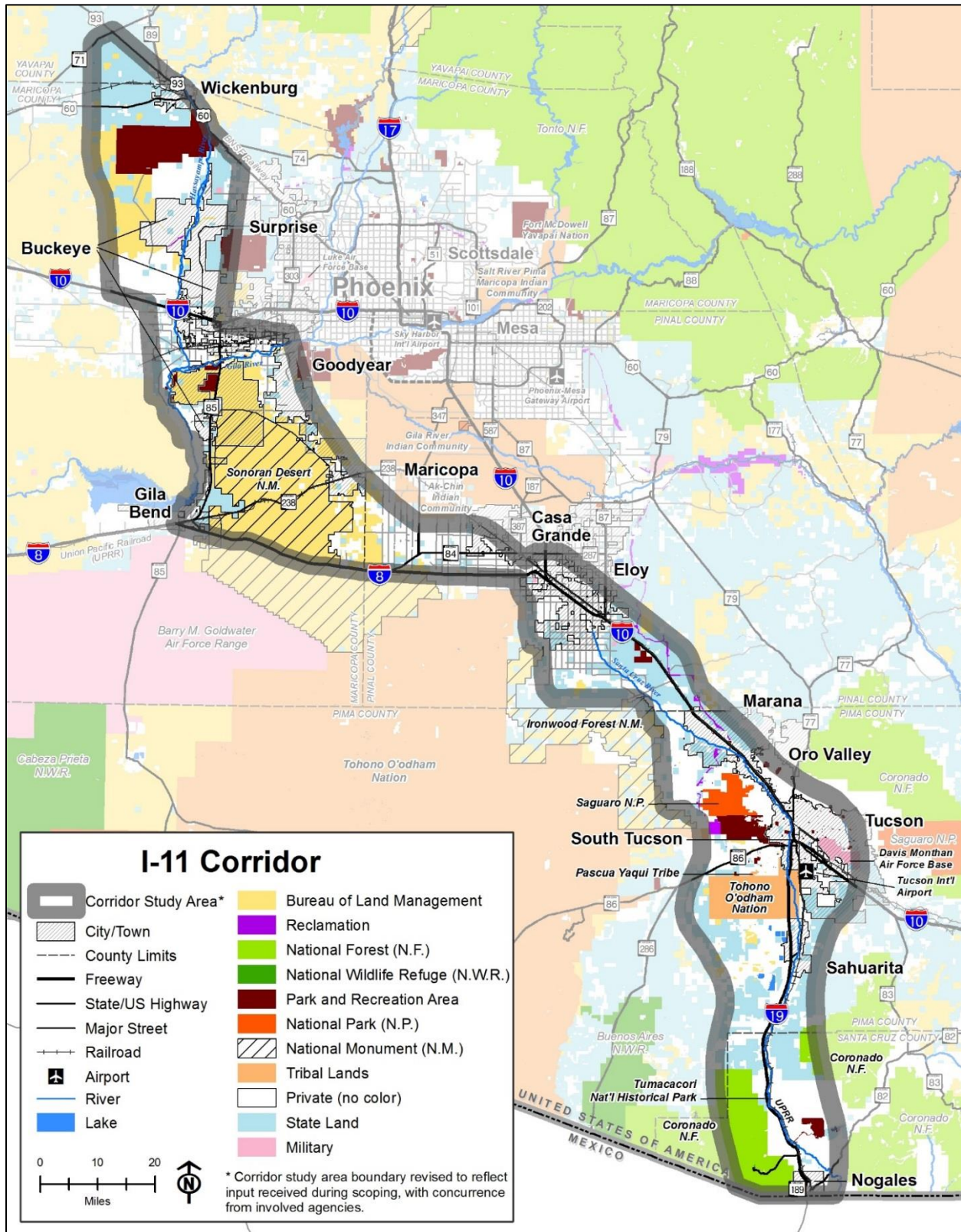


Figure 1-1 I-11 Corridor Study Area (Nogales to Wickenburg)



2 ENVIRONMENTAL REVIEW PROCESS

The environmental review process for the I-11 Corridor officially began when the FHWA filed a Notice of Intent (NOI) to prepare a Tier 1 EIS in the Federal Register on May 20, 2016. The environmental review process promotes informed decision-making by considering potential social, economic, and environmental impacts. The FHWA and ADOT will engage federal, state, regional, county, local, and tribal governments with a defined interest in the I-11 Corridor, as well as the general public, key stakeholders and other interested parties. The Plan is structured to encourage participation between government officials, agencies, private businesses, and citizens.

The environmental review process involves the following three major phases linked to the key study milestones and associated outreach efforts, as described further below:

- Scoping and Alternatives Selection Report
- Draft Tier 1 Environmental Impact Statement
- Final Tier 1 Environmental Impact Statement and Record of Decision.

2.1 Scoping and Alternatives Selection Report

Scoping is an initial step in the environmental review process under NEPA. It provides an early and open process for the public and agencies to provide input on the scope, or range, of issues to be addressed in the Tier 1 EIS. The input FHWA and ADOT received during scoping will help to identify the appropriate alternatives and the depth and breadth of environmental analysis to be completed. The input received will also serve to identify potentially significant issues related to the proposed action and eliminate from detailed study the issues that are not significant or have been covered by prior studies.

Following scoping, a comprehensive range of corridor alternatives will be considered during the preparation of the ASR. The corridor alternatives will be evaluated and screened based on an ASR methodology and criteria, including consistency with Purpose and Need. The screening will enable the FHWA and ADOT to eliminate alternatives that are not feasible or prudent, as well as to refine and further consider corridor alternatives that are most likely to best meet the overall Purpose and Need of the I-11 Corridor. The FHWA as the Federal Lead Agency may eliminate alternatives from more detailed consideration in the Tier 1 EIS, if the conditions outlined in Section 1304 of the FAST Act are met. Ultimately, the screening process will yield a reasonable range of corridor alternatives that will advance into the Draft Tier 1 EIS document for more detailed study.

2.2 Draft Tier 1 Environmental Impact Statement

The FHWA and ADOT will prepare a Draft Tier 1 EIS to more fully assess the reasonable range of corridor alternatives that emerge from the ASR. The Draft Tier 1 EIS will:

- Identify the Purpose and Need for the I-11 Corridor;
- Describe the alternatives screening process and each of the corridor alternatives for a proposed transportation facility;
- Evaluate the affected environment and potential environmental impacts based on agreed upon assessment methodologies;



- Identify the Preferred Corridor Alternative that best meets the Purpose and Need; and
- Provide the public and agencies opportunities to review and comment on the I-11 Corridor Tier 1 EIS.

The Draft Tier 1 EIS document will be circulated for public and agency comment over a 45-day review period. During this time, public hearings will be held to present the results of the Draft Tier 1 EIS and formally record all comments received.

2.3 Final Tier 1 Environmental Impact Statement and Record of Decision

The FHWA and ADOT will complete the environmental review process with the preparation of a combined Final Tier 1 EIS and Record of Decision (ROD). The Final Tier 1 EIS will respond to comments received on the Draft Tier 1 EIS and identify the Selected Corridor Alternative for the I-11 Corridor between Nogales and Wickenburg. After consideration of comments received and if a Build Alternative is selected, the FHWA will issue the combined Final Tier 1 EIS and ROD document pursuant to Moving Ahead for Progress in the 21st Century Act (MAP-21) and the FAST Act, unless the FHWA determines that statutory criteria or practicability considerations preclude a combined document.

The combined Final Tier 1 EIS and ROD will confirm the Selected Corridor Alternative; present the basis for the decision; describe the alternatives considered; specify the "environmentally preferable alternative;" and provide strategies to avoid, minimize, and compensate for environmental impacts. The FHWA will ultimately approve the Final Tier 1 EIS and ROD as the Federal Lead Agency under NEPA.

3 STUDY SCHEDULE AND OUTREACH MILESTONES

The environmental review process is expected to take about 3 years to complete, as shown on **Figure 3-1** (Summary Schedule for Environmental Review Process). Public and agency meetings and hearings will be held during this timeframe, along with individual stakeholder briefings and other meetings upon request. Each meeting will provide the opportunity to receive comments and input into the study process. Although input will be solicited and incorporated continuously throughout the duration of the study, specific targeted outreach is linked to the key study milestones so that input can be best incorporated into decision-making (see **Figure 3-1**).

Early on, the FHWA and ADOT held approximately 50 pre-scoping meetings with federal, state, regional, county, local, and tribal governments, as well as other organizations. These pre-scoping meetings were conducted to elicit information, issues, and concerns and discuss the Tier 1 EIS process with the agencies and other key stakeholders in advance of formal scoping for the environmental review process.

Three rounds of public and agency reviews will be conducted in conjunction with the major phases and key milestones of the environmental review process as follows:

- **Scoping Period and Meetings:** An approximate 45-day scoping period was conducted from May 23, 2016 to July 8, 2016. The FHWA and ADOT invited agencies by letter to participate in the scoping process and attend scoping meetings. Three agency scoping meetings were held in the following locations along the Corridor Study Area: Phoenix; Casa Grande; and Tucson. The public was notified about the scoping process, public meeting locations, and

schedule via newspaper advertisements, website, e-mail blasts, social media, news releases, media interviews, and blog posts. Six public scoping meetings were held in the Corridor Study Area: Casa Grande; Buckeye; Nogales; Tucson; Marana; and Wickenburg.

During these meetings, ADOT described the study objectives, as well as sought input on the purpose and need; potential alternatives to be studied; impacts to be evaluated; and evaluation methods to be used. The public scoping meetings were conducted in an open house format, with staffed information stations to answer questions and provide clarification on the study process. Meeting materials were provided in English and Spanish, and individuals could also request them in Chinese. Details of the agency and public scoping process and comments received will be provided in a *Summary Scoping Report*, which will be made available on the study’s website at: i11study.com/Arizona.

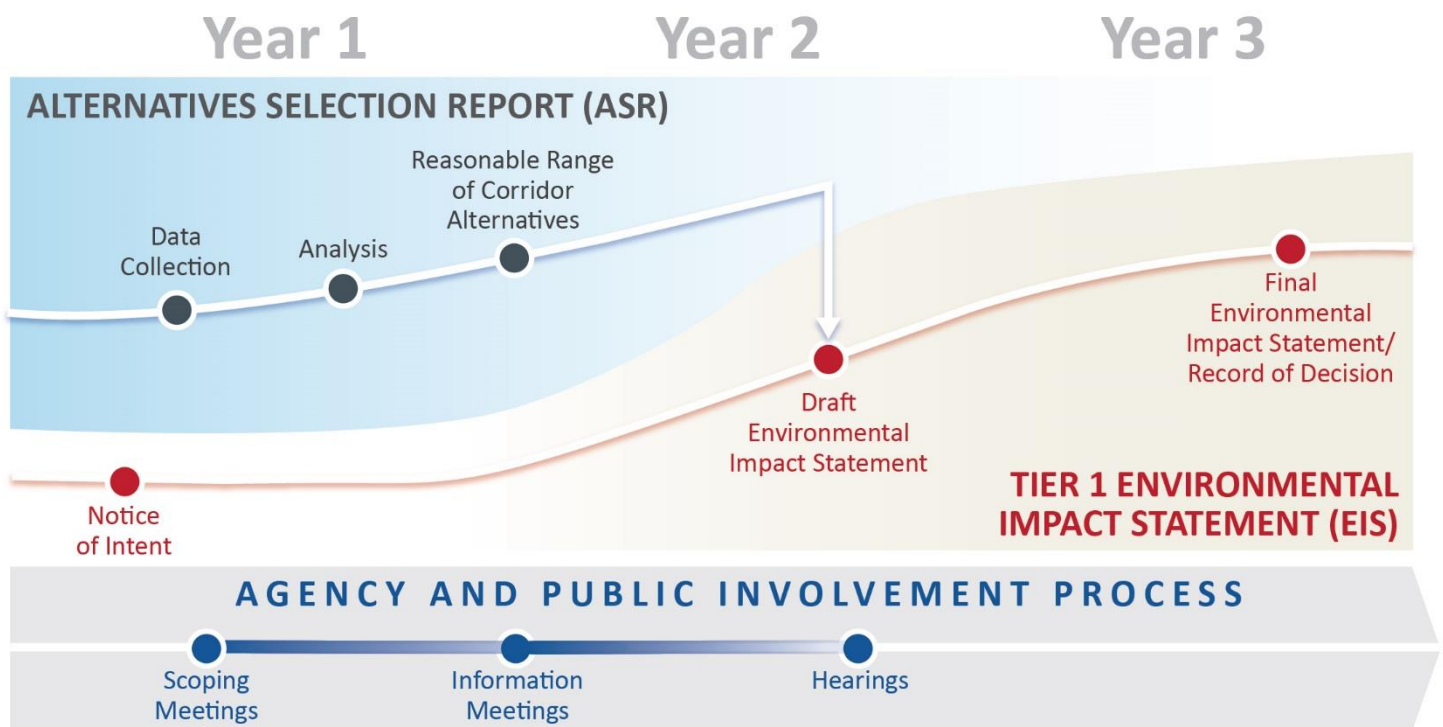


Figure 3-1 Summary Schedule for Environmental Review Process

- Public Information Meetings:** A second round of public and agency meetings is targeted for April/May 2017. A total of six public information meetings are planned, with at least one in each county (i.e., Santa Cruz, Pima, Pinal, and Maricopa), and four agency information meetings, three dispersed throughout the corridor (i.e., Maricopa, Pinal, and Pima counties) and one a hosted online webinar for those unable to attend in person. These meetings will serve to update the public and agencies on the study and receive input on the alternatives evaluation and screening process that will be documented in the ASR. The information presented at each set of meetings (agency, public) will be the same. Meetings are planned in multiple locations to accommodate the lengthy study corridor, allowing residents and stakeholders in different locations to attend at least one meeting during this period.
- Circulation of DRAFT Tier 1 EIS and Hearings:** The third round of input will involve the circulation of the Draft Tier 1 EIS in winter/early 2018. The public and agencies will have the



opportunity to provide comments on the Draft Tier 1 EIS over a 45-day review period, during which time public hearings will be held to present the results and receive comments on the Draft Tier 1 EIS. Six public hearings are anticipated, with at least one per county (i.e., Santa Cruz, Pima, Pinal, and Maricopa). The information presented at each public hearing will be the same. Meetings are planned in multiple locations to accommodate the lengthy study corridor, allowing residents and stakeholders in different locations to attend at least one hearing.

Key milestone meetings on Tier 1 EIS issues will also be held with agencies in advance of the public hearings at various locations along the Corridor Study Area. At least one webinar will be held for those unable to attend a key milestone agency meeting in person.

Following the comment period on the Draft Tier 1 EIS, the combined Final Tier 1 EIS and ROD document would be prepared and expected to be completed in roughly 9 months, depending on the volume, complexity, and type of new information contained in the comments received during the Draft Tier 1 EIS phase.

The primary goal of the ASR and Tier 1 EIS is to reach consensus on a Selected Corridor Alternative (2,000 feet in width). If a Build Alternative is selected, this would include:

- Potential social, economic, and natural environmental impacts;
- Type of vehicular transportation facility;
- Potential multimodal facility (rail and utility) opportunities; and
- Proposed projects for Phased Implementation Plan.

The Tier 1 EIS will provide a roadmap for advancing these proposed projects to the next phase – called Tier 2. During the Tier 2 environmental review process, ADOT and FHWA will conduct more detailed environmental and engineering studies for the proposed projects within the 2,000-foot-wide Selected Corridor Alternative.

Per 23 United States Code (U.S.C.) 139(b)3, the FHWA and ADOT are using a programmatic approach to conduct environmental reviews that:

- Eliminate repetitive discussions of the same issues;
- Focus on the actual issues ripe for analyses at each level of review; and
- Are consistent with NEPA and other applicable laws.

Appendix A (Tier 1 versus Tier 2 Environmental Review Process) provides a comparison of the level of analysis and compliance activities typically conducted for a programmatic Tier 1 EIS versus Tier 2 environmental reviews that would be pursued at a later date.



4 PUBLIC OUTREACH

The public outreach component of the study will seek to engage, inform, and receive input from the public for consideration during the environmental review process. The public is defined as those communities, elected representatives, interested stakeholders, businesses, civic organizations, and environmental justice populations with an interest in the I-11 Corridor.

4.1 Federal Requirements

Public outreach and planning for the study will be conducted in compliance with federal requirements (Title 40 Code of Federal Regulations [CFR] 1506.6). These federal requirements state that public participation enables all interested parties to have the opportunity to provide input and comment on the process and be made aware of study developments.

NEPA requires agencies to consider the environmental impacts of their actions, document their analysis, and make this analysis available to agencies, tribal governments, and the public for review prior to taking action. NEPA also requires federal agencies to use an interdisciplinary approach as they plan and make decisions that may affect the environment, working collaboratively with other agencies that have jurisdiction or special expertise in the project's issues. This includes agency-provided public notice of hearings and public meetings, and the availability of environmental documents to inform those persons and agencies that may be interested or affected.

Public involvement plays an important role in NEPA. The public is invited to participate in the environmental review process by receiving study information, attending public meetings, and submitting comments to the Federal Lead Agency, FHWA, and Local Project Sponsor, ADOT. Public comments provide valuable information on issues to be addressed as part of the environmental analyses. During the development of the Tier 1 EIS, FHWA and ADOT will document and incorporate input from the public and agencies into its decision-making process.

4.1.1 Title VI, Limited English Proficiency, and Environmental Justice Populations

Various federal laws and executive orders were enacted to protect low-income and minority populations. Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin, including individuals with limited English proficiency (LEP). The ruling in *Lau v. Nichols*, 414 U.S. 563, 568 (1974) determined that a failure to address LEP among beneficiary classes in the context of any federally assisted program or activity that provides services to the public could constitute discrimination.

The US Environmental Protection Agency (USEPA) and FHWA define environmental justice as “fair treatment for people of all races, cultures, and incomes, regarding the development of environmental laws, regulations, and policies.” Environmental justice principles and procedures are followed to improve all levels of transportation decision making.

Executive Order 12898 (1994) on environmental justice addresses minority and low-income populations. The rights of women, the elderly, and the disabled are protected under related statutes. This Presidential Executive Order and other related statutes fall under the umbrella of Title VI. The U.S. Department of Transportation (USDOT) Order 5610.2(a) requires that environmental justice principles be considered in all USDOT programs, policies, and activities.

In the context of transportation, effective and equitable decision-making depends on understanding and properly addressing the unique needs of different socioeconomic groups. The USDOT Environmental Justice Strategy identifies three fundamental principles of environmental justice that guide USDOT actions:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations;
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

4.1.2 Methodology for Title VI, LEP, and Environmental Justice Outreach

The diverse population of the Corridor Study Area merits a communication strategy that addresses multicultural and bilingual issues and challenges. In order to appropriately provide reasonable accommodation to all persons within the communities involved and potentially impacted by the study, ADOT and the FHWA developed a methodology for outreach to protected populations. This methodology includes conducting interviews with federal, state, regional, county, and local agencies, as well as stakeholders and asking specific questions about how to best communicate with the communities and protected populations within the Corridor Study Area. Previous experience with communities in the Corridor Study Area contributed to the overall approach.

In addition, US Census data for counties and local municipalities within the Corridor Study Area was reviewed to identify groups that speak English “less than very well,” defined as more than 1,000 people or 5 percent of the eligible protected population. The US Department of Justice (USDOJ) “safe harbor” provisions are being used to ensure all groups that speak English less than very well are considered for language assistance services.

Following an evaluation of the Corridor Study Area’s demographic data related to Title VI, LEP, and environmental justice, ADOT and FHWA identified techniques to address and reduce linguistic, cultural, institutional, geographic, and other barriers to meaningful participation. Many of these overlap with tools that also reach the public at large, with a goal of providing access so everyone can participate:

- Translating all public involvement materials (included newspaper advertisements) into Spanish and other languages upon request;
- Providing Spanish interpretation at all public meetings and hearings, as well as other languages upon request;
- Adding “Google Translate” to the study website, allowing translation of website text into approximately 100 languages, including Chinese and Vietnamese populations found within the Corridor Study Area;
- Including Spanish language graphics for download on the study website, as well as other languages upon request;
- Establishing a bilingual study hotline both in English and Spanish (1-844-544-8049);
- Integrating elected officials, intergovernmental liaisons, and special interest groups into the process;



- Coordinating, implementing, and documenting communications protocols with the 4 adjacent and 22 statewide tribal governments;
- Using advertising and graphics to reach illiterate or environmental justice populations;
- Holding public meetings in locations that are easily accessible and American with Disabilities Act (ADA) compliant;
- Holding public hearings along transit lines for those who are transit dependent; and
- Providing reasonable accommodations such as for sign-language interpreters upon request.

4.2 Goals and Objectives

The goals and objectives of the public participation and outreach efforts are to:

- 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;
- 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.

4.3 Stakeholder and Community Coordination

ADOT will maintain a study database of stakeholders that will include elected officials, agencies, tribal governments, organizations, special interest groups, and other interested parties. The database was initially developed based on the contact list from the prior IWCS. The FHWA and ADOT updated the study database before scoping began to reflect any new contact information, as well as additional agencies and stakeholders within the Corridor Study Area who may have a vested interest in the I-11 Corridor. Feedback was also obtained from agencies along the Corridor Study Area. The I-11 Corridor study database currently includes the following stakeholder groups:

- Federal, state, regional, county, and local agencies;
- Tribal governments;
- Environmental justice communities;
- Special interest groups; and
- Other interested parties.

The study database will be continually updated throughout the environmental review process. Any individuals, organizations, or agencies that participate in the environmental review process by attending meetings, providing comments, etc. will be added to the study database if they would like to be involved and notified of future outreach efforts.

Stakeholders will receive e-mail updates regarding study progress, as well as be invited to key meetings during the environmental review process. The FHWA and ADOT may hold additional



meetings with stakeholders to convey study information, hear comments, and coordinate efforts, as needed.

5 AGENCY COORDINATION

Under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), agencies are responsible for identifying any issues of concern regarding potential environmental, social, or economic impacts that could substantially delay or prevent an agency from granting a permit or other approval needed for the project. Section 6002 is intended to assure that agencies are fully engaged in the scoping of the project and decisions regarding alternatives to be evaluated in detail in the NEPA analysis. An agency's role related to their areas of expertise may include the following:

- Provide meaningful and early input to the methodologies and level of detail required in the alternatives analysis and environmental studies;
- Identify issues that could substantially delay or prevent granting of permits/approvals;
- Identify opportunities for collaboration, including attending coordination meetings and joint field reviews, as appropriate; and
- Provide timely review and comment on preliminary environmental documents to reflect the views and concerns of their respective agencies on the adequacy of the documents, alternatives considered, and anticipated impacts and mitigation.

SAFETEA-LU requires lead agencies to establish a plan for coordinating public and agency participation and comment during the environmental review process. The purposes of the coordination plan are to facilitate and document the lead agencies' structured interaction with the public and other agencies and inform the public and other agencies of how the coordination will be accomplished.

MAP-21, signed into law in July 2012, amended SAFETEA-LU by providing additional guidance on agency participation in the NEPA process. MAP-21 required Cooperating and Participating Agencies to carry out their obligations under applicable laws concurrently with the lead agency's environmental review process, unless doing so would impair their ability to conduct needed analysis or otherwise carry out those obligations.

Enacted in 2015, the FAST Act builds on the requirements in SAFETEA-LU and MAP-21 in an effort to accelerate the environmental review process for surface transportation projects. It strives to institutionalize best practices and expedite complex infrastructure projects without undermining critical environmental laws or opportunities for public engagement. Further, the FAST Act clarifies that an agency participating in the environmental review process shall:

- Provide comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency; and
- Use the process to address any environmental issues of concern to the agency.

To the maximum extent practicable and consistent with applicable law, each agency receiving an opportunity for involvement shall limit the comments of the agency to subject matter areas within the special expertise or jurisdiction of the agency. The Federal Lead Agency will consider

and respond to comments received from agencies on matters within the special expertise or jurisdiction of those agencies.

The FHWA and ADOT have prepared this *Public Outreach and Agency Coordination Plan* in compliance with Section 6002 of SAFETEA-LU, MAP-21, and the FAST Act. The Plan is meant to foster participation and cooperation among federal, state, regional, county, and local agencies, as well as tribal governments during the environmental review process. It describes the roles and responsibilities of each agency involved in the study.

5.1 Lead Agencies

The FHWA is the designated Federal Lead Agency for the environmental review process. As such, the FHWA is responsible for implementing NEPA, including compliance with regulatory requirements, legal sufficiency of the Tier 1 EIS, and ensuring opportunities for public and agency involvement. ADOT is the Local Project Sponsor that is preparing the ASR and Tier 1 EIS in coordination with the FHWA.

The FHWA and ADOT identified a list of federal, state, regional, county, and local agencies, as well as tribal governments to invite to become either a Cooperating Agency or Participating Agency for this environmental review process.

5.2 Cooperating Agencies

Cooperating Agencies are, by definition in Title 40 CFR 1508.5 and 23 CFR 771.111(d), federal agencies with jurisdiction by law or special expertise with respect to any environmental impact involved in the study. Other agencies or tribal governments of similar qualifications may also qualify, if FHWA concurs. Cooperating Agencies have a slightly greater degree of responsibility and involvement in the environmental review process than Participating Agencies (discussed further below in **Section 5.3**).

Cooperating Agencies will be requested to provide the following during the development of the Tier 1 EIS on areas within the special expertise or jurisdiction of the agency:

- Meaningful and early input on the purpose and need, range of alternatives, methodologies, and level of detail required to evaluate impacts to the agency's jurisdictional resource(s);
- Attending monthly in-person coordination meetings, including access via teleconference, as well as possible field visits as needed;
- Timely reviews and written comments on the NEPA documents that explain the views and concerns of the agency on the adequacy of the document, anticipated impacts, and mitigation strategies;
- Identification of the impacts and important issues to be addressed in the Tier 1 EIS pertaining to the intersection of the alternatives with the agency's jurisdictional resource(s); and
- Make available the necessary professional staff to assist in the Tier 1 EIS process and development of all technical documents.

Table 5-1 (Cooperating Agencies) lists the nine federal agencies invited to be a Cooperating Agency, along with their response to the invitation. Of those, eight federal agencies accepted the invitation, and one federal agency opted to be a Participating Agency instead. One state agency

requested status as a Cooperating Agency due to jurisdiction by Arizona State law; FHWA concurred with their request. As such, there is a total of nine Cooperating Agencies. Responses from the agencies will be provided in the *Scoping Summary Report*.

Monthly in-person and/or webinar meetings will be held with Cooperating Agencies, along with agency meetings at the two remaining key milestones in the environmental review process, as discussed in **Section 3** (Study Schedule and Outreach Milestones). This will include key milestone meetings for the agencies prior to the public information meetings on the ASR and before the public hearings on the Draft Tier 1 EIS.

Table 5-1 Cooperating Agencies

Agency	Response to Invitation
Federal	
Bureau of Land Management (BLM)	Accepted
Federal Aviation Administration (FAA)	Accepted
Federal Railroad Administration (FRA)	Accepted
National Park Service (NPS)	Accepted
US Bureau of Reclamation (Reclamation)	Accepted
US Environmental Protection Agency (USEPA)	Accepted
US Fish and Wildlife Service (USFWS)	Accepted
US Forest Service (USFS), Coronado National Forest	Accepted
Western Area Power Administration (Western)	Opted to be Participating Agency
State	
Arizona Game and Fish Department (AGFD)	Invited as Participating Agency; Requested to be Cooperating Agency

5.3 Participating Agencies

Participating Agencies, as defined in SAFETEA-LU, can be federal, state, regional, county, and local agencies, as well as tribal governments that may have an interest in the I-11 Corridor. The responsibilities of these agencies related to areas within their special expertise or jurisdiction include, but are not limited to:

- Meaningful and early input on the purpose and need, range of alternatives, methodologies, and level of detail required to evaluate impacts to respective jurisdictional resource(s);
- Identifying issues of concern regarding potential environmental or socioeconomic impacts;
- Attending key milestone meetings, as well as possible field visits as needed;
- Providing meaningful and timely input on unresolved issues; and
- Commenting on the Draft and Final Tier 1 EIS during the circulation and availability period.

Table 5-2 (Participating Agencies) lists the 67 agencies invited to be a Participating Agency, along with their response to the invitation. Of those, 40 initially accepted the invitation. One state agency requested to change status from Participating to Cooperating, with FHWA’s concurrence; and one federal agency opted to be a Participating Agency versus a Cooperating

Agency. The remaining agencies did not respond. Team members followed up with these agencies on their intended participation. Several agencies accepted the follow-up invitation, resulting in a total of 52 Participating Agencies. For those agencies that did not respond, dates of the follow-up outreach are noted in the table. Responses from the agencies will be provided in the *Scoping Summary Report*.

Accepting the designation as a Participating Agency does not indicate support for the I-11 Corridor nor does it provide the agency with increased oversight or approval authority beyond its statutory limits, if applicable. Meetings will be held with Participating Agencies to discuss specific subjects of interest, concerns, and recommendations at the two remaining key milestones in the environmental review process, as discussed in **Section 3** (Study Schedule and Outreach Milestones). This will include key milestone meetings for the agencies prior to the public information meetings on the ASR and before the public hearings on the Draft Tier 1 EIS. It is anticipated that these key milestone meetings will be held at various locations throughout the Corridor Study Area. In addition or in conjunction with the key milestone agency meetings, a joint webinar update will be held with Participating Agencies on a quarterly basis.

Table 5-2 Participating Agencies

Agency	Response to Invitation
Federal	
Bureau of Indian Affairs (BIA)	Accepted
Federal Emergency Management Agency (FEMA)	Accepted
Federal Transit Administration (FTA)	Followed up on 10/14/16 (phone); Followed up on 10/25/16 (phone); No Response
US Army Corps of Engineers (USACE)	Accepted
US Air Force (USAF), Davis-Monthan Air Force Base	Declined
US Air Force, Luke Air Force Base	Followed up on 10/14/16 (phone), new agency point of contact designated, followed up on 10/25/16 (email); No Response
US Customs and Border Protection (CBP)	Accepted
US Department of Agriculture (USDA)	Accepted
Western Area Power Administration (Western)	Invited as Cooperating Agency; Opted to be Participating Agency
State	
Arizona Air National Guard (AANG)	Followed up on 10/14/16 (phone), new agency point of contact designated; No Response
Arizona Corporation Commission (ACC)	No Response
Arizona Department of Corrections (ADOC)	Accepted
Arizona Department of Environmental Quality (ADEQ)	Accepted
Arizona Department of Public Safety (ADPS)	Accepted
Arizona Department of Water Resources (ADWR)	Followed up on 10/14/16 (phone); No Response



Agency	Response to Invitation
Arizona Game and Fish Department (AGFD)	Requested to be Cooperating Agency
Arizona State Land Department (ASLD)	Accepted
Arizona State Parks (ASP)	Accepted
Arizona State Historic Preservation Office (SHPO)	Accepted
Regional	
Central Arizona Governments (CAG)	Accepted
Central Yavapai Metropolitan Planning Organization (CYMPO)	Accepted
Northern Arizona Council of Governments (NACOG)	Followed up on 10/17/16 (phone); No Response
Maricopa Association of Governments (MAG)	Accepted
Pima Association of Governments (PAG)	Accepted
SouthEastern Arizona Governments Organization (SEAGO)	Accepted
Sun Corridor Metropolitan Planning Organization (SCMPO)	Accepted
County	
Maricopa County	Accepted
Flood Control District of Maricopa County	Accepted
Pima County	Accepted
Pima County Flood Control	Accepted
Pinal County	Accepted
Pinal County Flood Control District	Accepted
Santa Cruz County	Accepted
Santa Cruz County Flood Control District	Followed up on 10/17/16 (phone), re-sent invitation letter (email); No Response
Yavapai County	Accepted
Yavapai County Flood Control	Accepted
Local	
City of Buckeye	Accepted
City of Casa Grande	Accepted
City of Eloy	Accepted
City of Goodyear	Accepted
City of Maricopa	Accepted
City of Nogales	Accepted
City of South Tucson	Accepted
City of Surprise	Accepted
City of Tucson	Accepted
Town of Gila Bend	Accepted
Town of Marana	Accepted
Town of Oro Valley	Accepted



Agency	Response to Invitation
Town of Sahuarita	Accepted
Town of Wickenburg	Accepted
Utility	
Arizona Public Service (APS)	Followed up on 10/17/16 (phone), new agency point of contact designated, re- sent invitation letter (email); No Response
Buckeye Water Conservation and Drainage District	Followed up on 10/17/16 (phone); No Response
Central Arizona Irrigation and Drainage District	Accepted
Central Arizona Project (CAP)	Followed up on 10/17/16 (phone); No Response
Cortaro-Marana Irrigation District	Accepted
Greene Reservoir Flood Control District	Accepted
Maricopa Flood Control District	Accepted
Maricopa-Stanfield Irrigation and Drainage District	Followed up on 10/18/16 (phone), new agency point of contact designated; No Response
Roosevelt Irrigation District (RID)	Followed up on 10/18/16 (phone); No Response
San Carlos Irrigation and Drainage District (SCIDD)	Accepted
Salt River Project (SRP)	Accepted
Trico Electric Cooperative	Accepted
Silverbell Irrigation and Drainage District	Followed up on 10/18/16 (phone), re- sent invitation letter (email); No Response
UNS Energy Corporation/Tucson Electric Power (TEP)	Accepted
Tribal	
Ak-Chin Indian Community	Accepted
Gila River Indian Community	Followed up on 11/17/16 (email); No Response
Pascua Yaqui Tribe	Accepted
Tohono O’odham Nation	Followed up on 11/14/16 (email); Response letter pending Tribal Council approval

5.4 Major Deliverables, Coordination Points, and Responsibilities

The FHWA and ADOT will be seeking input from the Cooperating and Participating Agencies throughout the ASR and Tier 1 EIS process. Specifically, the FHWA and ADOT will be requesting the Cooperating and Participating Agencies to review and comment on the following major deliverables:

- Public Outreach and Agency Coordination Plan, including schedule
- Scoping Summary Report



- Purpose and Need
- Alternatives Selection Report Methodology and Process
- Tier 1 EIS Annotated Outline and Methodology
- Draft Tier 1 EIS
- Combined Final Tier 1 EIS and ROD.

Pursuant to the FAST Act, **Table 5-3** (Major Deliverables and Review Schedule) includes a schedule of major deliverables and review periods for Cooperating and Participating Agencies. As established, each agency is required to conform to the completion period set forth in the project review timetable. If an agency fails to meet a deadline, the agency must promptly submit an explanation to FHWA for this failure and a proposal for an alternative deadline, followed by monthly status reports until the agency takes the required action.

Table 5-3 Major Deliverables and Review Schedule

Major Deliverable	Schedule for Agency Receipt		Review Period
	Cooperating	Participating	
Public Outreach and Agency Coordination Plan	August 2016	August 2016	30 days
Scoping Summary Report	September 2016	September 2016	30 days
Purpose and Need	November 2016	December 2016	30 days
Alternatives Selection Report Methodology	February 2017	February 2017	30 days
Alternatives Selection Report	April 2017	May 2017	30 days
Tier 1 EIS Annotated Outline and Methodology	March 2017	March 2017	30 days
Administrative Draft Tier 1 EIS	October 2017	Not Applicable	30 days
Draft Tier 1 EIS	February 2018	February 2018	45 days
Administrative Draft Final Tier 1 EIS	October 2018	Not Applicable	30 days
Combined Final Tier 1 EIS and ROD	December 2018	December 2018	Not Applicable

The Cooperating and Participating Agencies should submit written comments on the major deliverables to FHWA and ADOT within the review periods listed in **Table 5-3**. Under the FAST Act, Cooperating and Participating Agencies shall limit comments on these major deliverables to subject matter areas within the special expertise or jurisdiction of the agency. The FHWA and ADOT will consider and respond to comments received from agencies on matters within the special expertise or jurisdiction of those agencies. The FHWA and ADOT will respond within 30 days after the comment period ends, documenting how the comments will be addressed.

The key coordination points between the FHWA, ADOT, Cooperating Agencies, and Participating Agencies, including which agency is responsible for activities during that coordination point, are listed in **Table 5-4** (Agency Coordination Points and Responsibilities). **Figure 5-1** (Work Process and Schedule) includes the overall work flow process to understand where major coordination points fall within the 3-year schedule.



Table 5-4 Agency Coordination Points and Responsibilities

Coordination Point	Originating Agency	Receiving Agency	Task	Timeframe
Pre-Scoping Meetings	FHWA with ADOT	Agencies and Key Stakeholders	FHWA and ADOT held pre-scoping meetings to elicit information, issues, and concerns prior to formal scoping period and meetings.	March – May 2016
NOI to Prepare Tier 1 EIS	FHWA	Federal Register	FHWA developed and published NOI in Federal Register.	May 20, 2016
Invitation of Cooperating and Participating Agencies	FHWA	Cooperating and Participating Agencies	FHWA invited agencies; agencies accepted or declined in writing within 45 days.	May – August 2016
Follow-up of Outstanding Invitations for Cooperating and Participating Agencies	FHWA with ADOT	Cooperating and Participating Agencies	FHWA and ADOT to follow-up with agency invitees who did not accept or decline invitations to ensure participation status.	September – October 2016
Scoping Meetings	FHWA with ADOT	Cooperating and Participating Agencies and Public	FHWA and ADOT held Scoping meetings to hear comments on purpose and need; range of alternatives; potential impacts; and evaluation methods. ADOT prepares <i>Scoping Summary Report</i> .	June 2016
Public Outreach and Agency Coordination Plan, including Schedule	FHWA with ADOT	Cooperating and Participating Agencies	FHWA and ADOT prepare draft Coordination Plan within 90 days of NOI; recipients review and comment; FHWA and ADOT finalize Plan considering comments.	August 2016
Scoping Summary Report	FHWA with ADOT	Cooperating and Participating Agencies	FHWA and ADOT prepare <i>Scoping Summary Report</i> and circulate report to Cooperating and Participating Agencies.	September 2016
Purpose and Need	FHWA with ADOT	Cooperating and Participating Agencies	FHWA and ADOT prepare Purpose and Need; obtain input from Cooperating and Participating Agencies.	October – November 2016
Key Milestone Meetings on Alternatives Selection Report Methodology and Process	FHWA with ADOT	Cooperating and Participating Agencies	FHWA and ADOT hold key milestone meetings with agencies to seek feedback on Alternatives Selection Report methodology, process, and range for alternatives for Tier 1 EIS prior to public information meetings.	February-March 2017
Public Information Meetings on Alternatives Selection Report Methodology and Process	FHWA with ADOT	Cooperating and Participating Agencies and Public	FHWA and ADOT hold public information meetings to obtain input on Alternatives Selection Report methodology, process, and range of alternatives for Tier 1 EIS.	March-April 2017



Coordination Point	Originating Agency	Receiving Agency	Task	Timeframe
Tier 1 EIS Annotated Outline and Methodology	FHWA with ADOT	Cooperating and Participating Agencies	FHWA and ADOT discuss environmental checklist and methodologies to be used in analysis of Tier 1 EIS alternatives with Cooperating and Participating Agencies.	March 2017
Prepare Administrative Draft Tier 1 EIS	ADOT	FHWA	ADOT prepares Administrative Draft Tier 1 EIS in cooperation with FHWA.	July – September 2017
Identify Preferred Corridor Alternative	FHWA and ADOT	Cooperating and Participating Agencies	FHWA and ADOT identify Preferred Corridor Alternative in Draft Tier 1 EIS.	September 2017
Administrative Draft Tier 1 EIS	FHWA with ADOT	Cooperating Agencies	FHWA and ADOT develop Draft Tier 1 EIS document; Cooperating Agencies review Administrative Draft.	October 2017
Key Milestone Meetings on Tier 1 EIS Issues	FHWA with ADOT	Cooperating and Participating Agencies	FHWA and ADOT hold key milestone meetings with agencies to seek input prior to circulating Draft Tier 1 EIS.	November 2017
Notice of Availability (NOA) and Draft Tier 1 EIS Circulation	FHWA with ADOT	Cooperating and Participating Agencies and Public	FHWA publishes NOA; FHWA and ADOT circulate Draft Tier 1 EIS and hold public hearings during comment period; Agencies review subject-areas during public circulation period.	February 2018
Prepare Administrative Draft Final Tier 1 EIS	ADOT	FHWA	ADOT prepares Administrative Draft Final Tier 1 EIS in cooperation with FHWA.	April – September 2018
Administrative Draft Final Tier 1 EIS	FHWA with ADOT	Cooperating Agencies	FHWA and ADOT complete Final Tier 1 EIS and Cooperating Agencies review Administrative Draft Final Tier 1 EIS; FHWA and ADOT sign the Final Tier 1 EIS.	October 2018
NOA and Combined Final Tier 1 EIS and ROD Distribution	FHWA	Cooperating and Participating Agencies and Public	FHWA publishes NOA and distributes combined Final Tier 1 EIS and ROD.	December 2018

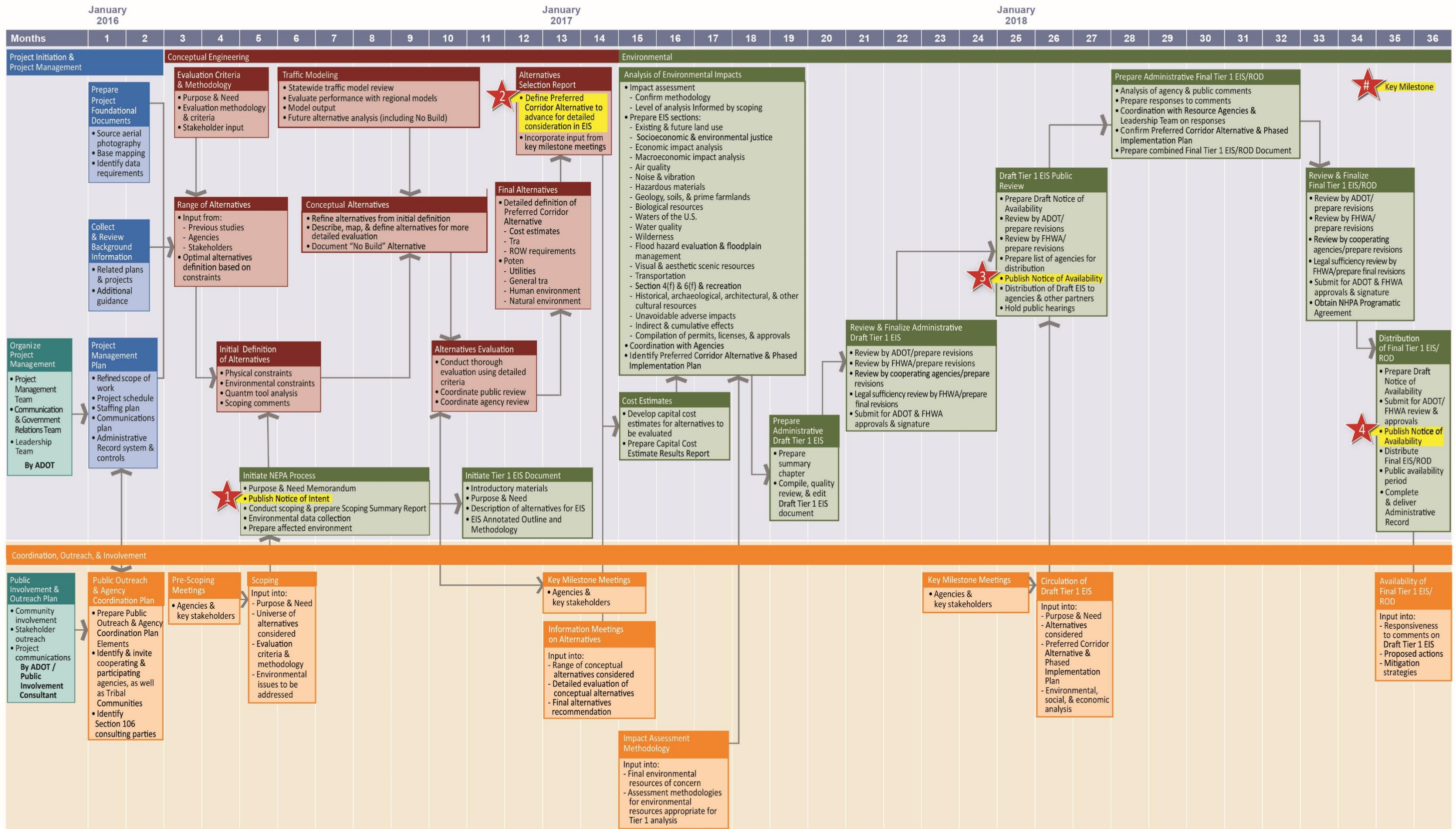


Figure 5-1 Work Process and Schedule



5.5 Conflict Resolution for Cooperating Agencies

SAFETEA-LU provided a formal process for resolving serious issues that may delay the proposed project or result in denial of a required approval for the proposed project. Section 1306 of MAP-21 replaced the SAFETEA-LU language on "Issue Resolution." The FHWA Arizona Division Administrator, ADOT, or the Governor of Arizona may invoke the Section 1306 process for issue resolution at any time. However, the conflict resolution process discussed below should be considered the first option for issue resolution prior to invocation of Section 1306.

Should an issue come to an impasse between the FHWA, ADOT, and a Cooperating Agency, the general process for addressing and resolving the issue would be:

- Involved parties will identify and agree on the issue to be resolved at the project manager level;
- The manager at the area, district, or section level will initiate the conflict resolution process;
- FHWA or ADOT will notify the Cooperating Agency manager at the regional or deputy level;
- FHWA, ADOT, or the Cooperating Agency will compile and submit all pertinent information to involved parties;
- Involved parties will determine whether all information necessary for issue resolution has been received;
- FHWA or ADOT will hold a formal meeting (involving the first three tiers of management) to resolve the issue, followed by a 30-day review/decision period;
- A decision will be made, recorded, and passed on to the appropriate team members; and
- The process is completed.

Under the FAST Act, any issue resolved by the Federal Lead Agency with the concurrence of the Cooperating Agency may not be reconsidered unless significant new information or circumstances arise. If issue resolution does not occur, a discussion of the issue and why resolution could not be reached will be submitted to the heads (e.g., administrator, director, or commander) of the Cooperating Agencies for further review.

5.6 Section 106 Consulting Parties

Section 106 of the National Historic Preservation Act (NHPA) requires federal agencies to consider the effects of their actions or undertakings on historic properties, as well as seek comments from Consulting Parties based on their special knowledge of, concern for, or mandated regulatory role relative to historic properties (36 CFR Part 800). The purpose of Section 106 is to avoid unnecessary harm to historic properties from federal undertakings. Federal agencies are responsible for initiating Section 106 review, most of which takes place between agency, tribal, state, and organization officials. The following parties are entitled to participate as Consulting Parties during the Section 106 process:

- Advisory Council on Historic Preservation (ACHP)
- State Historic Preservation Officers
- Federally recognized tribes/Tribal Historic Preservation Officers (THPO)
- Local governments
- Applicants for federal assistance, permits, licenses, and other approvals.



Other individuals and organizations with a demonstrated interest in a project may participate in the Section 106 process as Consulting Parties “due to the nature of their legal or economic relation to the undertaking or affected properties, or their concern with the undertaking’s effects on historic properties.” Their participation is subject to approval by FHWA, as the responsible federal agency.

The FHWA and ADOT are conducting the Section 106 process concurrently with the NEPA environmental review process. On July 5, 2016, the FHWA initiated the Section 106 Consultation Process with the Arizona State Historic Preservation Office (SHPO) and invited agencies and tribal governments to participate in the Section 106 process. Upon acceptance, these agencies were designated as Consulting Parties for Section 106 consultations. The views of the public will also be considered throughout the Section 106 process, and will be solicited in concurrence with the meetings conducted as part of the environmental review process.

The FHWA and ADOT also intend to develop a Section 106 Programmatic Agreement (PA) to identify a standard process for the future identification, evaluation, mitigation, monitoring, and recovery of historic properties within the I-11 Corridor. The FHWA and ADOT will execute the PA at the end of the Tier 1 EIS process to set the stage for subsequent Tier 2 environmental reviews. The Section 106 process would be conducted in conjunction with the Tier 2 NEPA environmental review process and ensure consistency with the Tier 1 PA developed for the overall I-11 Corridor.

Table 5-5 (Section 106 Consulting Parties) lists the 88 agencies and organizations invited to participate as a Section 106 Consulting Party. For agencies that did not respond to the initial invitation, team members followed up with these agencies on their intended participation. Several agencies accepted the follow-up invitation, resulting in a total of 41 accepting, and 12 declining the invitation. For those agencies that did not respond to either request, dates of the follow-up outreach are noted in the table.

Table 5-5 Section 106 Consulting Parties

Agency	Response to Invitation
Federal	
Advisory Council Historic Preservation (ACHP)	Declined
Bureau of Indian Affairs (BIA)	Followed up on 10/25/16 (phone), re-sent invitation letter (email); No Response.
Bureau of Land Management (BLM), State Office	Followed up on 10/25/16 (phone); No Response
BLM, Hassayampa Field Office	Accepted
BLM, Lower Sonoran Field Office	Accepted
BLM, Tucson Field Office	Accepted
Bureau of Reclamation (Reclamation)	Accepted
Federal Aviation Administration (FAA), Regional Airports Division	Followed up on 10/25/16 (phone); No Response
Federal Railroad Administration (FRA)	Declined
National Park Service (NPS), Saguaro National Park	Followed up on 10/25/16 (phone); re-sent invitation letter (email); No Response
US Air Force (USAF), Davis-Monthan Air Force Base	Followed up on 10/14/16 (phone), re-sent invitation letter on 10/25/16 (email); No Response



Agency	Response to Invitation
USAF, Luke Air Force Base	Followed up on 10/14/16 and needed new POC (phone); followed up on 10/25/16 regarding new POC (email); No Response
US Army Corps of Engineers (USACE)	Declined
US Customs and Border Patrol (USCBP)	Followed up on 10/14/16 (phone); No Response
US Fish Wildlife Service (USFWS)	Declined
US Forest Service (USFS), Coronado National Forest	Followed up on 10/11/16 (phone); No Response
Western Area Power Administration (Western)	Accepted
State	
Arizona Air National Guard (AANG)	Followed up on 10/14/16 (phone); No Response
Arizona Department of Corrections (ADOC)	Declined
Arizona State Land Department (ASLD)	Accepted
Arizona State Museum (ASM)	Accepted
Arizona State Parks (ASP)	Accepted
ASP, State Historic Preservation Office (SHPO)	Accepted
County	
Maricopa County Department of Transportation	Followed up on 11/14/16 (phone); No Response
Flood Control District of Maricopa County	Followed up on 11/15/16 (phone); No Response
Pima County	Accepted
Pima County Flood Control	Declined
Pinal County	Accepted
Pinal County Flood Control District	Followed up on 10/17/16 (phone), re-sent invitation letter on 10/18/16 (email); No Response
Santa Cruz County, Community Development	Followed up on 11/15/16 (phone); No Response
Santa Cruz County Flood Control District	Followed up on 10/17/16 (phone), re-sent invitation letter on 10/17/16 (email); No Response
Yavapai County	Followed up on 11/21/16 (phone), re-sent invitation letter on 11/22/16 (email); No Response
Yavapai County Flood Control	Declined
Local	
City of Buckeye	Accepted
City of Casa Grande	Accepted
City of Eloy	Accepted
City of Goodyear	Accepted
City of Maricopa	Accepted
City of Nogales	Accepted
City of South Tucson	Accepted
City of Surprise	Accepted



Agency	Response to Invitation
City of Tucson	Accepted
Town of Gila Bend	Accepted
Town of Marana	Accepted
Town of Oro Valley	Declined
Town of Sahuarita	Accepted
Town of Wickenburg	Accepted
Utility	
Arizona Public Service (APS)	Followed up on 10/17/16 (phone); No Response
Buckeye Water Conservation and Drainage District	Followed up on 10/17/16 (phone); No Response
Central Arizona Irrigation and Drainage District	Accepted
Central Arizona Project (CAP)	Followed up on 10/17/16 (phone); No Response
Cortaro-Marana Irrigation District	Accepted
Greene Reservoir Flood Control District	Followed up on 11/22/16 (phone); No Response
Maricopa Flood Control District	Followed up on 11/15/16 (phone); No Response
Maricopa-Stanfield Irrigation and Drainage District	Followed up on 10/18/16 (phone); No Response
Roosevelt Irrigation District (RID)	Accepted
Roosevelt Water Conservation District	Declined
BIA, San Carlos Irrigation Project	Accepted
Salt River Project (SRP)	Followed up on 11/15/16 (phone); No Response
Silverbell Irrigation and Drainage District	Accepted
Trico Electric Cooperative	Followed up on 11/15/16 (phone); No Response
UNS Energy Corporation/Tucson Electric Power	Accepted
Railroads	
BNSF Railway	Followed up on 11/15/16 (phone); No Response
Union Pacific Railroad (UPRR)	Followed up on 11/15/16 (phone); No Response
Tribes	
Ak-Chin Indian Community ⁽¹⁾	Accepted
Chemehuevi Indian Tribe	Accepted
Cocopah Indian Tribe	Declined
Colorado River Indian Tribes	Followed up on 10/27/16 (email) and 11/22/16 and 11/23/16 (phone); No Response
Fort Mojave Indian Tribe	Accepted
Fort McDowell Yavapai Nation	Followed up on 10/27/16 (email) and 11/22/16 (phone); No Response
Gila River Indian Community	Accepted
Havasupai Tribe	Followed up on 10/27/16 (email) and 11/23/16 (phone and email); Travis Hamidreek had not received email, resent email to new address on 11/23/16
Hopi Tribe	Accepted



Agency	Response to Invitation
Hualapai Tribe	Followed up on 10/27/16 (email) and 11/23/16 (phone); No Response
Kaibab Band of Paiute Indians	Declined
Moapa Band of Paiute Indians	Followed up on 10/27/16 (email) and 11/23/16 (phone); No Response
Navajo Nation	Followed up on 10/27/16 (email) and 11/23/16 (phone); No Response
Pascua Yaqui Tribe	Followed up on 10/27/16 email) and 11/23/16 (phone); No Response
Pueblo of Zuni	Followed up on 10/27/16 (email) and 11/23/16 (phone); Have not reviewed, will respond once letter materials have been reviewed
Quechan Tribe	Followed up on 10/27/16 (email) and 11/23/16 (phone); No Response
San Carlos Apache Tribe	Declined
San Juan Southern Paiute Tribe	Followed up on 10/27/16 (email) and 11/23/16 (phone); No Response
Salt River Pima-Maricopa Indian Community ⁽¹⁾	Accepted
Tonto Apache Tribe	Followed up on 10/27/16 (email) and 11/23/16 (phone); No Response
Tohono O’odham Nation ⁽¹⁾	Accepted
White Mountain Apache Tribe	Accepted
Yavapai-Apache Nation	Accepted
Yavapai-Prescott Indian Tribe	Accepted

NOTES:

(1) Ak-Chin Indian Community, Salt River Pima-Maricopa Indian Community, and Tohono O’odham Nation confirmed verbally to be a Section 106 Consulting Party at Four Southern Tribes meeting on April 22, 2016.

6 COMMUNICATION TOOLS

The FHWA and ADOT will use various outreach methods and communications tools to engage and seek input from the public and agencies.

6.1 Study Website

ADOT has developed and will maintain a dedicated website for the I-11 Corridor Tier 1 EIS: i11study.com/Arizona. The website will serve as an outreach tool to convey timely information, disseminate updates on study milestones, and provide a library of study documents. The website will also provide the opportunity for the public to submit online comments and questions about the study. The website will be updated as the study advances through the environmental review process, with the goal of providing monthly updates in an easy-to-read, blog-style format. Study updates, information, and milestones will be cross-promoted on ADOT’s website: azdot.gov.



6.2 E-Mail, Mail, and Hotline

ADOT has established an e-mail for the study (I-11ADOTStudy@hdrinc.com) and encourages agencies and the public to submit comments through this e-mail address. In addition, ADOT will provide study updates and notifications via e-mail blasts, using a distribution list developed from existing stakeholder databases. This distribution list will be continually updated to include other stakeholders, public, and agency members as outreach and involvement proceeds.

The public and agencies will also be able to submit comments via regular mail at:

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

In addition, a toll free hotline was activated for the study: 1-844-544-8049. The hotline provides a bilingual (English and Spanish) welcome message, where members of the public or agencies can leave verbal comments in any language regarding the study. The hotline is monitored by the study team who will respond to the caller if requested to do so.

6.3 Media

Specific techniques that will be implemented with the media include talking points, news releases, newspaper advertising, editorial boards/media interviews, TV news programs, and the creation of media kits. ADOT Communications, while coordinating with the study team, will draft and distribute news releases about study milestones and handle all media inquiries. Contact information for ADOT Media Relations is as follows:

- Email: news@azdot.gov
- Toll Free Phone: 1-800-949-8057

Throughout the study, additional opportunities to build interest and participation in the Tier 1 EIS process will be identified. Opportunities to be considered include:

- Facilitating radio interviews, newspaper articles, and editorial briefings;
- Attending City Council and subcommittee meetings, Metropolitan Planning Organizations, and tribal meetings;
- Piggy-backing on existing events and meetings for other projects within the Corridor Study Area; and
- Attending community meetings, fairs, and other community events.

6.4 Social Media

Social media optimizes community involvement and public participation by using cost-effective web-based tools that create additional opportunities for meaningful public engagement. ADOT Communications will engage and update the public and media through a variety of social media tools, including Twitter, Facebook, the ADOT Blog, etc. The following are ADOT's existing social media platforms:



- ADOT Blog: azdot.gov/media/blog
- Facebook: facebook.com/AZDOT
- Twitter: twitter.com/ArizonaDOT
- YouTube: youtube.com/user/ArizonaDOT

Materials posted to the study website may also be prepared for and posted to social media outlets, including in other languages upon request. Although informal and not recognized in the NEPA process, social media comments are important to track and monitor as they can provide insight into the public's sentiment and public comment themes related to a study. The Communications Team will monitor the theme of comments received through social media to inform the outreach and communication approach implemented during the study.

6.5 Written Materials

ADOT will develop written materials and visuals to convey the study process to the public. These will include, but are not limited to: fact sheets; Frequently Asked Questions (FAQs); maps; presentations; briefs; and media packets. This information will be made available to the public and agencies at meetings and on the study's website.



APPENDIX A

Tier 1 versus Tier 2 Environmental Review Process



Table A-1 Tier 1 versus Tier 2 Environmental Review Process

Activities	Tier 1 “Programmatic” EIS	Tier 2 “Project” Environmental Reviews
NEPA Class of Action	Tier 1 EIS	EIS, EA, or CE
Purpose and Need	<ul style="list-style-type: none"> Refine purpose and need from prior feasibility study Consider federal, state, regional, and local needs 	<ul style="list-style-type: none"> Refine purpose and need from Tier 1 Address needs specific to proposed project
Alternatives	<ul style="list-style-type: none"> Develop, evaluate, and screen corridor alternatives Identify types of proposed transportation facility 	<ul style="list-style-type: none"> Define project alignment and configuration Identify potential design options
Engineering	<ul style="list-style-type: none"> Very conceptual design Typical sections for proposed transportation facility Phased Implementation Plan for smaller proposed projects 	<ul style="list-style-type: none"> More refined engineering Detailed drawings, vertical profiles, and typical sections Access details and interchange design
Analysis	<ul style="list-style-type: none"> Broad, high-level Relies heavily on readily available information Primarily geographic information system (GIS) based 	<ul style="list-style-type: none"> Site-specific resource information, impacts, and mitigation
Agency and Public Input	<ul style="list-style-type: none"> Identify key issues early Build consensus 	<ul style="list-style-type: none"> Established relationships No surprises
Proposed Action	<ul style="list-style-type: none"> Select Preferred Corridor Alternative (2000 feet wide) Proposed transportation facility Phased Implementation Plan Mitigation strategies 	<ul style="list-style-type: none"> Select well-defined project alignment and configuration Right-of-way (ROW) requirements Specific mitigation commitments
Other Regulatory Compliance	Information Obtained from Existing Sources / Agencies Involved	Detailed Studies and Impact Assessments / Agency Actions
Endangered Species Act	<ul style="list-style-type: none"> Minimize impacts to critical habitat for protected species Strategies for mitigation commitments United States Fish and Wildlife Service (USFWS) and Arizona Game and Fish Department (AGFD) 	<ul style="list-style-type: none"> Presence/absence surveys, species protocol surveys, additional field studies, and Biological Assessments Specific mitigation commitments USFWS action to provide concurrence



Activities	Tier 1 “Programmatic” EIS	Tier 2 “Project” Environmental Reviews
National Historic Preservation Act	<ul style="list-style-type: none"> Avoid potential high sensitivity cultural resources (i.e., historic and archaeological) Arizona State Historic Preservation Office (SHPO), Tribes and other Consulting Parties to develop Section 106 Programmatic Agreement (PA) 	<ul style="list-style-type: none"> Implement PA from Tier 1 Historic and archaeological surveys Determinations of National Register of Historic Places (NRHP) eligibility Identify and resolve potential effects among SHPO, Tribes, and other Consulting Parties
Sections 4(f)/6(f)	<ul style="list-style-type: none"> Identify Section 4(f) resources (i.e., publicly owned parks, recreation areas, refuges, and historic sites) Identify Section 6(f) properties (i.e., established with Land and Water Conservation Funds) National Park Service (NPS), SHPO, and other officials with jurisdiction 	<ul style="list-style-type: none"> Detailed Section 4(f) evaluation to determine avoidance, <i>de minimis</i>, or “use” determinations by FHWA in coordination with officials with jurisdiction Potential acquisition and conversion of 6(f) land to transportation use in agreement with NPS, Bureau of Land Management (BLM), and other agencies
Clean Water Act	<ul style="list-style-type: none"> Minimize impacts to Waters of the US, surface waters, and 100-year floodplains Mitigation strategies United States Army Corps of Engineers (USACE) and Arizona Department of Environmental Quality (ADEQ) 	<ul style="list-style-type: none"> Delineate Waters of the US, identify ordinary high water mark, and determine mitigation Stormwater runoff and drainage requirements Potential USACE and ADEQ actions
Clean Air Act	<ul style="list-style-type: none"> Identify non-attainment areas and ambient air quality data United States Environmental Protection Agency (USEPA) and ADEQ 	<ul style="list-style-type: none"> Project level hot-spot and air quality conformity analyses Potential USEPA and ADEQ actions
Permit Requirements	During Tier 1 EIS	Future Tier 2
General Permits	<ul style="list-style-type: none"> Identify likely permits and requirements in coordination and consultation with agencies 	<ul style="list-style-type: none"> Provide information to support permit applications with agencies



APPENDIX B

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