



Draft Tier 1 Environmental Impact Statement and Preliminary Section 4(f) Evaluation

Appendix H, Stakeholder Input

March 2019



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

This page intentionally left blank



The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) have maintained continuous opportunities for public throughout the national Environmental Policy Act (NEPA) process, with the objective of involving diverse groups of people statewide whose voices and viewpoints provide valuable insight during the decision-making process. **Appendix F** includes reports that document the activities and input received at key milestones, including the 2016 scoping process and additional public meetings conducted in 2017. This appendix provides additional information, including:

- Resolutions and formal letters from local and Tribal governments, Metropolitan Planning Organizations, and Councils of Government;
- A Report prepared by the U.S. Institute for Environmental Conflict Resolution, of the Udall Foundation, to document third-party facilitated stakeholder meetings in Pima County in March and April 2018; and
- Additional written public comments received since the conclusion of the public comment period that was documented in the Agency and Public Information Meeting Summary Report (in **Appendix F**).



This page intentionally left blank



**Resolutions and Formal Letters from
Local and Tribal Governments, Metropolitan Planning Organizations,
and Councils of Government**



This page intentionally left blank



**SAN XAVIER DISTRICT
OF THE
TOHONO O'ODHAM NATION**

2018 WEST SAN XAVIER ROAD • TUCSON, ARIZONA 85746

TELEPHONE: (520) 573-4000 • FAX: (520) 573-4089

Jay Van Echo, PE
ADOT I-11 Study Manager
1221 South 2nd Avenue
Mail Drop T100
Tucson, AZ 85713
jvanecho@azdot.gov

January 11, 2016

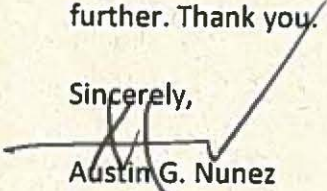
Dear Mr. Van Echo,

The San Xavier District of the Tohono O'odham Nation would like to take this opportunity to officially put in writing our opposition to the Interstate 11 transportation corridor project being considered on or adjacent to the lands of the San Xavier District. The San Xavier District has long held values of protecting the flora and fauna, and wildlife corridors that remain on our lands. Furthermore, the San Xavier District and the lands surrounding it are rich in cultural resources which need to be protected. New roadways through the District will disturb these valuable resources, and bring with it the potential for additional trespassers, who do not respect the cultural and biological resources which we strive to protect.

The San Xavier District appreciates the Arizona Department of Transportation and its consultants keeping us updated on the Interstate 11 transportation corridor project; the Alternatives Selection Report (ASR) and the Tier 1 Environmental Impact Statement (EIS) ensuring that our staff and San Xavier District Community citizens can continue to make comments, and attend meetings when appropriate to make our concerns heard.

My staff and I look forward to meeting with you in February to hear your update, and to discuss this further. Thank you.

Sincerely,


Austin G. Nunez
San Xavier District Chairman

Cc: Jerry Carlyle, SXD Vice Chairman
Sandi Alvarez, SXD Director of Administration
Michael Bends, SXD Planning Administrator
Mark C. Pugh, SXD Principal Planner

RESOLUTION OF THE GARCIA STRIP COMMUNITY

(Opposition of the Interstate-11 Corridor on or near the Garcia Strip Community)

Resolution No. GS-06-26-16 #1

WHEREAS: The Garcia Strip Community convened at a meeting on June 26, 2016, and,

WHEREAS: In November 2014 the Arizona and Nevada department of transportation completed an initial two-year feasibility study known as the Interstate-11 and Intermountain West Corridor Study. The 280-mile stretch will connect Nogales and Wickenburg. It will continue on to the Hoover Dam bypass bridge near Las Vegas. This Interstate 11 Corridor (I-11) will eventually connect Mexico and Canada (see background sheet). The proposed 2,000-foot wide corridor for the interstate has additional options which include the possibility of building a railway and utility lines. (see Proposed Transportation Facility Options). The land required for the frontage roads, drainage, maintenance, and sound walls, etc. are also concerns, and,

WHEREAS: The Garcia Strip Community, Schuk Toak District, Tohono O'odham Nation, opposes the intent of the Arizona Department of Transportation (ADOT) and others involved (see fact sheet) to build the I-11 Corridor, on or near, the Garcia Strip Community. An option shown on the map provided by ADOT designates land for the corridor will cut through the Garcia Strip Community which is located on the Eastern boundary of the Tohono O'odham Nation (see map), and,

WHEREAS: Garcia Strip Community land has flood plains, sacred sites which cannot be developed and the land base has already been reduced by the following programs:

Program	Land usage	For	Additional comments
Tohono O'odham Farming Authority	2,300+ Acres	Schuk Toak Farms	
Southern Arizona Water Rights Settlement Act (SAWRSA) - Bureau of Reclamation (BOR)	500 ft by 7 miles	Wildlife corridor	Additional undefined restrictions to come
AZ G&T (Formerly Southwest Transmission)	50 ft by 3 miles	Transmission power line easement	

,and,

WHEREAS: The Garcia Strip Community discussed and opposes the construction of the I-11 Corridor on or near the Garcia Strip Community.

NOW, THEREFORE, BE IT RESOLVED That the Garcia Strip Community of the Schuk Toak District, Tohono O'odham Nation, is opposed to the construction of the Interstate-11 Corridor on or near the Garcia Strip Community.

BE IT FINALLY RESOLVED that the foregoing resolution was enacted by the Garcia Strip Community at a meeting held on the 26th of June, 2016, by a vote of 10 FOR, and 0 AGAINST, AND 0 NOT VOTING.


Nicole VanOrten
Garcia Strip Community Representative


Diane Narcho-Villegas
Garcia Strip Community Representative

Reyna Noriega
Garcia Strip Community Representative Alt.

Elisa Llamas
Garcia Strip Community Representative Alt.

Motion: Elisa Llamas / 2nd: Barbara Narcho

Garcia Strip Community

~ Meeting Sign In Sheet ~

Date: June 26, 16

~ Community Members ~

~ Children ~

1. Jose N. Villegas
2. Jose Flores
3. Esai Flores
4. Javier Dero
5. Elisa Gلامaz
6. Jeff Bitson ~~Bitson~~
7. Sean Van Olt
8. Nick Van C-Hen
9. Paulson Marcher
10. Manetta Marcher (GUEST)
11. Jose Thomas
12. Leah Vazquez
13. _____
14. _____
15. _____
16. _____
17. _____
18. _____
19. _____
20. _____
21. _____
22. _____
23. _____

1. Jose Villegas
2. Levita Makofisi
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
10. _____

~ Guests ~

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____

RESOLUTION OF THE SIF-oidak DISTRICT COUNCIL
(Supporting the I-11 TIER 1 EIS Corridor Study within the Sif Oidak District)

RESOLUTION NO. SODC 16-145

- WHEREAS** the Sif Oidak District is one of the eleven political districts of the Tohono O'odham Nation (the Nation) located in the most northern part of the Main Reservation; and
- WHEREAS** the Tohono O'odham Planning & Economic Development Department (the Tohono O'odham Planning Department) has been contacted by the I-11 Corridor Study Group who are studying routes off-reservation just north of the communities of Chui Chu, East Chui Chu and White Horse Pass for the proposed I-11 Interstate; and
- WHEREAS** the Sif Oidak District Administration and the Tohono O'odham Planning Department has met with all above communities to discuss the issues the I-11 Corridor Study might have; and
- WHEREAS** at these meetings a proposed alternate route was presented, discussed and modified to give the I-11 Study Group a better potential route through the Nation to be included as part of the corridor study; and
- WHEREAS** per attached map this proposed 2000 foot wide alternate route the Sif Oidak District Administration and the Tohono O'odham Planning Department recommends be included as part of the corridor study runs south into the Tohono O'odham Nation and the Sif Oidak District up to the Power Line Road where it swings left and parallels the Power Line Road to the east to connect with a proposed Pinal County I-11 Route off-reservation; and
- WHEREAS** the Sif Oidak District Administration and the Tohono O'odham Planning Department anticipate and expect that as part of the corridor study an Interchange would be considered at the junction where the proposed I-11 Corridor Route would meet with Indian Reservation Route (IRR) 15; and
- WHEREAS** the Sif Oidak District Administration and the Tohono O'odham Planning Department are confident that should this proposed 2000 foot wide alternate route corridor study be seriously considered and studied for the I-11 TIER 1 EIS Corridor Study then the location where the I-11 and IRR 15 is proposed to meet would give the District and Nation's members better and faster access to off-reservation locations; and
- WHEREAS** the Sif Oidak District Administration and the Tohono O'odham Planning Department also believe that this proposed I-11 and IRR 15 location would be exceptionally suited for economic development ventures by private vendors and businesses for Sif Oidak District and Nation's members; and

Resolution No. **SODC 16-145**, "Supporting the I-11 TIER 1 EIS Corridor Study within the Sif Oidak District"

WHEREAS, the Tohono O'odham Nation's Planning Department and the Sif Oidak District Administration additionally has met with the Jackrabbit and Cocklebur Communities to present this alternate 2000 foot wide proposed I-11 route corridor study through the District and the Nation to be included as part of the I-11 TIER 1 EIS Corridor Study; and

WHEREAS, that this I-11 TIER 1 EIS Corridor Study does in no way authorize any route but only give its support to be part of a study and that the Sif Oidak District reserves the right to object in the event that traditional cultural properties are found at the outcome of the Corridor Study.

NOW, THEREFORE, BE IT RESOLVED THAT the Sif Oidak District Council does hereby support the proposed alternate I-11 route corridor study through the Sif Oidak District and the Tohono O'odham Nation as part of the I-11 TIER 1 EIS Corridor Study that will run south of Chui Chu, East Chui Chu, and White Horse Pass Communities and north of Jackrabbit Community as well as east of Cocklebur Community per attached map.

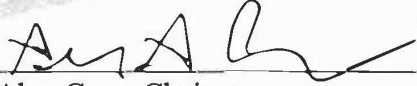
BE IT FURTHER RESOLVED THAT Sif Oidak District Chui Chu, East Chui Chu, White Horse Pass, Jackrabbit and Cocklebur communities have agreed to support the proposed 2000 foot wide alternate I-11 route corridor study through the Sif Oidak District and the Tohono O'odham Nation as part of the I-11 TIER 1 EIS Corridor Study.

BE IT FINALLY RESOLVED THAT the Sif Oidak District reserves the right to object any route through the district in the event that Traditional Cultural Properties or other significant findings in the District arise.

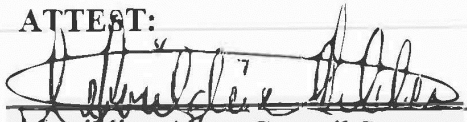
~ CERTIFICATION ~

The foregoing resolution was duly enacted by the *Sif-Oidak District Council*, at a regular meeting held on the 17th day of November 2016, at which a quorum was present with a vote of 16 FOR; 0 AGAINST; 0 NOT VOTING and 4 ABSENT.

SIF-ODAK DISTRICT COUNCIL


Alex Cruz, Chairman

ATTEST:


Merrildine Allen, Council Secretary

Motioned by: Councilman Joshua Albert
Second by: Councilman Delbert Thomas



TOHONO O'ODHAM NATION SCHUK TOAK DISTRICT

P.O. Box 368
Sells, Arizona 85634
Telephone (520) 383-4660
Fax (520) 383-5575
Email: schuktoak@toua.net



RESOLUTION OF THE SCHUK TOAK DISTRICT (Opposition of the Interstate-11 Corridor on or near the Garcia Strip Community)

Resolution No.: ST-02-11-17-019

WHEREAS, the Schuk Toak District Council convened in a meeting on February 11, 2017 with a quorum present; and

WHEREAS, In November 2014, the Arizona and Nevada Department of Transportation completed an initial two-year feasibility study known as the Interstate-11 and Intermountain West Corridor Study. The 280-mile stretch will connect Nogales and Wickenburg. It will continue on to the Hoover Dam bypass bridge near Las Vegas. This Interstate 11 Corridor (I-11) will eventually connect Mexico and Canada (see background sheet). The proposed 2,000-foot wide corridor for the interstate has additional options which include the possibility of building a railway and utility lines, (see Proposed Transportation Facility Options). The land required for the frontage roads, drainage, maintenance, and sound walls, etc., are also concerns; and

WHEREAS, the Garcia Strip Community, Schuk Toak District of the Tohono O'odham Nation, opposes the intent of the Arizona Department of Transportation (ADOT) and others involved (see Proposed Transportation Facility Options) to build the I-11 Corridor, on or near, the Garcia Strip Community. An option shown on the map provided by ADOT designates land for the corridor will cut through the Garcia Strip Community which is located on the Eastern boundary of the Tohono O'odham Nation (see map); and

WHEREAS, Garcia Strip Community land has flood plains, sacred sites which cannot be developed and the land base has already been reduced by the following programs:

Program	Land Usage	For	Additional Comments
Tohono O'odham Farming Authority	2,300+ Acres	Schuk Toak Farms	
Southern Arizona Water Rights Settlement Act (SAWRSA) – Bureau of Reclamation (BOR)	500 ft by 7 miles	Wildlife Corridor	Additional undefined restrictions to come
AZ G&T (Formally Southwest Transmission)	50 ft by 3 miles	Transmission power line easement	

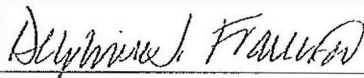
; and

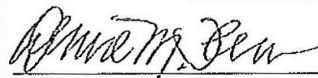
WHEREAS, the Schuk Toak District Council discussed and opposes the construction of the I-11 Corridor on or near the Garcia Strip Community.

NOW, THEREFORE, BE IT RESOLVED that the Schuk Toak District of the Tohono O'odham Nation, is opposed to the construction of the Interstate-11 Corridor on or near the Garcia Strip Community.

BE IT FINALLY RESOLVED that the foregoing resolution was enacted by the Schuk Toak District Council with a vote of 15 FOR; 01 AGAINST; 02 ABSENT pursuant to the powers vested in the Council by Article IX, Section 5 of the Constitution of the Tohono O'odham Nation.

ATTEST:


District Council Secretary


Phyllis Juan, District Chairperson

SAHUARITA RESOLUTION NO. 2017-0502

A RESOLUTION OF THE TOWN OF SAHUARITA, ARIZONA, IN SUPPORT OF THE SONORAN CORRIDOR AS AN IMPORTANT INTERSTATE CONNECTION AND REGIONAL ECONOMIC CATALYST FOR SOUTHERN ARIZONA, PIMA COUNTY AND THE TOWN OF SAHUARITA.

WHEREAS, the Fixing America's Surface Transportation Act, or FAST Act, designates the Sonoran Corridor as a high-priority corridor along planned State Route 410 in Pima County, connecting Interstate 19 and Interstate 10 south of Tucson International Airport; and

WHEREAS, the Sonoran Corridor will provide for traffic relief along I-19 and at the I-19 and I-10 interchange by creating an auxiliary interstate highway to connect I-19 and I-10 south of the Tucson International Airport; and

WHEREAS, the Arizona Department of Transportation and the Federal Highway Administration have undertaken a Tier I Environmental Impact Statement study for the Sonoran Corridor; and

WHEREAS, the Town of Sahuarita has planned for surface transportation corridors, through the adopted Major Streets and Routes plan, and has identified El Toro Rd. as a key commerce corridor and the preferred southern-most link in the Sonoran Corridor to maximize the goals of the auxiliary interstate highway; and

WHEREAS, an auxiliary interstate highway connection between Interstate 19 and Interstate 10 would be significantly beneficial to facilitate trade with Mexico, particularly trucking that desires an eastern terminus beyond Arizona's border, and as a high-speed surface transportation facility within the metropolitan area; and

WHEREAS, the Sonoran Corridor will also be an economic development initiative for Pima County and Southern Arizona, and once completed will significantly transform the regional economy; and

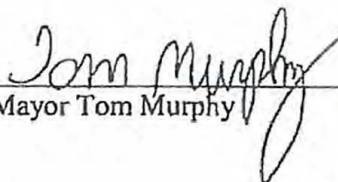
WHEREAS, an auxiliary interstate highway connection between Interstate 19 and Interstate 10 will support the Sahuarita East Conceptual Area Plan and General Plan Aspire 2035 vision for current and future primary employment and residential centers; and

WHEREAS, an auxiliary interstate highway will link Sahuarita's resident labor force to major employments centers within the metropolitan area and the Tucson International Airport, Raytheon, the University of Arizona Tech Park, the Port of Tucson the Aerospace Research Campus and the Pima County Southeast Employment and Logistics Center; and

WHEREAS, the Mayor and Council of the Town of Sahuarita are strongly committed to supporting the ongoing planning by the Federal Highway Administration and the Arizona Department of Transportation and engaging in regional dialogue with the Pima Association of Governments, Pima County and local partners for the advancement of an auxiliary interstate highway and the Sonoran Corridor.


NOW, THEREFORE, BE IT RESOLVED that the Mayor and Council of the Town of Sahuarita, Arizona, supports an auxiliary interstate highway and the Sonoran Corridor connecting Interstate 19 and Interstate 10 for the diversification and expansion of economic development in Pima County and the Town of Sahuarita.

PASSED AND ADOPTED by the Mayor and Council of the Town of Sahuarita, Arizona, this 22nd day of May, 2017.

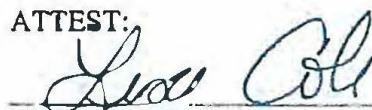

Mayor Tom Murphy



APPROVED:


Daniel J. Hochuli
Town Attorney

ATTEST:


Lisa Cole, MMC
Town Clerk



January 9, 2018

Mr. Jay Van Echo, Project Manager
Interstate 11 Tier 1 EIS Study Team
c/o: ADOT Communications
1655 W. Jackson Street, Mail Drop 126F
Phoenix, AZ 85007

Subject: Interstate 11 Tier 1 Environmental Impact Statement
Alternative Selection Report

Dear Mr. Van Echo:

On behalf of the Sun Corridor Metropolitan Planning Organization (MPO), I would like to express our continued support of the Interstate 11 (I-11) Tier 1 Environmental Impact Statement (EIS) study effort and specifically lend support to Corridor Options I1 and I2 in the Central Study Area Section.

Pinal County voters passed Propositions 416 (Creation of the Pinal Regional Transportation Plan (PRTTP)) and 417 (Pinal Regional Transportation Excise Tax) on November 7, 2017. The PRTTP identifies funds for Right-of-way preservation of the West Pinal Freeway, the Sun Corridor MPO's preferred alignment for the future I-11. Funds for this endeavor are programmed in Period 2 (Fiscal Year 2023-2027) of the 20-year PRTTP and identified as Corridor Options I1 and I2 in the Alternative Selections Report dated December 2017. The Sun Corridor MPO is pleased to see that these corridor options are recommended for advancement to the Tier 1 EIS.

The Sun Corridor MPO recognizes the West Pinal Freeway as a vital project for the Region as it promotes freight movement, links our communities and enhances job growth within Pinal County.

Thank you for keeping us informed with the progress made on the I-11 Tier 1 EIS.

Sincerely,

A handwritten signature in blue ink, appearing to read "Stephen Miller", is written over a light blue circular stamp.

Stephen Miller
Chairman
Sun Corridor MPO Executive Board

Pete Rios
Supervisor, District 1

Mike Goodman
Supervisor, District 2

Stephen Q. Miller
Supervisor, District 3

Anthony Smith
Supervisor, District 4

Todd House
Supervisor, District 5



PINAL COUNTY
WIDE OPEN OPPORTUNITY

January 10, 2018

Mr. Jay Van Echo, Project Manager
Interstate 11 Tier 1 EIS Study Team
c/o: ADOT Communications
1655 W. Jackson Street, Mail Drop 126F
Phoenix, AZ 85007

Subject: Interstate 11 Tier 1 Environmental Impact Statement
Alternatives Selection Report

Dear Mr. Van Echo:

On behalf of the Pinal County Board of Supervisors, I would like to express our continued support of the Interstate 11 (I-11) Tier 1 Environmental Impact Statement (EIS) study effort and provide you an update on the status of the Pinal Regional Transportation Plan (PRTP).

With the passage of Propositions 416 (PRTP) and 417 (Pinal Regional Transportation Excise Tax) on November 7, 2017, the Pinal Regional Transportation Authority (PRTA) has begun the administrative actions to coordinate the approved regional transportation plan with Pinal County's two metropolitan planning organizations. Right-of-way preservation for the West Pinal Freeway, the Pinal County Board of Supervisors' preferred alignment for the I-11, is programmed in Period 2 (Fiscal Year 2023-2027) of the 20-year PRTP and is identified as Corridor Options I2 and I1 in the Alternatives Selection Report dated December 2017. The Pinal County Board of Supervisors is pleased to see that these corridor options are recommended for advancement to the Tier 1 EIS.

The PRTA and the Pinal County Board of Supervisors are fully committed to right-of-way preservation for the West Pinal Freeway project as it promotes freight movement, links our communities, and enhances job growth within Pinal County.

Thank you for keeping us informed with the progress made on the I-11 Tier 1 EIS.

Sincerely,

Stephen Q. Miller
Chairman

BOARD OF SUPERVISORS



CITY OF ELOY

ARIZONA

January 22, 2018

Mr. Jay Van Echo, Project Manager
Interstate 11 Tier 1 EIS Study Team
c/o: ADOT Communications
1655 W. Jackson Street, Mail Drop 126F
Phoenix, AZ 85007

Subject: Interstate 11 Tier 1 Environmental Impact Statement
Alternatives Selection Report

Dear Mr. Van Echo:

On behalf of the City of Eloy, I would like to express our continued support of the Interstate 11 (I-11) Tier 1 Environmental Impact Statement (EIS) study effort and provide you an update on the status of the Pinal Regional Transportation Plan (PRTP).

With the passage of Propositions 416 (PRTP) and 417 (Pinal Regional Transportation Excise Tax) on November 7, 2017, the Pinal Regional Transportation Authority (PRTA) has begun the administrative actions to coordinate the approved regional transportation plan with Pinal County's two metropolitan planning organizations. Right-of-way preservation for the West Pinal Freeway, the Pinal County I-11 Coalition's preferred alignment for the I-11, is programmed in Period 2 (Fiscal Year 2023-2027) of the 20-year PRTP and is identified as Corridor Options I2 and I1 in the Alternatives Selection Report dated December 2017. The City of Eloy is pleased to see that these corridor options are recommended for advancement to the Tier 1 EIS.

Eloy is fully committed to right-of-way preservation for the West Pinal Freeway project as it promotes freight movement, links our communities, and enhances job growth within Pinal County.

Thank you for keeping us informed with the progress made on the I-11 Tier EIS.

Sincerely,

Joel G. Belloc, Mayor
City of Eloy

January 31, 2018

Mr. Jay Van Echo, Project Manager
Interstate 11 Tier 1 EIS Study Team
c/o: ADOT Communications
1655 W. Jackson Street, Mail Drop 126F
Phoenix, AZ 85007

Subject: Interstate 11 Tier 1 Environmental Impact Statement
Alternatives Selection Report

Dear Mr. Van Echo:

On behalf of the Central Arizona Governments Regional Council, I would like to express our continued support of the Interstate (I-11) Tier 1 Environmental Impact Statement (EIS) study effort and provide you an update on the status of the Pinal Regional Transportation Plan (P RTP).

With the passage of Propositions 416 (P RTP) and 417 (Pinal Regional Transportation Excise Tax) on November 7, 2017, the Pinal Regional Transportation Authority (P RTA) has begun the administrative actions to coordinate the approved regional transportation plan with Pinal County's two metropolitan planning organizations. Right-of-way preservation for the West Pinal Freeway, CAG's preferred alignment for the I-11, is programmed in Period 2 (Fiscal Year 2023-2027) of the 20-year P RTP and is identified as Corridor Options I2 and I1 in the Alternatives Selection Report dated December 2017. CAG is pleased to see that these corridor options are recommended for advancement to the Tier 1 EIS.

CAG is fully committed to right-of-way preservation for the West Pinal Freeway project as it promotes freight movement, links our communities, and enhances job growth within Pinal County.

Thank you for keeping us informed with the progress made on the I-11 Tier 1 EIS.

Sincerely,



Robin Benning, Queen Creek Council Member
Chairman
CAG Regional Council

RESOLUTION NO. 5082

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF CASA GRANDE, ARIZONA ENDORING AND SUPPORTING THE INTERSTATE 11 (I- 11) TIER 1 ENVIRONMENTAL IMPACT STATEMENT (EIS) STUDY EFFORT, SPECIFICALLY TO CORRIDOR OPTIONS 11 AND 12 IN THE CENTRAL STUDY AREA SECTION OF THE ALTERNATIVE SELECTION REPORT.

WHEREAS, the cities, towns, tribal communities, and the unincorporated areas of Pinal County, including Casa Grande, are experiencing unprecedented growth creating considerable transportation needs for the traveling public; and,

WHEREAS, developing a transportation system to accommodate the travel demands of the public is necessary to ensure a high quality of life and the continued growth of Casa Grande and Pinal County; and,

WHEREAS, with the passage of Propositions 416 Pinal Regional Transportation Plan (PRTP) and 417 (Pinal Regional Transportation Excise Tax) on November 7, 2017, the Pinal Regional Transportation Authority (PRTA) has begun the administrative actions needed to coordinate the approved regional transportation plan with Pinal County's two metropolitan planning organizations and,

WHEREAS, right-of-way preservation for the West Pinal Freeway, the Pinal County I-11 Coalition's preferred alignment for the future I-11, is currently programmed in Period 2 (Fiscal Year 2023-2027) of the 20-year PRTP and identified as Corridor Options 12 and 11 in the Alternative Selections Report dated December 2017. The City of Casa Grande is pleased to see that these corridor options are recommended for advancement to the Tier 1 EIS; and,

WHEREAS, the PRTA and the Pinal County I-11 Coalition are fully committed to right-of-way preservation for the West Pinal Freeway project as it promotes freight movement, links our communities, and enhances job growth within Pinal County.

NOW THEREFORE, BE IT RESOLVED by the Mayor and The City of Casa Grande, Arizona as follows:


1. That this body endorses and supports the recommendations and findings of the Pinal County I-11 Coalition with respect to Corridor Options 11 and 12 and recommends its approval; and,
2. That this body will, to the extent legally appropriate, be fully committed to right-of-way preservation for the West Pinal Freeway project as it promotes freight movement, links our communities, and enhances job growth within Pinal County.

PASSED AND ADOPTED by the Mayor and City Council of The City of Casa Grande, Arizona this 5th day of February, 2018.

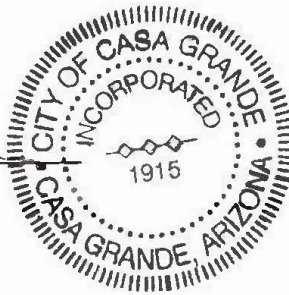


Craig H. McFarland
MAYOR


ATTEST:



Gloria Leija, MMC
CITY CLERK



APPROVED AS TO FORM:



Brett Wallace
CITY ATTORNEY

Mr. Jay Van Echo, Project Manager
Interstate 11 Tier 1 EIS Study Team
c/o: ADOT Communications
1655 W. Jackson Street, Mail Drop 126F
Phoenix, AZ 85007

Subject: Interstate 11 Tier 1 Environmental Impact Statement
Alternatives Selection Report

Dear Mr. Van Echo:

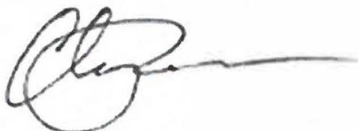
On behalf of the Pinal County I-11 Coalition and the City of Maricopa I would like to express our continued support of the Interstate 11 (I-11) Tier 1 Environmental Impact Statement (EIS) study effort and provide you an update on the status of the Pinal Regional Transportation Plan (P RTP).

Pinal County voters passed Propositions 416 (P RTP) and 417 (Pinal Regional Transportation Excise Tax) on November 7, 2017. The Pinal Regional Transportation Authority (P RTA) immediately began the administrative actions to coordinate the approved regional transportation plan with Pinal County's two metropolitan planning organizations. Right-of-way preservation for the West Pinal Freeway, the Pinal County I-11 Coalition's preferred alignment for the I-11, is programmed in Period 2 (Fiscal Year 2023-2027) of the 20-year P RTP, identified as Corridor Options I2 and I1 in the Alternatives Selection Report dated December 2017. The Pinal County I-11 Coalition supports these recommended corridor options for advancement to the Tier 1 EIS.

The City of Maricopa is a fast growing community that is on the cusp of major economic development. Transportation infrastructure is crucial to that development. Along with the P RTA and the Pinal County I-11 Coalition, we are wholly committed to right-of-way preservation for the West Pinal Freeway project as it promotes freight movement, links our communities, and enhances commerce within Pinal County.

Thank you for keeping us informed with the progress made on the I-11 Tier 1 EIS.

Sincerely,



Christian Price, Mayor
City of Maricopa

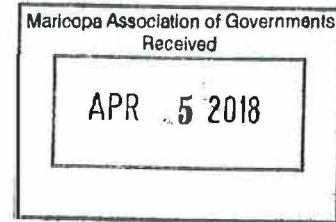


TOWN OF WICKENBURG

155 N. Tegner, Ste. A • Wickenburg, Arizona 85390 • (520) 684-5451
Phoenix Line (602) 506-1622 • FAX (602) 506-1580

March 28, 2018

Dennis Smith, Executive Director
Maricopa Association of Governments
302 N 1st Avenue, Suite 300
Phoenix, AZ 85003



Dear Mr. Smith:

On February 20, 2018, the Wickenburg Town Council adopted by unanimous vote Resolution No. 2112: A Resolution of the Common Council of the Town of Wickenburg, Arizona, Authorizing Official Support of a Preferred Alignment of Interstate 11. This resolution was sent to Mr. Jay Van Echo and Ms. Rebecca Yedlin on February 22, 2018 in response to their letter dated January 25, 2018. The adopted Town Council resolution states:

The Town of Wickenburg supports a preferred Interstate 11 alternative that includes Corridor U north of the Vulture Mountain Recreation Area with a close alignment of Corridor V east of Black Mountain north to US 93, as illustrated in exhibit A (see attached Resolution & Map).

This preferred alternative route is needed for Wickenburg's future sustainability due to:

VISIBILITY: The proposed ADOT alternatives S & U take traffic up to five miles away from current Town limits. This distance provides no visibility of Wickenburg from the highway and will have a substantially negative impact on our community. The Town Council's preferred alternative brings Interstate 11 within a single mile of the current Town limits and provides for visibility of houses, businesses, and the Municipal Airport, potentially compelling reasons to exit the interstate and visit Wickenburg.

ECONOMIC DEVELOPMENT: The Town Council's preferred alignment will allow the Town to extend public utilities to the new highway interchange due to closer proximity. The distance of the ADOT preferred alternatives S & U makes the utility extension nearly impossible. Without public utilities, Wickenburg may have to wait decades to realize the economic potential of a new interstate intersection and accompanying residential, commercial and industrial development.

GROWTH & ANNEXATION: Annexation to the Council's preferred alternative is considerably more feasible than the ADOT preferred alternatives S & U. A one mile annexation of State Trust Land may be accomplished, but annexation of five miles of State Trust Land ultimately may prove impossible.

The Town of Wickenburg strongly urges that its preferred Interstate 11 alternative be the principal route considered in future studies, assessments and analyses. Furthermore, the Town requests that you and your agency be an advocate for our interests in this important endeavor.

Respectfully submitted,

Vincent Loreface, Town Manager
Town of Wickenburg



RESOLUTION NO. 2112

A RESOLUTION OF THE COMMON COUNCIL OF THE TOWN OF WICKENBURG, ARIZONA, AUTHORIZING OFFICIAL SUPPORT OF A PREFERRED ALIGNMENT OF INTERSTATE 11

WHEREAS, the Town of Wickenburg and the Arizona Department of Transportation have enjoyed a long and productive relationship in providing excellent public facilities for the benefit of Arizona residents; and

WHEREAS, the United States Interstate 11 is located in the Northwest District of the Arizona Department of Transportation, which also includes the Town of Wickenburg; and

WHEREAS, the final alignment of Interstate 11 is yet to be determined; and

WHEREAS, the Town Council, on May 1, 2017, adopted a resolution supporting the I-11 Design Report from the Sonoran Institute; and

WHEREAS, in December, 2017, the Arizona Department of Transportation released its Alternatives Selection Report detailing different alignments of the proposed Interstate 11 to be located west of the Wickenburg Town Limits; and

WHEREAS, the Mayor's I-11 Task Force convened on January 29, 2018 to consider the different alternatives and recommend a preferred alternative to the Wickenburg Town Council; and

WHEREAS, the Mayor's I-11 Task Force desires to ensure best possible outcomes for the Town of Wickenburg in regards to visibility, future economic development, ease of annexation, extension of public utilities, mitigation of sound pollution; and

WHEREAS, the Mayor's I-11 Task Force recommended a preferred alternative that includes corridor U north of the Vulture Mountain Recreation Area with a close alignment of corridor V east of Black Mountain north to US 93, as generally illustrated in exhibit A.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COMMON COUNCIL OF THE TOWN OF WICKENBURG, ARIZONA, AS FOLLOWS:

SECTION 1. The Town of Wickenburg supports a preferred Interstate 11 alternative that includes corridor U north of the Vulture Mountain Recreation Area with a close alignment of corridor V east of Black Mountain north to US 93, as illustrated in exhibit A.

SECTION 2. This resolution should be forwarded to all appropriate Federal, State and Local governmental and non-governmental agencies actively engaged in the Interstate 11 project.

SECTION 3. The various Town officers and employees are authorized and directed to perform all acts necessary or desirable to give effect to this resolution.

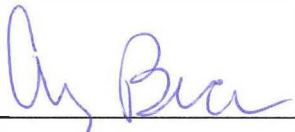
PASSED AND ADOPTED BY THE COMMON COUNCIL OF THE TOWN OF WICKENBURG, ARIZONA THIS 20th DAY OF FEBRUARY 2018.

APPROVED this 20th day of February 2018.



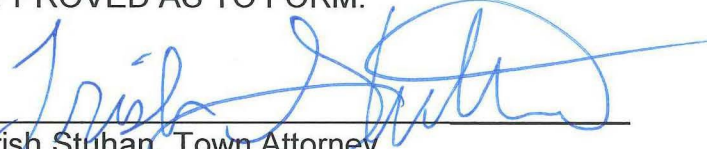
Everett Sickles, Mayor

ATTEST:



Amy Brown
Town Clerk


APPROVED AS TO FORM:



Trish Stuhan, Town Attorney
Gust Rosenfeld PLC

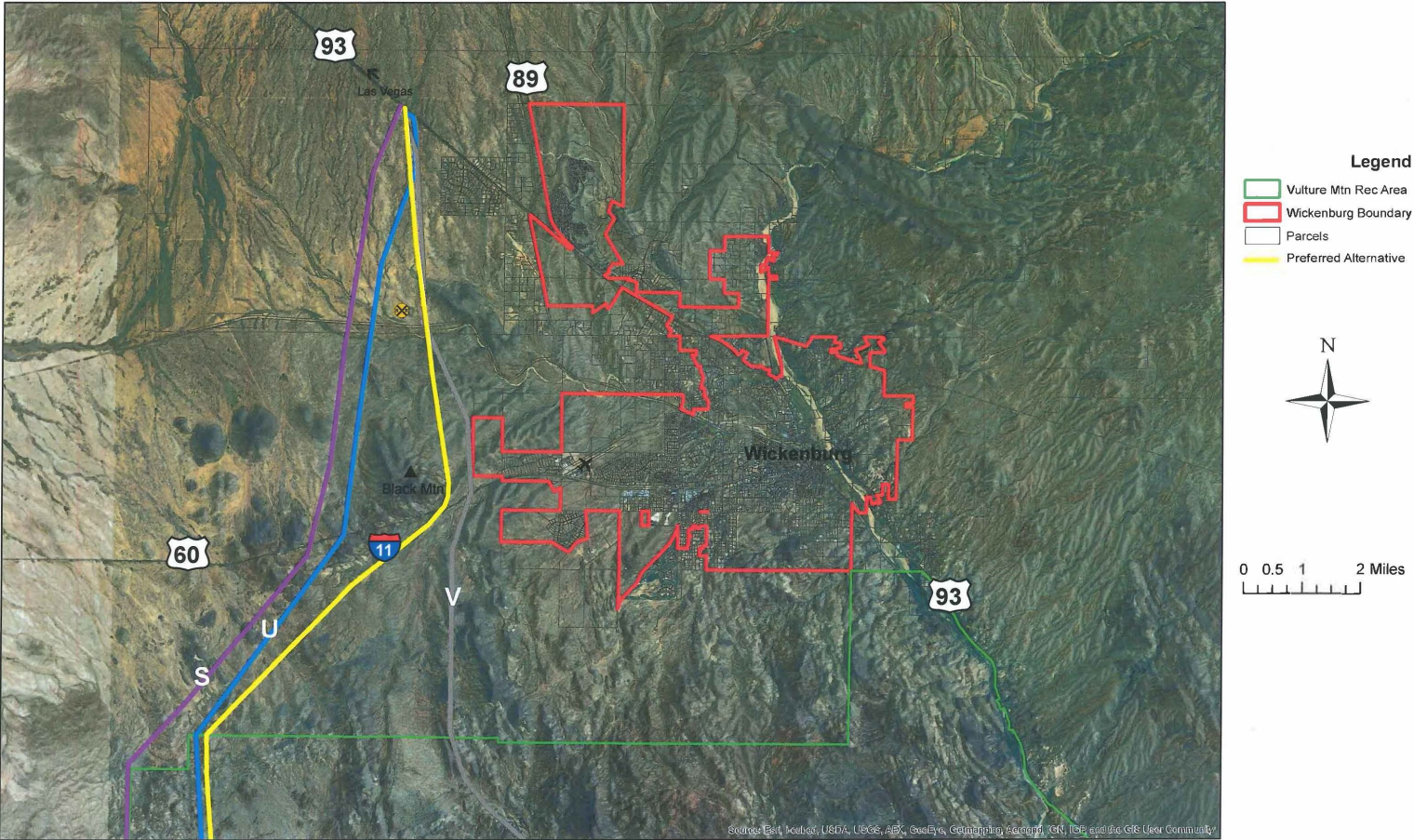
CERTIFICATION

I, Amy Brown, Town Clerk, HEREBY CERTIFY that the foregoing Resolution Number 2112 was duly passed and adopted by the Common Council of the Town of Wickenburg, Arizona, at a regular meeting held on the 20th day of February 2018, and that a quorum was present at the meeting.



Amy Brown
Town Clerk

Exhibit A Preferred Alternative



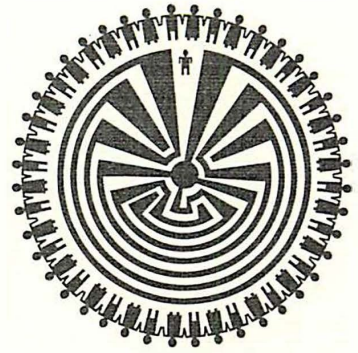


TOHONO O'ODHAM NATION
OFFICE OF THE
CHAIRMAN AND VICE CHAIRMAN

EDWARD D. MANUEL
CHAIRMAN

VERLON M. JOSE
VICE CHAIRMAN

O'ODHAM HA-WE:HEJED
"For the People"



Feb. 28, 2018

Ms. Karla Petty
Arizona Division Administrator
Federal Highway Administration
4000 N. Central Avenue, Suite 1500
Mail Drop MD-005R
Phoenix, Arizona 85012-3500

Dear Ms. Petty,

I write today to provide additional insights from the Tohono O'odham Nation on the proposed Sonoran Corridor and I-11 projects.

As you may recall, the Nation's San Xavier District supported in principle the proposal from Pima County for potential alternative routes for the Sonoran Corridor. The affected allottees must also consent to the proposed project.

The Nation views the Sonoran Corridor as an opportunity to use the intertie to strategize and develop an economic development master plan for the area. Access to transportation infrastructure is key to marketing products and trade as well as job creation. Historically, transportation routes have been the backbone of economic growth and greater opportunities. Commerce and trade requires transportation.

The proposed Sonoran Corridor project will create many positive impacts and benefits to the Nation and the surrounding communities as well as for the trucking industry which will reduce their travel time. As a result, the Nation supports the concept of the Sonoran Corridor and we look forward to further discussions on this important issue.

With regard to the proposed I-11 project, at this time the San Xavier District does not support a route that would go through District lands. However, we are open to continued discussions on potential alternative routes in this area as well as other parts of the Nation that will benefit the entire region. We look forward to ongoing conversations on this issue.

Sincerely,

Edward D. Manuel
Chairman, Tohono O'odham Nation



This page intentionally left blank



**A Report Prepared by the U.S. Institute for Environmental Conflict
Resolution, of the Udall Foundation, to Document Third-party
Facilitated Stakeholder Meetings in Pima County in
March and April 2018**



This page intentionally left blank



FHWA / ADOT

I-11 Corridor Stakeholders Engagement Meetings

FINAL REPORT

Prepared by the U.S. Institute for Environmental Conflict Resolution

Joy Keller-Weidman, Senior Program Manager

Mitch Chrismer, Senior Program Associate

May 2018

Table of Contents

PURPOSE AND NEED	3
BACKGROUND / HISTORY	4
OVERALL PROCESS.....	6
INTERVIEW RESULTS	7
MEETINGS 1, 2 & 3 HIGHLIGHTS	9
MEETINGS 1 HIGHLIGHTS.....	9
MEETINGS 2 HIGHLIGHTS.....	10
MEETINGS 3 HIGHLIGHTS.....	11
SUMMARY / CONCLUSIONS.....	12
APPENDICES.....	17
Appendix A: Interview Themes and Summary.....	18
Appendix B: Group B Meeting #1 Highlights.....	25
Appendix C: Group C/D Meeting #1 Highlights	40
Appendix D: Group B Meeting #2 Highlights	57
Appendix E: Group C/D Meeting #2 Highlights	74
Appendix F: Group B Meeting #3 Highlights	93
Appendix G: Group C/D Meeting #3 Highlights	109

PURPOSE / NEED

The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) invited the U.S. Institute for Environmental Conflict Resolution (U.S. Institute) to facilitate discussions regarding the Interstate 11 (I-11) Tier 1 Environmental Impact Study (EIS) in Pima County, Arizona, to augment the ongoing public input effort. The U.S. Institute took the lead by conducting an assessment and by facilitating two sets of stakeholder engagement meetings (Group B and Group C/D) with the objective of facilitating additional productive Pima County community conversations to inform the I-11 Tier 1 EIS Corridor decision-making process.

The U.S. Institute was brought in to this process due to its expertise in providing independent and impartial services to address environmental disputes or conflicts. The U.S. Institute's focus as a federal agency is to help parties work together in building a shared understanding of issues, and to assist in finding ways to address concerns and develop strong outcomes. The organization focuses on a wide range of environmental, natural resources and public lands issues involving the federal government. The U.S. Institute was established by Congress in 1998 as a program of the Udall Foundation, which is an independent, nonpartisan federal agency of the Executive Branch, see www.udall.gov.

The U.S. Institute was asked to lead the design, facilitation, and documentation of two sets of stakeholder engagement meetings to identify more specific details and analysis regarding individual community concerns and preferences for the purpose of informing the technical analysis and planning required for the I-11 Tier 1 EIS Corridor Study. The U.S. Institute was asked to assume this role because of its history of engagement as a neutral, third party agency that is impartial to all perspectives. Their role was to develop and facilitate a fair discussion process in which each participant was granted an equal opportunity to be heard, and where each voice had equal value.

Following the meetings, the results of the group discussions were summarized in a Report prepared by the U.S. Institute, which was provided to FHWA and ADOT for consideration in the I-11 Tier 1 EIS process. The final Report is intended to offer FHWA and ADOT a deeper analysis of the issues than can typically be achieved through the course of standard public meetings. Ultimately, the U.S. Institute's final Report will provide information that will assist FHWA and ADOT in making the decision regarding a Selected Alternative – whether it's a Build Corridor Alternative or a No-Build Alternative.

BACKGROUND / HISTORY

Interstate 11 is a critical piece of multimodal infrastructure that will support and connect the economies of Arizona and Nevada. It also could eventually be connected to a larger north-south transportation corridor, linking the United States to the Republic of Mexico and Canada. The purpose of I-11 is to provide a high-priority, high-capacity, access-controlled transportation corridor that has the potential to enhance movement of people and freight, facilitate regional connectivity, trade, communications and technology. If built, the I-11 Corridor would decrease transportation impacts from population and employment growth, reduce congestion and enhance travel time reliability, increase system linkages and regional interstate mobility, provide access to economic activity centers, and assist homeland security and national defense.

In March 2016, FHWA and ADOT initiated the environmental review process for a portion of the I-11 Corridor, specifically from Nogales to Wickenburg, Arizona. As part of this process, and in accordance with the National Environmental Policy Act (NEPA), FHWA and ADOT are preparing a Tier 1 EIS for the I-11 Corridor between Nogales and Wickenburg, Arizona. The Tier 1 EIS will assess the potential social, economic and natural environmental impacts of a No Build Alternative and a reasonable range of Build Corridor Alternatives for a proposed transportation facility within the I-11 Tier 1 EIS Corridor Study area. The Notice of Intent to prepare the I-11 Tier 1 EIS was issued in May 2016. Since then, FHWA and ADOT have conducted public and agency scoping meetings, outreach to tribes and stakeholders, and completed an alternatives development and screening process.

This effort builds upon the prior I-11 and Intermountain West Corridor Study (IWCS) that was completed in 2014, which was a multimodal planning effort led by ADOT and the Nevada Department of Transportation (NDOT), in partnership with FHWA, Federal Railroad Administration (FRA), Maricopa Association of Governments (MAG), Regional Transportation Commission of Southern Nevada (RTC), and other key stakeholders. The IWCS broadly defined the I-11 corridor from Arizona's border with Mexico through northern Nevada. In December 2015, the US Congress approved the Fixing America's Surface Transportation (FAST) Act, a five-year legislation to improve the nation's surface transportation infrastructure, which formally designates I-11 throughout both states. Subsequent planning efforts, such as this Tier 1 EIS, will continue to advance corridor planning.

An Alternatives Selection Report (ASR) was also prepared to document this process and the outcomes regarding a range of Build Corridor Alternatives that will be carried forward into the I-11 Tier 1 EIS for further study. This report was completed and posted to the project website (www.i11study.com) in early December 2017.

The purpose and need for the I-11 project was based on key transportation-related problems and issues identified in the previous I-11 IWCS and through agency and public input received during the scoping process. The number of potential corridor alternatives will eventually be reduced and carried forward in the Draft Tier 1 EIS document. The Draft Tier 1 EIS document will also continue to assess the potential social, economic, and natural environmental impacts of the No-Build Alternative (the do-nothing option) and a reasonable range of corridor alternatives, including a broad based phased implementation plan.

The phased implementation plan may include smaller segments of a corridor alternative that may advance as separate, independent projects following completion of the Tier 1 EIS process. The draft Tier 1 EIS document also will identify a Recommended Alternative (expected to be 2000' wide). If a build alternative is identified, FHWA would then issue final decision documents known as a Final Tier 1 EIS and Record of Decision, which would identify the Preferred and then the Selected Corridor Alternative.

OVERALL PROCESS

The primary objective of this stakeholder group engagement process was to provide a method for productive Pima County community conversations to inform the I-11 Tier 1 EIS with more specifics regarding individual community concerns and preferences to enable technical analysis and planning. More specifically, this stakeholder engagement process sought to gain additional community input that could better inform the study regarding potential alternatives between I-19 west towards SR-86 and north towards Picacho, Arizona. This information is summarized in this report and provided to federal and state agency leaders to assist with their final decision regarding I-11 Tier 1 EIS Corridor alternatives.

The first step in the process was for the U.S. Institute, FHWA and ADOT to agree on the scope, purpose and schedule for the project. To achieve this, the U.S. Institute, led by the team of Joy Keller-Weidman (Senior Program Manager) and Mitch Chrismer (Senior Program Associate), reviewed background materials, consulted with FHWA and ADOT to refine the scope of work & budget, and finalized the project agreements, including the stakeholder group engagement process.

The U.S. Institute then facilitated a virtual meeting with the Interstate-11 Corridor Project Team to develop a plan for conducting stakeholder interviews. Community stakeholders were identified as organizations that had previously shown interest in the I-11 Tier 1 EIS Corridor Study and were invited to participate in the stakeholder engagement meetings and interviews. Participants were asked to represent more than just themselves, with the expectation that they would share meeting information back and forth with their stakeholder organization. The identified organizations were also asked to recommend additional potential participants not affiliated with a specific stakeholder organization who would be interested in participating in the process. Ultimately, all community members that expressed interest in this process were invited to participate either in person at the meetings, or on the ADOT website designated for stakeholders' input.

After stakeholders self-selected their desired group (Group B or Group C/D), the U.S. Institute then scheduled and conducted twelve situation assessment interviews with members from each targeted community section. The U.S. Institute then prepared a high-level summary of findings that identified the themes from the interviews. Following this, the U.S. Institute then planned, facilitated, and documented a meeting to present and discuss the interview results and plan next steps with the Interstate 11 Project Team.

Using the results from the interviews, the U.S. Institute then designed the outcomes and agenda for a series of stakeholder engagement meetings with each community group. The first group meetings were held in March 2018, and the second and third meetings were held in April 2018. The U.S. Institute produced a Meeting Highlights summary for each of the meetings, for a total of six total summaries (three from each group).

After the conclusion of the stakeholder engagement meetings, The U.S. Institute developed this general report of the stakeholder engagement meetings' process and content, including summaries and conclusions. The U.S. Institute then used this report to highlight and summarize the results of the stakeholder engagement process.

INTERVIEW RESULTS

Joy Keller-Weidman, Senior Program Manager, and Mitch Chrismer, Senior Program Associate, of the U.S. Institute conducted a series of interviews with various stakeholders located in and around the Tucson area who had expressed interest in the proposed I-11 Corridor project. Twelve interviews in total were conducted, and the interviews took place between February 5 and February 13, 2018.

Interviewees were selected following outreach by FHWA and ADOT to determine local interest in the Tier 1 EIS for the proposed I-11 Corridor between Nogales and Wickenburg, AZ. Those that were interviewed showed interest in two different geographic areas: Group B interviewees had interest in the downtown / southern Tucson area, and Group C/D interviewees had interest in the Avra Valley region west of Tucson.

The U.S. Institute conducted individual phone interviews with twelve of the participating stakeholder organizations from groups B and C/D. Organizations that participated in the Group B phone interviews were: Sonoran Institute, Drachman Institute, and Menlo Park (Ward 1). Organizations that participated in the Group C/D phone interviews included: Freeport McMoRan, Arizona-Sonora Desert Museum, Marana Unified School District, Drachman Institute, Arizona Heritage Alliance, Sonoran Institute, Northwest Fire District, Altar Valley School District, and Caterpillar.

During the interviews, interviewees were each asked the same eight questions:

- 1) Tell us who you are, what stakeholder group/organization you represent and your role, and describe your reason for participating in these meetings.
- 2) How would you define your interest / perspective re: the I-11 Corridor?
- 3) What is your desired outcome for these meetings? What would you like to see accomplished?
- 4) What might be some barriers/obstacles to accomplishing your desired outcomes?
- 5) Do you have any concerns or questions related to these meetings?
- 6) Is there anything you think we should keep in mind as we design and facilitate these meetings?
- 7) Are there agenda items/topics that you feel are especially important to include?
- 8) Do you have other recommendations?

Throughout the interviews, a number of patterns emerged from the responses. The question of correlated economic development that would come from the development of the I-11 Corridor was an important topic to many. Many were interested in learning more about the proposed growth that would accompany this project, and how this could change the region. Others were interested in examining the overall costs and benefits, especially as pertains to the local communities.

Environmental concerns related to the development of a new freeway was also important to many interviewees. Affects to the viewsheds, noise pollution, light pollution, restriction of wildlife corridors,

and overall effects of the project on the desert landscape were very important issues to many that were interviewed.

Information gathering during the meetings was very important to many of those interviewed. The information that is currently available feels overwhelming to some, and incomplete to others. For example, some requested that maps with much greater detail be provided, while others asked that information currently on the I-11 Study website be condensed down for meeting participants. Interviewees also asked that a detailed project background be provided towards the beginning of the first meeting, so that all attendees can better understand the future vision and need for the project, funding available, proposed timelines, anticipated effect on sprawl, projected traffic models, decision-making processes, and general costs/benefit analyses of the proposed routes.

Many expressed a desire that the new corridor be as future-minded as possible, to include multi-modal aspects and be built with a more automated transportation future in mind. There was hope from some that the creation of this new corridor will allow for energy transmission along the same path. Others asked that creative solutions be considered, including high-speed rail, and the expansion of existing corridors.

Though there were some concerns about the location of the proposed corridors, impacts to the environment and effects of population growth and sprawl, most interviewees expressed a desire to work collaboratively and to keep an open mind about alternatives. Many expressed positivity and interest in this project, and generally interviewees hoped that the final product will be something that is both environmentally friendly and keeps the interests and values of local communities in mind.

MEETINGS 1, 2 & 3 HIGHLIGHTS

Meeting 1 Highlights

The first stakeholder engagement meetings were held on March 6 and 8, 2018, respectively. The Group B meeting (held on March 6, 2018) included representatives from the Coalition for Sonoran Desert Protection, Menlo Park, Sonoran Institute, I-10 Self Storage, Erickson Terrascape, Tucson Audubon Society, CAPLA, Sun Corridor Inc., and the Tucson Historic Preservation Foundation. The Group C/D meeting (held on March 8, 2018) included representatives from Avra Valley Coalition, National Parks Conservation Association, NW Fire District, Marana Unified Schools, Tucson Metro Chamber, Avra Water Co-op, Freeport McMoran, AZ Sonora Desert Museum, Sonoran Institute, Caterpillar, Coalition for Sonoran Desert Protection, Arizona Heritage Alliance, and Friends of Ironwood Forest. Staff members from FHWA and ADOT also attended the meetings, and the meetings were facilitated by Joy Keller-Weidman and Mitch Chrismer of the U.S. Institute.

The primary goals of these first meetings were to:

- Understand the most recently published I-11 Corridor project information as pertaining to the current proposed options
- Understand each stakeholder group's perspective on the I-11 Corridor options
- Understand the values, interests and characteristics most important to the two communities
- Identify some of the potential impacts and/or benefits (both environmental and economic) of proposed corridors
 - Further, to identify ways to mitigate and/or enhance the identified impacts / benefits
- Explore creative alternatives and options moving forward that address concerns
- Inform decision-makers about the issues that are most important to the stakeholder groups

To achieve these outcomes, the U.S. Institute designed an agenda for the meetings that first focused on reviewing the project vision, background, and current proposed options. A presentation was delivered by ADOT to discuss these topics, and a Q&A session was held after the presentation to allow participants the opportunity to interact with ADOT and FHWA representatives.

Following the presentation and Q&A session, stakeholders were asked to state their key perspective on the I-11 Corridor. From there, stakeholders were then asked to refine their key perspective into a guiding interest that broadly encompasses their stated position.

Meeting 2 Highlights

The second stakeholder engagement meetings were held on April 3 and 5, 2018, respectively. The Group B meeting (held on April 3, 2018) included representatives from Coalition for Sonoran Desert Protection, Menlo Park Neighborhood Association, Erickson Terrascape, Tucson Audubon Society, Friends of Ironwood Forest, CAPLA, Statistical Research Inc., and Sonoran Institute. The Group C/D meeting (held on April 5, 2018) included representatives from National Parks Conservation Association, Arizona Heritage Alliance, Avra Valley Coalition, Sonoran Institute, Northwest Fire Dept., Freeport McMoran, Caterpillar, Columbine Enterprises, Coalition for Sonoran Desert Protection, Arizona-Sonora Desert Museum, Friends of Saguaro National Park, Tucson Metro Chamber, and Friends of Ironwood Forest. Staff members from FHWA and ADOT also attended the meetings, and the meetings were facilitated by Joy Keller-Weidman and Mitch Chrismer of the U.S. Institute.

The primary goals of the respective Meetings #2 were to:

- Understand each stakeholder group's perspectives on the different I-11 Corridor options
- Understand the values, interests and characteristics most important to the stakeholders
- Identify potential impacts/benefits of proposed corridors based on local knowledge within the stakeholder group
 - And further, to identify key interests that need to be considered when identifying ways to mitigate/enhance the potential impacts/benefits

To achieve these goals, the U.S. Institute designed an agenda that focused on reviewing the perspectives and interests identified at the previous Meetings #1. The group then worked collaboratively to identify the specifics that stakeholders believe are important to consider in decision making, and explore the pros and cons of those specifics. The group then explored ideas about how unique design options might work to provide solutions to any potential impacts identified during the discussions. Stakeholder participants were also asked to think about any additional information that might be needed to help inform potential I-11 Corridor options, and to identify any additional technical information that might be considered helpful.

In addition to the meeting agenda items described above, participants were given a chance to interact with staff from FHWA and ADOT. FHWA / ADOT provided written answers to outstanding questions in advance of the meeting, and meeting participants were allowed the opportunity to ask further identifying questions of the state and federal partners.

A homework item was given to participants at the end of the meetings: Meeting attendees were asked to come to the next meeting prepared to answer the question: *If your route (B or C/D option) were to be chosen: What would you want it to look like? Be specific about your vision and options to be considered.*

At the conclusion of this meeting, a few individuals from each group requested that the state and federal partners consider convening a fourth meeting that combines both B and C/D groups together.

Meeting 3 Highlights

The third and final stakeholder engagement meetings were held on April 24 and 26, 2018, respectively. The Group B meeting (held on April 24, 2018) included representatives from Coalition for Sonoran Desert Protection, Menlo Park Neighborhood Association, Erickson Terrascape, Tucson Audubon Society, Friends of Ironwood Forest, CAPLA, Statistical Research Inc., Sonoran Institute, and Tucson Historic Preservation Foundation. The Group C/D meeting (held on April 26, 2018) included representatives from Avra Water Co-op, Sonoran Institute, Friends of Saguaro National Park, Coalition for Sonoran Desert Protection, Arizona Heritage Alliance, Avra Valley Coalition, National Parks Conservation Association, Caterpillar, Freeport McMoran, Marana Unified School District, and AZ Sonoran Desert Museum. Staff members from FHWA and ADOT also attended the meetings, and the meetings were facilitated by Joy Keller-Weidman and Mitch Chrismer of the U.S. Institute.

The primary goals of these meetings were to:

- Understand the values, interests and characteristics most important to the stakeholders
- Identify potential impacts / benefits of proposed corridors based on local knowledge within the stakeholder group
 - Identify ways to mitigate and/or enhance the identified impacts / benefits
- Explore creative alternatives / options moving forward that address concerns
- Inform decision-makers about the issues that are most important to stakeholder groups

To achieve the goals of the meetings, the U.S. Institute designed an agenda that focused on having meeting participants discuss options related to identified key themes (i.e. Viewsheds, Wildlife Connectivity, Community cohesion, etc.). Stakeholders were then asked to provide pros and cons of each of the identified design options. To facilitate this discussion, stakeholders were asked to come to the meeting prepared to answer the question: “If your route (B or C/D option) were to be chosen: What would you want it to look like?” Further, meeting attendees were asked to identify potential opportunities and/or mitigation options for decision makers to consider if their specific route were to be selected.

Participants worked together in small groups to address the topics above, and then selected a spokesperson to report out to the larger group on their findings. Each participant was also asked to give a short two-minute briefing on what their preferred vision for an I-11 route would be.

Some meeting attendees again expressed interest in holding a 4th meeting to combine the participants of Groups B and C/D. State and federal partners responded to the request by explaining that an additional meeting would be outside of the scope and purpose of this stakeholder engagement process.

Meeting participants were allowed the opportunity to provide feedback to the U.S. Institute and FHWA/ADOT about their overall thoughts on this process. FHWA and ADOT staff concluded the meeting by thanking participants for their time and effort throughout this process.

SUMMARY / CONCLUSIONS

The I-11 Corridor Stakeholder Engagement process was developed and implemented with the underlying goal of allowing state and federal partners the opportunity to better understand the values, interests and characteristics most important to community stakeholders in the two separate route option areas (downtown / southern Tucson area (B option), and the Avra Valley region (C/D option) west of Tucson). Further goals were to identify potential impacts and/or benefits of proposed corridors based on local knowledge within the stakeholder group, to identify ways to mitigate and/or enhance those identified impacts / benefits, and then to explore some creative alternatives and design options that would serve to address community concerns. The overall goals were achieved throughout the course of a six-month process wherein community representatives in Southern Arizona were invited to participate in an opportunity to inform decision-makers about the issues that are most important to their communities, as related to the creation of a new Interstate in the region.

This stakeholder engagement process was designed with the intention of allowing state and federal partners the opportunity to more deeply examine the issues that matter most to community members. FHWA and ADOT sought to receive input from the public that went into more depth than is normally gathered throughout the standard public input process. To achieve this desired outcome, FHWA and ADOT enlisted the assistance of the U.S. Institute due to its expertise in neutral third-party collaborative engagement. To achieve the goals set out by FHWA and ADOT, the U.S. Institute designed an engagement process that included a stakeholder assessment and six public meetings. This process was designed with the intent to allow for diverse participation from a wide range of stakeholders, in order to ensure that a variety of ideas and feedback were allowed to be heard. Outreach to members of the different communities was widespread, and all who expressed an interest in this process were able to participate either in person at the meetings, or on the ADOT website designated for stakeholders' input. Ultimately, representatives from environmental organizations, business interests, public health and safety, neighborhood associations, and more were incorporated into the process and granted an equal opportunity to share their perspectives on the impacts of constructing a new Interstate in their area.

WHAT WE LEARNED

ASSESSMENT

When conducting the initial stakeholder interviews for the project assessment, a number of themes emerged. Primarily, we found that stakeholders were very interested in learning more about the potential I-11 project. Information available to the public was still limited at the time, and interviewees expressed an interest in having more detail made available to them.

Growth along the proposed corridor was an important topic to many, as the corresponding economic development that would accompany the creation of a new Interstate would have wide-ranging effects on both communities and the environment. Many expressed concern about the potential impact a new

Interstate would have on the surrounding environment – including impacts to wildlife migration, spread of invasive species, noise pollution, light pollution, smell, water table / flow, and other more specific impacts to various species in the Sonoran Desert region. Despite the wide range of potential concerns, however, we found throughout the course of the stakeholder assessment interviews that most expressed a strong interest in this process. There was a general hope that the new I-11 Corridor would be built in an environmentally friendly manner that keeps the interests and values of local communities in mind.

MEETINGS #1

The first stakeholder engagement meetings sought to first allow stakeholders to get to know one another, and to set guidelines for the series of meetings. These meetings also focused heavily on project background. State and federal partners were granted the opportunity to educate and inform community members about the history of the project, the intended goals of this Tier 1 EIS process, and the role that these meetings would play in informing the Tier 1 EIS process.

Following the introductory sections, stakeholders were asked to describe their key interests and perspectives as pertains to the creation of an I-11 Corridor. Responses to this question varied greatly. Stakeholders noted that the issues / concerns that mattered most to them included:

- Consider the effects on historic landscapes and historic / cultural resources
- Limit construction as much as possible
- Ensure the Corridor is as innovative as possible
- Do not separate East and West Tucson any further
- Design of new freeway should support the flow of goods
- Consider the effect construction would have on small businesses
- Construction of new interstate is needed to ensure the area remains economically competitive
- New Corridor should facilitate future employment opportunities
- Existing wildlife corridors should not be blocked
- Adequate study on effects of Corridor should be carried out prior to construction
- Mining interests in Corridor route area should be considered
- Consider the impacts to water, especially wells
- Ensure that public safety concerns are met
- Ensure the travel needs of schoolchildren are met
- Consider impacts to designated wilderness areas
- Build in a manner that does not promote additional sprawl
- Concerns that a Tier 1 is not a deep enough dive into the EIS process to make a decision

Following the first set of meetings, attendees expressed gratitude for the opportunity to participate in the process, and noted that it was a great learning experience for all and that the process represented a productive method for allowing the public to inform the Tier 1 EIS process.

MEETINGS #2

The second stakeholder meetings were designed with the intention of allowing stakeholders the opportunity to more deeply explore the specific issues that they feel should be considered in the decision-making process. Whereas the first meetings focused on the broader interests /needs, these meetings dived deeper into the specific details that could potentially be mitigated by different design options.

In these meetings, some of the key interests expressed by stakeholders included:

- Consider the viewshed from and to different historic districts and places of tribal interest
- Incorporate alternative means of transportation / modes into the design
- Embrace sustainability within the design as much as possible
- Avoid any destruction of tangible heritage, such as cultural and architectural resources
- Avoid disruption to river corridors, wildlife habitat, and migratory corridors
- Consider neighborhood connectivity and encroachment into existing neighborhoods
- Reduce congestion, potentially through innovative methods (car pool, pricing, tolls, etc.)
- Consider economic harm to local businesses both during and after construction
- Ensure that the route option selected meets population growth expectation needs
- Route should meet national security needs, future congestion needs, trade flow needs
- More information on potential Area of Potential Effect is needed
- Wildlife linkages should remain intact
- Consider potential environmental damages to Saguaro National Park and local area
- Consider impact to land owned by businesses in area
- Consider potential degradation of quality of life for people living in area
- Consider potential effect / benefits to emergency services
- Let any build decisions be known early so that school districts can plan for growth
- Models used should be as accurate as possible
- Building the C/D route makes more sense to the larger Southern Arizona community

Meetings #2 also concluded with generally positive feedback from stakeholders, who again expressed gratitude towards the facilitators, agency partners, and their fellow community members for contributing to a productive meeting and outcome.

MEETINGS #3

The third and final set of stakeholder engagement meetings provided stakeholders with an opportunity to discuss the issues that matter most to them in even greater detail. The focus of these meetings was to discuss potential design options related to previously identified key themes, including viewsheds, wildlife connectivity, and community cohesion. Prior to the meetings, stakeholders were asked to come prepared to answer the question: “Should your Corridor route (B or C/D) be selected, what would you want it to look like?” During the meetings, stakeholders worked together in small groups to create and discuss design options that would serve to mitigate potential concerns. Stakeholders were also asked to individually formulate short, high-level descriptions of what they would want a new I-11 Corridor to look like, should their specific group option be chosen.

In these meetings, stakeholders indicated that there were additional key mitigation themes that were very important to them, beyond viewsheds, wildlife connectivity, and community cohesion. Invasive species, water quality (including impact to washes and watersheds), air quality, economic impacts, promotion of alternative transportation and technology, cultural impacts, light pollution, and noise pollution were each identified as important themes to keep under consideration when exploring corridor design options.

When identifying key considerations for corridor design options, stakeholders were also asked to identify the pros and cons of the specific design options. While the pros varied greatly depending on the specific considerations, a general theme emerged among the cons that were developed – that overall project cost would have to be high in order to include the mitigating options that were desired. Some of the key design options and mitigation practices proposed by the stakeholders included:

- Fund ongoing maintenance to reduce spread of buffelgrass (invasive non-native plant species)
- Create both overpasses and underpasses for wildlife connectivity
- Protect the aquifer and City of Tucson's CAVSARP and SAVSARP from oil runoff and potential hazmat spills
- Protect air quality by improving emissions
- Protect wells from runoff from flooding
- Avoid existing businesses and maintain existing open space
- Limit on/off ramps to minimize development around the highway
- Limit highway lighting to reduce light pollution
- Create a bike path that runs parallel with the freeway
- Use berms and depressions to protect viewsheds
- Consider burying the highway altogether
- Minimize effects to potential future mineral mining sites
- Avoid places of cultural significance and protect areas of potential new discoveries
- Consider choosing an alignment that pairs with existing infrastructure (i.e. CAP)
- Align with CAP and pair with existing wildlife crossings to reduce fragmentation
- Use access control (reduce number of entrance/exit ramps) to limit traffic where growth is not appropriate
- Design with intention to increase connectivity and allow easier access to public lands such as Saguaro National Park
- Recess the road or bore underground to protect viewsheds
- Consider need for microclimates and openness index when designing wildlife crossings
- Avoid changes to natural regime as much as possible
- Consider enclosing the freeway entirely
- Use art and screening to abate visual intrusion and noise
- Use construction as opportunity to focus on river restoration and improving the linear park along Santa Cruz river
- Protect historic neighborhoods by putting the freeway underground as much as possible

- Focus investment on intraregional transit, i.e. dedicated travel lanes, bus rapid transit, etc.
- Consider future changes to technology and plan appropriately, i.e. by implementing ramp meters, car pool lanes, dedicated through travel lanes, congestion pricing
- Consider building a capped highway with a tunnel for trains and trucks
- If create a capped highway, put parks and businesses on top of the tunnel
- Consider a suspended highway with an under area for pedestrians, bikes, businesses, etc.
- Either build above grade with good permeability or below grade with a deck park

Upon conclusion of these meetings (and the overall process), stakeholders again expressed their gratitude for being able to participate and contribute to the Tier 1 EIS process, and expressed an interest in having the group meet again in the future. FHWA and ADOT staff informed participants on how they could continue to provide input going forward.

SUMMARY OF LESSONS LEARNED

Throughout the course of this process, a number of key themes emerged that will serve to inform the Tier 1 EIS process. For example, it became clear that triple-decking I-10 is not a palatable option for these stakeholders. Many expressed interest that the corridor be built underground. Wildlife corridor crossing is an important consideration to many, as is keeping viewsheds intact. Stakeholders hope that any new design will contain features that reduce noise, light, and smell pollution. The largest con to many of the desired design options is cost. In addition, stakeholders feel it is important to consider cultural impacts and impacts to historical resources. Environmental justice is also important to many, and impacts to minority and low-income neighborhoods should be taken into account. Others feel that a silent majority of residents would prefer that the C/D route be built, and that the needs and interests of everyone in Tucson valley (and southern Arizona) should be taken into account, not just the needs and interests of residents of Avra Valley. Public safety is important to keep in mind when selecting a new corridor, and important to keep in mind when selecting design options for that corridor.

In terms of the overall process, most felt they were given ample opportunity to voice their points of view. Feedback indicated that many were happy with the diversity of voices and interests that were included in the process, though some felt that “minority” opinions (i.e. business interests) were somewhat drowned out by others in the room. Others wished they had more time to provide input, and expressed a feeling that the overall Tier 1 EIS process is happening too fast. A majority expressed overall satisfaction with the process and indicated that it was a good learning experience for all. Upon conclusion of the meetings, attendees expressed interest in having the group continue to meet in the future, and throughout the entirety of the overall Tier 1 EIS process.

Results from this stakeholder engagement process were presented to FHWA and ADOT for consideration in the I-11 Tier 1 EIS process. Both state and federal partners indicated that the process was useful and informative and that the meetings served their purpose of providing a “deeper dive” into the issues that matter most to the local communities for each of the potential Build areas.



APPENDICES

Appendix A: Interview Themes and Summary

Appendix B: Group B Meeting #1 Highlights

Appendix C: Group C/D Meeting #1 Highlights

Appendix D: Group B Meeting #2 Highlights

Appendix E: Group C/D Meeting #2 Highlights

Appendix F: Group B Meeting #3 Highlights

Appendix G: Group C/D Meeting #3 Highlights

Appendix A: Interview Themes and Summary

Joy Keller-Weidman / Mitch Chrismer

U.S. Institute for Environmental Conflict Resolution

Udall Foundation

February 13, 2018

FHWA / ADOT I-11 Corridor Stakeholder Group Engagement Meetings

Summary of Stakeholder Interviews

Joy Keller-Weidman, Senior Program Manager, and Mitch Chrismer, Senior Program Associate, of the U.S. Institute for Environmental Conflict Resolution (U.S. Institute) conducted a series of interviews with various stakeholders located in and around the Tucson area who had expressed interest in the proposed I-11 Corridor project. Twelve interviews in total were conducted, and the interviews took place between February 5 and February 13, 2018.

Interviewees were selected following outreach by FHWA and ADOT to determine local interest in the Tier 1 Environmental Impact Statement (EIS) for the proposed I-11 Corridor between Nogales and Wickenburg, AZ. Those that were interviewed represented two different geographic areas: Group B interviewees represented the downtown / southern Tucson area, and Group C/D interviewees represented the Avra Valley / Picture Rocks area west of Tucson.

The organizations participating in Stakeholder Group B meetings include:

- Arizona-Sonora Desert Museum
- Coalition for Sonoran Desert Protection
- Drachman Institute
- Sonoran Institute
- Menlo Park (Ward 1)
- Northwest Fire District
- Friends of Ironwood Forest
- Sun Corridor Inc.
- Tucson Audubon Society
- Tucson Metro Chamber

The organizations participating in Group C/D meetings include:

- Marana Chamber of Commerce
- Arizona-Sonora Desert Museum
- Avra Water Co-Op
- Marana Unified School District
- Avra Valley Coalition
- Coalition for Sonoran Desert Protection
- Friends of Ironwood Forest
- Friends of Saguaro National Park
- National Parks Conservation Association
- Caterpillar
- Drachman Institute
- Sonoran Institute
- Freeport McMoRan
- Northwest Fire District
- Altar Valley School District
- Arizona Heritage Alliance
- Tucson Metro Chamber

As mentioned, the U.S. Institute conducted individual phone interviews with twelve of the participating stakeholder organizations from groups B and C/D. Organizations that participated in the Group B phone interviews were: Sonoran Institute, Drachman Institute, Menlo Park (Ward 1). Organizations that participated in the Group C/D phone interviews included: Freeport McMoRan, Arizona-Sonora Desert Museum, Marana Unified School District, Drachman Institute, Arizona Heritage Alliance, Sonoran Institute, Northwest Fire District, Altar Valley School District, and Caterpillar.

During the interviews, interviewees were each asked the same eight questions:

- 1) Tell us who you are, what stakeholder group/organization you represent and your role, and describe your reason for participating in these meetings.
- 2) How would you define your interest / perspective re: the I-11 Corridor?
- 3) What is your desired outcome for these meetings? What would you like to see accomplished?
- 4) What might be some barriers/obstacles to accomplishing your desired outcomes?
- 5) Do you have any concerns or questions related to these meetings?
- 6) Is there anything you think we should keep in mind as we design and facilitate these meetings?
- 7) Are there agenda items/topics that you feel are especially important to include?
- 8) Do you have other recommendations?

General themes discovered during the interviews are outlined below, broken up by each question.

Interest/ Perspective re: I-11 Corridor:

- Economic development
 - What are the economic benefits to this project? What are the costs?
 - Impacts to tourism?
- Environmental concerns
 - Impacts to viewsheds, species connectivity, preserving natural landscapes
- Population sprawl / growth
 - Model predicted growth that would accompany the corridor
- Public safety / public planning
 - Impacts to emergency response, school district planning, government infrastructure
- Multi-modal transportation
 - How is this being considered?
- Impacts to locals along proposed routes
 - Increased traffic and access to rural areas
 - Traveler safety
- Long – term vision
 - Are models accurate?
 - How will increased automation factor in to the future of transportation?
- More info re: proposed corridors
 - Expressed desire to learn more about the proposed project
- Cost/funding
 - Who is funding the project?
 - Who will fund maintenance?
 - Will AZ taxpayers be affected?

Desired outcome for these meetings:

- Explore multi-use along corridor
- Identify impacts of building a new freeway
- Look at no-build alternatives (upgrade existing infrastructure)
 - Use existing corridors in way the doesn't increase pollution/ exhaust/ noise/ light pollution
- Share various points of view re: proposed corridor
 - Stakeholders voices heard and considered throughout process
 - Hope that outcome not already predetermined
- Get better understanding of what is being proposed
 - Timelines, maps, exact locations of proposed routes, scope
 - Look at design capabilities of mitigated impacts
- Find solution that works for everyone
- Move project forward
- Address doubts / concerns about creating a new corridor

- Better understand potential impact to future population to inform long-term planning

Barriers/obstacles to accomplishing desired outcomes:

- Concern that there is not enough time to review all material
- How detailed can meetings get in relation to broad-brush alternative routes?
- Strong pre-set firm positions /opinions held by some
 - Small determined group that opposes any type of construction
 - Remote property owners prefer to live away from congestion and industry
 - Group supports construction and economic development and may disregard environmental concerns
 - NIMBY-ism
- Not enough study on exact environmental impacts of corridor creation
- Include design early in the process

Concerns or questions related to these meetings:

- Hope that decision-makers take stakeholder input seriously
 - Outcomes of meetings should be absorbed into final decision making
- Decision will be driven by economics – what is simplest and cheapest
- Discussion will be viewed as a fight between rural and suburban interests
- Stakeholder input won't be used just as window-dressing
- Need more detail about the process
- Current maps not detailed enough
- Are future traffic projections accurate? How be sure?
 - What volume of traffic need to plan for?
 - What alternatives have been considered to accommodate these projections?
- Need to be able to protect natural spaces
 - Concern about negative impact to visitors and residents
 - Damage to natural beauties may be too high
- Why freeway and not rail?
- Concern about the development that would naturally occur/ be encouraged along corridor
- Are we planning for the future correctly? Need to be more creative

Considerations re: meeting design and facilitation:

- Design meetings so everyone stays engaged throughout
 - Keep meetings productive and effective
 - Use time wisely

- Gather input from stakeholders equally
- Focus on segments of proposed route individually
 - Include detailed economic impacts
 - Include updated base maps
 - Include clear information on projected models of future traffic

Agenda items/topics that you feel are especially important to include:

- Stakeholder engagement process
 - Purpose of process
 - Explanation on how stakeholders were contacted and notified
 - Interview process
 - Meeting design / outcomes / agenda / timeline
 - Agreements for participation
- Rationale for I-11
 - Include future vision / need
 - Project background
 - Clarify location of routes
 - Include updated base maps
 - Proposed timelines
 - Costs associated with proposed corridor
 - How will routes be financed?
 - Where will funding come from?
- Viability of proposed corridor
- Traffic projections and forecast
- Impacts on environment / wildlife / plant life
 - How maintain connectivity?
 - What are the water considerations?
- Stakeholders values and interests related to proposed corridor
- Clarify long and short-term impacts on communities along proposed routes
 - Identify benefits to communities that feel most at risk and have most to lose
- Explore alternatives and options
 - Ways to invest in existing infrastructure
- Economic cost-benefit analysis
 - Include environmental economics if possible
 - Economic impact from taking private land
 - Value off-set from earnings lost on land taken
- How will final decision be made?
 - Who will make final decision?

Other recommendations:

- Condense the documents for meeting participants
- Have data on hand specific to what group is discussing
- Include detailed cost/benefit analysis
- Ensure stakeholders kept apprised of decisions throughout process
- Transparency regarding what is / is not being considered
 - Be transparent about legalities and areas in need of negotiation
- Address concerns about putting the corridor in environmentally sensitive areas
- Design away concerns
- Include background on tribal involvement
 - How will tribal lands be impacted?
- Consider impact of national / international news on the project
- Provide clear next steps after meetings conclude

Summary of themes heard

Throughout the interviews, a number of patterns emerged from the responses. The question of correlated economic development that would come from the development of the I-11 Corridor was an important topic to many. Many were interested in learning more about the proposed growth that would accompany this project, and how this could change the region. Others were interested in examining the overall costs and benefits, especially as pertains to the local communities.

Environmental concerns related to the development of a new freeway was also important to many interviewees. Affects to the viewsheds, noise pollution, light pollution, restriction of wildlife corridors, and overall effects of the project on the desert landscape were very important issues to many that were interviewed.

Information gathering during the meetings was very important to many of those interviewed. The information that is currently available feels overwhelming to some, and incomplete to others. For example, some requested that maps with much greater detail be provided, while others asked that information currently on the I-11 Study website be condensed down for meeting participants. Interviewees also asked that a detailed project background be provided towards the beginning of the first meeting, so that all attendees can better understand the future vision and need for the project, funding available, proposed timelines, anticipated effect on sprawl, projected traffic models, decision-making processes, and general costs/benefit analyses of the proposed routes.

Many expressed a desire that the new corridor be as future-minded as possible, to include multi-modal aspects and be built with a more automated transportation future in mind. There was hope from some that the creation of this new corridor will allow for energy transmission along the same path. Others

asked that creative solutions be considered, including high-speed rail, and the expansion of existing corridors.

Though there were some concerns about the location of the proposed corridors, impacts to the environment and effects of population growth and sprawl, most interviewees expressed a desire to work collaboratively and to keep an open mind about alternatives. Many expressed positivity and interest in this project, and generally interviewees hope that the final product will be something that is both environmentally friendly and keeps the interests and values of local communities in mind.

Appendix B: Group B Meeting #1 Highlights

I-11 Corridor Stakeholders Engagement Meeting

Group B - March 6, 2018

Ellie Towne Flowing Wells Community Center

1660 West Ruthrauff Road

Tucson, AZ 85705

1 p.m. – 4:30 p.m.

BACKGROUND:

The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) are preparing a Tier 1 Environmental Impact Statement (EIS) for the Interstate 11 (I-11) Corridor between Nogales and Wickenburg, Arizona. The Tier 1 EIS will assess the potential social, economic and natural environmental impacts of a No Build Alternative and a reasonable range of Build Corridor Alternatives for a proposed transportation facility within the I-11 Tier 1 EIS Corridor Study area. The Notice of Intent to prepare the I-11 Tier 1 EIS was issued in May 2016. Since then, FHWA and ADOT have conducted public and agency scoping meetings, outreach to tribes and stakeholders, and completed an alternatives development and screening process.

FHWA and ADOT have invited the U.S. Institute for Environmental Conflict Resolution (U.S. Institute) to facilitate meetings with interested stakeholders regarding the I-11 Tier 1 EIS Corridor Study in Pima County, to augment the ongoing public input effort. The objective of these stakeholder group meetings is to provide a method for additional productive Pima County community conversations to inform the Interstate 11 Corridor Environmental Impact study with more specifics regarding individual community concerns and preferences to enable technical analysis and planning.

This is the first of three meetings for the B Study Group, which includes stakeholders located in the urban I-10 Tucson geographical area.

AGENDA ITEMS & HIGHLIGHTS

TOPIC	DETAILS
WELCOME & INTRODUCTIONS	The Udall Foundation's US Institute for Environmental Conflict Resolution 3 rd party neutral facilitator, Joy Keller-Weidman, welcomed everyone. Introduced herself, as Senior Program Manager, Transportation Sector; and the Senior Program Associate, Mitch Chrismer, who will be co-facilitating and notetaking.

TOPIC	DETAILS
MEETING OVERVIEW	<p>Reviewed the Meeting Outcomes, Agenda Items & format</p> <p>OUTCOMES:</p> <ul style="list-style-type: none"> • Understand the most recently published I-11 Corridor project info re: current proposed options • Understand each stakeholder group's perspective re: I-11 Corridor options • Understand the values, interests and characteristics most important to the communities • Identify potential impacts/benefits (environmental and economic) of proposed corridors <ul style="list-style-type: none"> ○ Identify ways to mitigate/promote those • Explore creative alternatives/options moving forward that address concerns • Inform decision-makers re: what is most important to stakeholder groups <p>AGENDA ITEMS:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Meeting outcomes, agenda, format (15 min.) <input type="checkbox"/> Introduce the stakeholders, project team and facilitators (30 min.) <input type="checkbox"/> Collaboration and meeting participation agreements (20 min.) <input type="checkbox"/> BREAK (15 min.) <input type="checkbox"/> Review project vision, background and current proposed options (60 min.) <ul style="list-style-type: none"> ○ 1st presentation: project overview <ul style="list-style-type: none"> ▪ Background: project vision, purpose and need

	<ul style="list-style-type: none"> ○ 2nd presentation on where we are now w I-11 Corridor options and how we got there <ul style="list-style-type: none"> ▪ Include estimated time frame of Tier 1 process ▪ Tucson corridor options: why, considerations, where are now, how we got there □ Share perspectives and interests (45 min.) □ Outstanding questions for next meeting/meeting agenda items (15 min.) □ Closing Comments and Meeting feedback (10 min.)
--	---

TOPIC	DETAILS		
FORMAL INTRO- DUCTIONS	Facilitator asked for everyone to share their name, stakeholder group, 1 key desire outcome and 1 key question for the meeting.		
	ORG/ROLE	Outcome	Question
	Coalition for Sonoran Desert Protection	Understand values, interests most imp to community(ies)	Fully understand that a true need has been determined (purpose and need)
	Menlo Park	Knowledge about I-11 Corridor	How will the corridor address environmental concerns?
	Sonoran Institute	Understand Tier-1 process	What is the scope of the planning process- what options/ issues being considered?
	I-10 Self Storage	How will corridor affect her business / access to business	How will construction impede access to my business? When? For how long?
	Erickson Terrascape	Concerned about communities that are part of historic resources / impacts from architecture to views	What are the impacts on historic resources?
	Tucson Audubon Society	Meet and learn from stakeholders	How are we addressing current and long-term needs of wildlife habitat and open space?
	CAPLA	Meet, learn discuss w/ fellow stakeholders	How can we shift away from auto centric view of transportation towards more sustainable options?

	Sun Corridor, Inc.	Brings economic perspective to discussion	
	Tucson Historic Preservation Foundation	Understand impacts of projects	What historic / prehistoric resources will this impact? Explore creative alternative options moving forward to address concerns re: specific cultural and heritage assets.
	<i>FHWA AND ADOT/STAFF</i>		
	Jay Van Echo	ADOT	
	Aryan Lirange	FHWA	
	Laura Douglas	ADOT	
	Jennifer Pine	AECOM	
	CT Revere	Gordley Group	
	Carlos Lopez	ADOT	
	Lauren Krepitch	AECOM	

TOPIC	DETAILS
COLLABORATION AND MEETING AGREEMENTS	<p>COLLABORATION OVERVIEW</p> <p>Key points:</p> <ul style="list-style-type: none"> ◆ Facilitators reviewed key points regarding collaboration (see attached handout: <i>Introduction to Collaboration</i>) ◆ Meeting attendees reviewed and agreed to the following Meeting Agreements <p>Meeting Agreements</p> <ol style="list-style-type: none"> 1. Be prepared to participate, collaborate, and share pertinent information. 2. Engage in a respectful, thoughtful deliberation. 3. One person speaks at a time: Listen carefully when not speaking. 4. Be open to all perspectives. 5. Keep in mind the large picture (regional interests as they relate to larger needs and priorities), as well as your individual/stakeholder group viewpoint. 6. Turn off or mute all electronic devices, so there are no distractions.

	<p>7. No recording devices will be allowed during the meeting.</p> <p>8. Show up on time, stick to agreed-upon speaking limits</p>
--	--

TOPIC: ADOT PROJECT PRESENTATION: OVERVIEW AND BACKGROUND + Q&A

History of I-11 Corridor (CANAMEX Corridor), federal legislation

Route will generally follow I-19 from Nogales to Tucson and I-10 from Tucson to Phoenix

I-11 Corridor study – 280 mile study area from Nogales to Wickenburg

****Q:** What is length of study in southern area?

-Looking at from Nogales to Casa Grande

****Q:** Who else is participating in this effort?

- 8 cooperating federal agencies + AZ Game and Fish

- 21 tribes outreached to

- 50+ participating local governments

****Q:** Written comments from tribes received?

-Yes

****Q:** Which tribes?

-Answer is in tribal outreach section of report

****Q:** Cooperating agencies involved?

- Have had monthly meetings with agencies like BLM, EPA, AZ Game and Fish. They are kept apprised of technical process and deliberative nature of what ADOT/FHWA is doing.

Note: Purpose / Need for I-11 Corridor can be found in Fact Sheet

****Q:** What is difference between Tier 1 vs. Tier 2 EIS level of detail?

- Tier 1 -evaluates wide corridors in multiple locations at a program level within which a transportation facility could be located. Goal to select a single corridor within which an alignment would be identified in Tier 2. Specifically – is there a 2000ft wide pathway from Nogales to Wickenburg that could work to accommodate a future built facility in the future? A Tier 1 can occur before funding available.

- Tier 2- evaluates design concepts for specific alignments within the corridor such as 400ft for a typical freeway alignment. Goal to select an alignment and enable permitting for that alignment. Occurs after funding becomes available.

****Q:** Will there be continuous public outreach throughout the process?

-Yes, draft EIS public hearings in fall of 2018 is the next step

- All info available to date is on I-11 website

****Q:** Why no “A” committee?

- “A” route is I-19... no other routes in that area.

****Q:** Why not expand capacity of rail line?

- multimodal is part of the study, rail is being looked at

- looking at expansion of rail, rail is part of multi modal of this, didn't bubble to surface as huge issue or need to many people, talked to BNSF, Union Pacific and referenced previous ADOT passenger rail study re: freight/passenger

****Q:** Feels like primary rationale for this project is facilitating a flow of goods between Mexico and US. Other rationales seem minor / secondary compared to overarching need (transport of goods)

- I-5 is only other N-S corridor, that's why need another one, if something were to happen to I-5 then need a backup

****Q:** Can this group agree that there is a purpose/need for this project?

- CANAMEX Corridor has been in play since 1991, name recently changed to I-11 in 2015 Federal FAST Act

****Q:** Purpose / need developed for each section of I-11?

-No, purpose and need evaluated for entire project in AZ (Nogales to Wickenburg)

****Q:** Why need a new freeway starting at Mexican border?

- Mexico is AZ's #1 trading partner, Canada is #2

- Freight movement between Canada to Mexico, stop points all along

- Nothing really between I-5 and I-25 (I-15 kind of but not full north south – LA to Las Vegas to Salt Lake City)

- So yes, freight movement has a lot to do with this process

****Q:** How compare pros and cons of B vs. C/D? How put all that together when two separate processes?

Need compare things together

- That would be too big for step 1

- Can't ignore needs of C/D, OK to talk about it, but need deep dive of what B would look like, need specifics on impacts/benefits of exactly.

- This conversation is to discover / understand what different perspectives are related to this specific route.

****Q:** Where can we find the Alternative Selection Report?

- Available online at www.i11study.com/arizona

- Report says that from transportation standpoint, C is greater than B. But in terms of tribal impact, environmental impact, B is greater than C.

- Goal from ADOT is to find out- what did this Report miss? Hope that these meetings will inform that.

****Q:** Will there be some kind of subsequent gathering of people to look at B and C/D results and compare?

-Reminder – meeting notes from each group will be available online, participants are welcome to read these notes.

- This process isn't designed to finish with a "vote" from people in the room. Goal is to collect information, then let people make up mind. Not here to come to consensus on anything. Here to collect perspectives from all different sides. This isn't a decision-making body. Focus is collecting info, and realizing fed/state partners may or may not be able to act on some things. Currently no follow-up meetings planned, but FHWA/ADOT can consider it going forward.

****Q:** Is it possible to have dialogue between B and C/D rather than just read notes from other group?

- These meetings came about because of other meetings FHWA/ADOT had – wanted to do something different, more in depth. ADOT/FHWA will have conversation re: potentially holding additional meetings w both B & C/D. Goal remains to have final report by end of May or sooner.

Initial alternatives are identified based on prior studies, input from public, agencies and tribes, technical analysis.

Software Tool- GIS based software package is used by ADOT, they put data in (engineering inputs and avoid sensitive environmental resources, + tribal land, wetlands, private, cultural historic – everything goes in), software determines possibilities for corridor route.

ADOT takes alternatives, and ASR screening criteria comes out. Then options are made and map of reasonable range of corridor to be advanced in Tier1 study is created. ASR was published in Dec. 2017.

****Q:** What environmental justice issues considered when developing ASR? Has analysis been done to see how minority communities impacted?

- Used communication efforts to get input

- Will address in Tier 1 EIS

****Q:** Why are these meetings for just Routes B and C/D? Why not Route G? E? F?

- There was enough interest in this area to set up these specific meetings in Southern AZ

- No build also being considered, including environmental issues related to that. This means continuing as planned for next 5yrs (continue as is with program the state has developed)

****Q:** Can existing facilities accommodate potential transportation growth? Will additional lanes be required?

- Co-located interstates exist throughout the US so yes, we will be studying this

****Q:** Is widening a consideration? Double decking a possibility? Triple decking? Tunneling?

- This project is just looking at 2000ft wide possibilities, should funding become available; different configurations will be looked at

****Q:** Will 2000ft be in addition to what is existing for I-10?

- No, existing I-10 will be included. I-10 represents center line, but can be asymmetrical. Very possible not totally exact center line in some places.

EIS analysis is in progress right now

- will consider air quality, biological resources, noise and vibration, economic impacts, parks and rec, geology soils and farmlands, socioeconomic and environmental justice, hazardous materials, transportation, visual and aesthetics, cultural resources – historic, archaeological and architectural, water resources, more.

****Q:** Do environmental impacts only look at fed lands? Will it look at lands that aren't federally protected such as City of Tucson property in Avra Valley dedicated to water uses?

-Yes, City of Tucson has submitted that

****Q:** Will Sec. 106 process be followed?

-Yes, NHPA process is going forward, 100+ consulting parties

TOPIC	DETAILS
REVIEW "TOPIC DISCUSSION STEPS"	Reviewed the steps below:

TOPIC DISCUSSION STEPS

STEP	LENGTH	CONTENT
<p>#1</p> <p>Everyone has a turn to briefly state their <u>one key</u> perspective re: the issue/topic, and explain the <u>one key</u> underlying reason/interest for their perspective.</p>	<p>1 minute each participant (20 minutes)</p>	<p>Chart #1: Name/Perspective/ Key Interest</p>
<p>#2</p> <p>When it is not your turn, listen for new information; actively listen to understand other's perspective and underlying reasons for their perspective.</p>	<p>Ongoing throughout the process</p>	
<p>#3</p> <p>Review the perspectives/interests chart; and ask questions to clarify other's underlying reasons; or add additional underlying reasons (not already listed).</p>	<p>5-10 minutes</p>	<p>Chart #1: Name/Key Perspective/ Key Interest</p>
<p>#4</p> <p>Combine interests (key) where possible and as agreed upon by all participants. Transfer list of combined interests to Chart #2.</p>	<p>5-10 minutes</p>	<p>Charts #1- #2</p>
<p>#5</p> <p>Everyone has a turn to briefly state their <u>one key</u> alternative/option that supports the listed key interests <i>(discuss and identify one at a time giving full respect, focus and consideration to each).</i></p>	<p>20 minutes (1 min. per participant)</p>	<p>Charts #2: Key interest/Key Alternative/Option</p>
<p>#6</p> <p>Combine like alternatives/options where possible.</p> <p>Transfer list of combined alternative/options to Chart #3.</p>	<p>5 minutes</p>	<p>Charts #2-#3</p>
<p>#7</p> <p>Everyone has a turn to briefly state the pros and/or cons for each alternative/option listed.</p>	<p>20 minutes (1 min. per participant)</p>	<p>Chart #3: Key alternative/Pros/Cons</p>

#8 Review chart(s) and identify possible common ground (related to an alternative, option, etc.).	5-20 minutes	
#9 Identify Next Steps.	10-15 minutes	

TOPIC	DETAILS			
STAKEHOLDERS PERSPECTIVES AND INTERESTS	REVIEW CHART & DEVELOP BASED ON THE TOPIC:			
	<u>What is your perspective on the I-11 Corridor?</u>			
	Stakeholder Grp	Key Perspective (1)	letter	Key Interests (1)
	Erickson Terrascapes	Need to consider historic landscapes – large-scale issue based on small-scale items.		Want to look at what’s affected geographically – intangible heritage of landscape
	Audubon Society	Limit construction		Avoid negative impacts on habitats and wildlife connectivity
	CAPLA	Opportunity to be innovative – get out of old transportation mindset, consider creative alternatives such as rail		Sustainability – should not be encouraging more people to drive personal vehicles. Encourage alternative means of transportation. Limit sprawl, build up not out. Development will accompany any new transportation facility.
	Tucson Historic Preservation Foundation	Consideration of historic and cultural resources		Avoiding demolition and negative impacts to historic neighborhoods, sites, archeological resources. Goal to avoid negative impacts to historic parts of city. Increase functionality while also taking into



				consideration historic/cultural resources	
	Coalition for Sonoran Desert Protection	Not convinced that concerns can be met with co-location with I-10/ I-19		Disruption to river corridors (Santa Cruz and tributaries), disruption to habitat and migratory corridors, disruption to wildlife, footprint, noise, dust, lights – impact on wildlife both nocturnal and diurnal. Also impacts to archaeological and cultural resources.	
	Menlo Park Neighborhood Association	Concerned re: increased separation of west side from downtown		Impact of I-10 has already created a separation, some residents still bitter about separation of different barrios from downtown. Disrupts life / character of city. Walkability becomes affected, neighborhoods get more isolated. Hope to collaborate on the issues and reach consensus.	
	Sonoran Institute	See a competitive argument to be made for I-11. Desire innovation in support of flow of the goods. If build something new need to know it will legitimately help flow of goods.		Do we really need another highway? Need to seriously evaluate new non-highway options before get to construction of a highway	
	I-10 Self Storage	I-11 could overlay I-10 freeway – which could lead to widening of I-10. Business located on I-10 frontage road, if widened could take some of business property and affect business income.		Another widening could be detrimental to businesses located along I-10 frontage road (b/c of construction). Don't want to see I-10 widened more. Too harmful to small businesses located in "wrong place."	
	Sun Corridor Inc.	Need I-11 to remain economically competitive and provide future employment opportunities		Sec. B doesn't resolve/ address the need as outlined in original study (population growth, defense, etc.)	

TOPIC	DETAILS
Review Parking Lot Items	<p>The following are items listed on the “Parking Lot” flipchart sheet:</p> <ul style="list-style-type: none"> ◆ Consider bringing Groups B and C/D together to share and integrate perspectives and learn about the details of each potential route

TOPIC	DETAILS
NEXT MEETING PLANNING & SCHEDULING	<p>Next Stakeholder Engagement Meeting – scheduled April 3, 2018, 1:00-4:30pm</p> <p>Continue with Discussion Topic charts and stakeholders’ input</p>

TOPIC	DETAILS
CLOSING COMMENTS AND QUESTIONS	<p>Outstanding questions/comments:</p> <p>**Q: Concern re: absent attendees – will they be allowed to join other meetings?</p> <p>- USIECR will discuss, and if allowed they will have to prepare by reviewing everything covered during Meeting #1.</p> <p>**Q: Are stakeholder substitutes allowed at these meetings?</p> <p>- No</p> <p>**Q: Can anyone from Group B attend C/D meetings?</p> <p>- They can, but since they are not officially invited their ability to attend is limited by space available.</p>

	<p>**Q: Is there buy-in from ADOT/FHWA to honor the outcomes of these meetings?</p> <p>- Yes, ADOT welcomes information from the stakeholders during this process. All comments will be reviewed from all arenas.</p> <p>**Q: What is difference from process outcomes here vs. putting comments on website?</p> <p>--Hopefully the dialogue here will generate deep discussion on the reasons for/against the I-11 project. Trying to get more detail than just the one-liners that appear on the website.</p> <p>REMINDER: There is a new tab on the I-11 Corridor ADOT website that has summary of Udall interviews, and will have meeting highlights from these stakeholder meetings.</p> <p>Anyone can provide input on I-11 website.</p>
--	--

ACTION ITEMS

<u>WHAT</u>	<u>BY WHOM</u>	BY WHEN
Read highlights from Meeting #1 Group C/D	Group B Stakeholders	Prior to Meeting #2 (April 3)
<u>WHAT</u>	<u>BY WHOM</u>	BY WHEN
Develop and send Meeting #1 highlights to meeting participants	USIECR	March 18

<u>WHAT</u>	<u>BY WHOM</u>	BY WHEN
Include time in Meeting #2 and #3 for stakeholders to consider innovative corridor options	USIECR	April 3

Attachments:

Introduction to Collaboration

ADOT I-11 Corridor presentation

I-11-Winter-2018-Fact-Sheet-English

Appendix C: Group C/D Meeting #1 Highlights

I-11 Corridor Stakeholders Engagement Meeting Notes

Group C/D - March 8, 2018

Picture Rocks Fire and Medical District Administration Building

12121 W. Picture Rocks Rd.

Tucson, AZ 85743

12:30 p.m. – 4:00 p.m.

BACKGROUND:

The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) are preparing a Tier 1 Environmental Impact Statement (EIS) for the Interstate 11 (I-11) Corridor between Nogales and Wickenburg, Arizona. The Tier 1 EIS will assess the potential social, economic and natural environmental impacts of a No Build Alternative and a reasonable range of Build Corridor Alternatives for a proposed transportation facility within the I-11 Tier 1 EIS Corridor Study area. The Notice of Intent to prepare the I-11 Tier 1 EIS was issued in May 2016. Since then, FHWA and ADOT have conducted public and agency scoping meetings, outreach to tribes and stakeholders, and completed an alternatives development and screening process.

FHWA and ADOT have invited the U.S. Institute for Environmental Conflict Resolution (U.S. Institute) to facilitate meetings with interested stakeholders regarding the I-11 Tier 1 EIS Corridor Study in Pima County, to augment the ongoing public input effort. The objective of these stakeholder group meetings is to provide a method for additional productive Pima County community conversations to inform the Interstate 11 Corridor Environmental Impact study with more specifics regarding individual community concerns and preferences to enable technical analysis and planning.

This is the first of three meetings for the C/D Study Group, which includes stakeholders located in the geographical area west and northwest of the Tucson mountains.

AGENDA ITEMS & HIGHLIGHTS

TOPIC	DETAILS
WELCOME & INTRODUCTIONS	The Udall Foundation's US Institute for Environmental Conflict Resolution 3 rd party neutral facilitator, Joy Keller-Weidman, welcomed everyone. Introduced herself, as Senior Program Manager, Transportation Sector; and the Senior Program Associate, Mitch Chrismer, who will be co-facilitating and notetaking.

TOPIC	DETAILS
MEETING OVERVIEW	<p>Reviewed the Meeting Outcomes, Agenda Items & format</p> <p>OUTCOMES:</p> <ul style="list-style-type: none"> • Understand the most recently published I-11 Corridor project info re: current proposed options • Understand each stakeholder group's perspective re: I-11 Corridor options • Understand the values, interests and characteristics most important to the communities • Identify potential impacts/benefits (environmental and economic) of proposed corridors <ul style="list-style-type: none"> ○ Identify ways to mitigate/promote those • Explore creative alternatives/options moving forward that address concerns • Inform decision-makers re: what is most important to stakeholder groups <p>AGENDA ITEMS:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Meeting outcomes, agenda, format (15 min.) <input type="checkbox"/> Introduce the stakeholders, project team and facilitators (30 min.) <input type="checkbox"/> Collaboration and meeting participation agreements (20 min.) <input type="checkbox"/> BREAK (15 min.) <input type="checkbox"/> Review project vision, background and current proposed options (60 min.) <ul style="list-style-type: none"> ○ 1st presentation: project overview <ul style="list-style-type: none"> ▪ Background: project vision, purpose and need

	<ul style="list-style-type: none"> ○ 2nd presentation on where we are now w I-11 Corridor options and how we got there <ul style="list-style-type: none"> ▪ Include estimated time frame of Tier 1 process ▪ Tucson corridor options: why, considerations, where are now, how we got there □ Share perspectives and interests (45 min.) □ Outstanding questions for next meeting/meeting agenda items (15 min.) □ Closing Comments and Meeting feedback (10 min.)
--	---

TOPIC	DETAILS		
FORMAL INTRODUCTIONS	Facilitator asked for everyone to share their name, stakeholder group, 1 key desired outcome and 1 key question for the meeting.		
</			

		the same page / understand where I-11 is in the process and how it got there	
	Avra Water Co-op	Better understand where corridor will run and why	How will it affect our co-op?
	Freeport McMoran	Better understand the process moving forward	How will route affect the Freeport mine site?
	AZ Sonora Desert Museum	What are the benefits of I-11 and how well has recent data developments matched projections	To include environmental costs and benefits up front and throughout the decision process
	Sonoran Institute	Awareness of the diversity of interests around the Avra Valley I-11 corridor	Is everyone in the room?
	Caterpillar	Will any proposed routes actually cross Caterpillar property?	What considerations have been made for future transportation and shipping? How does that affect corridor size?
	Coalition for Sonoran Desert Protection	Avoid Avra Valley	What will FHWA/ADOT do with the input from these meetings?
	AZ Heritage Alliance	Preserve our natural and cultural heritage	How much of our natural heritage do we need to sacrifice to move more traffic?
	Friends of Ironwood Forest	Define scope of EIS	Is I-11 really needed?
	FHWA AND ADOT/STAFF		

	Aryan Lirange	FHWA
	Tremaine Wilson	FHWA
	CT Revere	Gordley
	Jay Van Echo	ADOT
	Jan Gordley	Gordley
	Laura Douglas	ADOT
	Carlos Lopez	ADOT
	Jennifer Pyne	AECOM

TOPIC	DETAILS
COLLABORATION AND MEETING AGREEMENTS	<p>COLLABORATION OVERVIEW</p> <p>Key points:</p> <ul style="list-style-type: none"> ◆ Understand different perspectives ◆ Need feel that ADOT/FHWA part of the group too – in order for this to feel truly collaborative ◆ (see attached document <i>Introduction to Collaboration</i>) <p>Meeting Agreements</p> <ol style="list-style-type: none"> 1. Be prepared to participate, collaborate, and share pertinent information. 2. Engage in a respectful, thoughtful deliberation. 3. One person speaks at a time: Listen carefully when not speaking. 4. Be open to all perspectives. 5. Keep in mind the large picture (regional interests as they relate to larger needs and priorities), as well as your individual/stakeholder group viewpoint. 6. Turn off or mute all electronic devices, so there are no distractions. 7. No recording devices will be allowed during the meeting. <p><u>QUESTIONS ABOUT MEETING AGREEMENTS</u></p> <p>**Q: Why no recording devices allowed?</p>

	<p>--Hope to keep stakeholders comfortable</p> <p>--Respect for other stakeholders</p> <p>**Q: What is OK to share from this meeting?</p> <p>--Notes will be non-attributable, highlights of meeting will be made available online, comments can also be collected online</p>
--	--

TOPIC	DETAILS: OVERVIEW AND BACKGROUND
ADOT PROJECT PRESENTATION AND Q&A	<p>CANAMEX corridor in AZ: Follows generally in the vicinity of: Nogales – I-19 – I-10 – I-93 – Wickenburg</p> <p>No funding for this project yet.</p> <p>Why here (C/D region)? Transportation Board saw need to identify potential purpose/need for new high capacity highway</p> <p>Initially started looking at corridor between Phoenix and Las Vegas, then went more broadly to include all of potential I-11 in AZ</p> <p>Two endpoints for I-11 set in AZ (Nogales + Wickenburg)</p> <p>2015 FAST Act changed name from CANAMEX corridor to I-11</p> <p>NEPA process will be adhered to – tribal engagement already underway, multiple cooperating agencies participating</p>

	<p>NHPA process will be adhered to also, agencies legally bound to address archaeological/ cultural impacts</p> <p>Purpose / need for project includes congestion relief, creation of evacuation routes, better access to economic centers, increased system linkage and regional interstate mobility, meet demands of expected population and employment growth, meet needs for homeland security and national defense.</p> <p>Tier 1 vs. Tier 2 criteria</p> <p>To qualify as a Tier 2 EIS, two important criteria must be met: Statewide Transportation Improvement Program (STIP) must be implemented, and reasonable source of funding must be identified.</p> <p>Tier 2 qualifications have <i>not</i> yet been met</p> <p>**Q: Why not do a full EIS before making a decision re: route?</p> <p>**Q: What studies are being done to inform a decision?</p> <p>--Right now, doing EIS for 2000 ft. wide corridor</p> <p>--Cultural, biological, viewsheds, noise, light pollution, all are being examined to inform a decision</p> <p>Tier1 covers multi-modal. Currently don't know what exactly going to build yet – that is determined in Tier 2 ... right now only looking at 2000 ft wide potential corridor for future build implementation (no-build also an option)</p> <p>**Q: What does “Access Control” mean?</p> <p>--can only get on/off freeway at specific points (exits) like currently exists on I-10</p> <p>**Q: will this be a toll road?</p>
--	--



	<p>--likely no due to political climate, but the report economic considerations will be looking at everything</p> <p>**Q: Why doesn't ADOT look at existing facilities?</p> <p>--they are</p> <p>**Q: \$10B in trade w/ Mexico increasing to \$40B in 2040 – have traffic projections been done that incorporate this increase? What do projections say?</p> <p>--Lots of data gathered re: levels of service (A-F). Existing facilities by year 2040 (if no-build) degrade to levels D, E and F if do (no build) nothing (meaning really bad traffic).</p> <p>AZ state-wide model used for analysis of traffic, it is a peer-reviewed model that goes through a formal process of review</p> <p>**Q: What about the local resolution that says there will be no bypass in Avra Valley?</p> <p>--This is not an I-10 bypass. This is an I-11 corridor (new freeway)</p> <p>**Q: Why studying Avra Valley? Has this section been examined before?</p> <p>--No, hasn't been examined yet</p> <p>--No environmental study yet performed at fine detail</p> <p>--Shouldn't we want more study done in general?</p> <p>--Biology is one of many criteria being examined (traffic, noise, etc.)</p> <p>**Q: What if there are mandatory restrictions to CAP water in AZ? What about population growth?</p>
--	---

	<p>--Model projections are based on many things and provided by the State Demographer's Office. We expect growth, but not exponential growth. Nothing will be built until a full EIS is conducted.</p> <p>**Q: Are climate issues addressed in models?</p> <p>--Looking back at how local jurisdictions are planning for the future – this informs ADOT's models</p> <p>**Q: Projected timeframe for decision?</p> <p>--Don't know yet. Need to gather input, develop final EIS, develop preferred alternative, go through public comment period, selected alternative – takes a few years to do</p> <p>**Q: What is the purpose of these meetings?</p> <p>-- Get a deep dive into the issues, determine what look closer at – hard to get good interaction at public meetings w 200 people talking. Hope to understand values, interests behind positions.</p> <p>--Currently things are at program level - programmatic EIS (similar to BLM). Tier 1.</p> <p>**Q: Does this decision need more than a Tier1 EIS?</p> <p>--Will go as deep as needed until team can make an informed decision. For example, ADOT/FHWA held a 2.5hr meeting yesterday w/ BOR, FWS, AZG&F on the different biological data layers. No improvements will be made until a second tier (Tier 2) of environmental analysis is completed</p> <p>**Q: These meetings are seeking a deep dive into what?</p> <p>--Have good information on things like traffic models</p> <p>--Have a lot of data to work with</p> <p>--End of this study is to determine if and where I-11 will be</p> <p>--Will determine exits, width, etc. in Tier 2</p>
--	---

	<p>--Trying to get enough info to properly see benefits /impacts to all potential alternatives</p> <p>**Q: Has FHWA done study re: what accident of toxic materials would do to Tucson's water supply? Water security should deserve a "deeper dive"</p> <p>--Solutions to this can be implemented at the Tier 2 level</p> <p>--Working w/ Tucson City water currently on SAVSARP and CAVSARP facilities</p> <p>Tier1 vs. Tier2</p> <p>**Q: How are issues weighted?</p> <p>--See the DEIS to get full answer to this</p> <p>--EIS methodology document is available online, shows how each criteria looked out. All cooperating agencies agreed to this document.</p> <p>**Q: Why was route E eliminated?</p> <p>--Because of traffic, per the software tool model output</p> <p>Software tool planning model description</p> <p>--Avra Valley came up as reasonable alternative in model</p> <p>**Q: Why didn't right-of-way eliminate Avra Valley route in software tool? Why didn't sensitive environmental Issues eliminate Avra Valley?</p> <p>**Q: How can ADOT make people comfortable that enough study has been done? Both sides have pros and cons, folks in this room need know that things important to them have had enough study</p>
--	--

	<p>**Q: How can stakeholders be assured that info submitted is adequately considered? Any restrictions on what data can be shared?</p> <p>--No restrictions, stakeholders can send links to Udall Foundation for dissemination</p> <p>**Q: Has there been study on risks to CAVSARP/SAVSARP?</p> <p>Goal to get as much information as possible to make best informed decision possible in Tier1 ... want to fulfill NEPA requirements and make best decision possible</p>
--	--

TOPIC DISCUSSION STEPS

STEP	LENGTH	CONTENT
<p>#1</p> <p>Everyone has a turn to briefly state their <u>one key</u> perspective re: the issue/topic, and explain the <u>one key</u> underlying reason/interest for their perspective.</p>	<p>1 minute each participant (20 minutes)</p>	<p>Chart #1: Name/Perspective/ Key Interest</p>
<p>#2</p> <p>When it is not your turn, listen for new information; actively listen to understand other's perspective and underlying reasons for their perspective.</p>	<p>Ongoing throughout the process</p>	
<p>#3</p> <p>Review the perspectives/interests chart; and ask questions to clarify other's underlying reasons; or add additional underlying reasons (not already listed).</p>	<p>5-10 minutes</p>	<p>Chart #1: Name/Key Perspective/ Key Interest</p>
<p>#4</p> <p>Combine interests (key) where possible and as agreed upon by all participants. Transfer list of combined interests to Chart #2.</p>	<p>5-10 minutes</p>	<p>Charts #1- #2</p>

#5 Everyone has a turn to briefly state their <u>one key</u> alternative/option that supports the listed key interests <i>(discuss and identify one at a time giving full respect, focus and consideration to each).</i>	20 minutes (1 min. per participant)	Charts #2: Key interest/Key Alternative/Option
#6 Combine like alternatives/options where possible. Transfer list of combined alternative/options to Chart #3.	5 minutes	Charts #2-#3
#7 Everyone has a turn to briefly state the pros and/or cons for each alternative/option listed.	20 minutes (1 min. per participant)	Chart #3: Key alternative/Pros/Cons
#8 Review chart(s) and identify possible common ground <i>(related to an alternative, option, etc.).</i>	5-20 minutes	
#9 Identify Next Steps.	10-15 minutes	

TOPIC	DETAILS										
STAKEHOLDERS PERSPECTIVES AND INTERESTS	REVIEW CHART & DEVELOP BASED ON THE TOPIC:										
	What is your perspective on the I-11 Corridor?										
	<table><tr><th>Stakeholder Grp</th><th>Key Perspective (1)</th><th>letter</th><th>Key Interests (1)</th></tr><tr><td>Friends of Ironwood Forest</td><td>C/D Option would block wildlife corridors</td><td></td><td>Wildlife linkages between Ironwood Forest and other areas</td></tr></table>				Stakeholder Grp	Key Perspective (1)	letter	Key Interests (1)	Friends of Ironwood Forest	C/D Option would block wildlife corridors	
Stakeholder Grp	Key Perspective (1)	letter	Key Interests (1)								
Friends of Ironwood Forest	C/D Option would block wildlife corridors		Wildlife linkages between Ironwood Forest and other areas								



		near Ironwood Forest			
	AZ Heritage Alliance	Need to re-think basic premises that drove us to I-11 decision (economic development)		I-11 would reap serious environmental damages on local area (Saguaro Nat'l Park and ASDM)	
	Coalition for Sonoran Desert Protection	Fear loss of cultural aspects / character of downtown + environmental issues if Tucson mountains isolated		Use current I-10/ I-19 alignment to meet all identified needs	
	Caterpillar	Why build something antiquated?		Concern proposed corridor could cut across land purchased by Caterpillar that is designated for desert protection	
	Sonoran Institute	Need adequate study to identify impacts – Environmental Justice, impacts to communities ... need appreciate all impacts under consideration		More corridors under consideration better than fewer	
	AZ Sonoran Desert Museum	I-11 a bad idea		Degrade quality of life, for people that live and visit region. Find a way that doesn't impact environmental justice	
	Freeport McMoran	Don't want to see anything that jeopardizes mining operation – big economic impact		How are maps fed into models? Private vs. Public lands – potential error in model?	
	Avra Valley Water Co-op	Water biggest concern		Preserve wells	

	Tucson Metro Chamber	Questions re: viability of corridor, accuracy of placement of the 2000 ft. corridor		Want to see all considerations weighted equally in process (neutrality important)
	Marana School District	School doesn't have choice, have to find classrooms for children – C/D vs. B – not sure one better than other.		Future school planning determined based on where Corridor route is planned
	Northwest Fire District	Serve community. Already service Route B.		More info re: how new traffic would impact emergency services / public safety
	National Park Conservation Association	Impact to designated wilderness areas		Oppose development b/c of environmental concerns. Need as much info as possible informing Tier 1 process
	Avra Valley Coalition	Opposed to C/D route b/c of sprawl impacts that can't be mitigated		Don't have confidence in models, especially re: the 80ft section
	Avra Valley Coalition	Need for C/D not yet proven		Public appear overwhelmingly against proposed C/D route (re: public comments thus far)
TOPIC		DETAILS		
Review Parking Lot Items		<p>The following are items listed on the "Parking Lot" flipchart sheet:</p> <ul style="list-style-type: none"> ◆ Why two subgroups – I-10 and Avra Valley? ◆ Consider adding Meeting #4 to combine B and C/D Groups (Joy) 		

TOPIC	DETAILS
NEXT MEETING PLANNING & SCHEDULING	<p>ITEMS TO CONSIDER FOR NEXT MEETING AGENDA:</p> <ul style="list-style-type: none"> ◆ Who stands to benefit from new I-11 Corridor? ◆ Each stakeholder identifies what is important to them and should be studied in more depth ◆ Look at key questions – what still needs to be answered /can be answered? ◆ What are the stakeholder recommendations and what needs to happen next? ◆ Identify what is important to study and include in Tier 1 analysis. <p>The next Stakeholder Engagement Meeting scheduled for April 5, 2018 from 12:30 to 4:00 pm</p> <ul style="list-style-type: none"> ◆ Updated maps ◆ Review unanswered questions ◆ Continue with Discussion Topic process charts

TOPIC	DETAILS
IDENTIFY ITEMS TO CONSIDER FOR NEXT MEETING AGENDA	<p>ITEMS:</p> <ul style="list-style-type: none"> ◆ Answer: who stands to benefit from new I-11 Corridor? ◆ Each stakeholder identifies what is important to them and should be studied in more depth ◆ Look at key questions – what still needs to be answered /can be answered? ◆ What are the stakeholder recommendations and what needs to happen next? ◆ Identify what is important to study and include in Tier 1 analysis.

TOPIC	DETAILS
CLOSING COMMENTS (Stakeholders)	<p>Outstanding questions/comments:</p> <ul style="list-style-type: none"> ◆ Good to see staff members do literature review ◆ Who benefits from Avra Valley route? Want to know that info ◆ Excellent facilitation ◆ Thanks for engagement ◆ Thanks for dedicating time to this ◆ Learned a lot from everyone ◆ Hope to better understand process ◆ Thanks all ◆ Thanks all, hope this will be beneficial ◆ Can get copy of Jay's presentation? (YES) ◆ Appreciate this opportunity, appreciate everyone's time, good facilitation ◆ Thanks to facilitators, learned a lot today ◆ Excellent opportunity to provide perspectives on EIS, and how output of these meetings can inform EIS
Staff	Thanks, will try get commitment from missing folks and if they plan to attend subsequent meetings will catch them up to speed

ACTION ITEMS

<u>WHAT</u>	<u>BY WHOM</u>	BY WHEN
Send links to Mitch and Joy to distribute along with meeting highlights	Coalition for Sonoran Desert Protection	March 14

<u>WHAT</u>	<u>BY WHOM</u>	BY WHEN
Distribute ADOT presentation along with notes	US Institute	March 16-19
<u>WHAT</u>	<u>BY WHOM</u>	BY WHEN
Provide updated maps that show state ownership and private land	ADOT /FHWA	April 5
<u>WHAT</u>	<u>BY WHOM</u>	BY WHEN
Complete a literature review	ADOT and FHWA staff	April 5

Attachments:

Introduction to Collaboration

ADOT I-11 Corridor presentation

I-11-Winter-2018-Fact-Sheet-English

Appendix D: Group B Meeting #2 Highlights

I-11 Corridor Stakeholders Engagement Meeting

Group B – April 3, 2018

Ellie Towne Flowing Wells Community Center

1660 West Ruthrauff Road

Tucson, AZ 85705

1 p.m. – 4:30 p.m.

BACKGROUND:

The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) are preparing a Tier 1 Environmental Impact Statement (EIS) for the Interstate 11 (I-11) Corridor between Nogales and Wickenburg, Arizona. The Tier 1 EIS will assess the potential social, economic and natural environmental impacts of a No Build Alternative and a reasonable range of Build Corridor Alternatives for a proposed transportation facility within the I-11 Tier 1 EIS Corridor Study area. The Notice of Intent to prepare the I-11 Tier 1 EIS was issued in May 2016. Since then, FHWA and ADOT have conducted public and agency scoping meetings, outreach to tribes and stakeholders, and completed an alternatives development and screening process.

FHWA and ADOT have invited the U.S. Institute for Environmental Conflict Resolution (U.S. Institute) to facilitate meetings with interested stakeholders regarding the I-11 Tier 1 EIS Corridor Study in Pima County, to augment the ongoing public input effort. The objective of these stakeholder group meetings is to provide a method for additional productive Pima County community conversations to inform the Interstate 11 Corridor Environmental Impact study with more specifics regarding individual community concerns and preferences to enable technical analysis and planning.

This is the second of three meetings for the B Study Group, which includes stakeholders located in the urban I-10 Tucson geographical area.

AGENDA ITEMS & HIGHLIGHTS

TOPIC	DETAILS
WELCOME & INTRODUCTIONS	The US Institute's 3 rd party neutral facilitator, Joy Keller-Weidman, welcomed everyone. Introduced herself, as Senior Program Manager, Transportation Sector; and the Senior Program Associate, Mitch Chrismer, who will be co-facilitating and notetaking.

TOPIC	DETAILS
MEETING OVERVIEW	<p>Reviewed the Meeting#2 Outcomes & Agenda Items</p> <p><u>OUTCOMES:</u></p> <ul style="list-style-type: none"> • Understand each stakeholder's perspectives re: I-11 Corridor options • Understand the values, interests and characteristics most important to the stakeholders • Identify potential impacts/benefits of proposed corridors based on local knowledge within the stakeholder group <ul style="list-style-type: none"> ○ Identify ways to mitigate/promote those <p><u>AGENDA</u></p> <ul style="list-style-type: none"> <input type="checkbox"/> Meeting overview (Meeting outcomes, agenda & meeting agreements) (10 minutes) <input type="checkbox"/> Provide proposed corridor information, currently available to the public (20 minutes) <ul style="list-style-type: none"> ○ Provide study process information regarding current status ○ Review unanswered questions and the resources for answers <input type="checkbox"/> BREAK (10 minutes) <input type="checkbox"/> Stakeholders' Input (120 minutes total) <ul style="list-style-type: none"> ○ Review perspectives & interests (30 minutes) ○ Identify specifics that stakeholders believe are important to consider in decision making (40 minutes) ○ Explore pros and cons (30 minutes)

	<ul style="list-style-type: none"> ○ How might design options provide solutions (20 minutes) <input type="checkbox"/> BREAK (10 minutes) <input type="checkbox"/> List questions to answer during next meeting (10 minutes) <ul style="list-style-type: none"> ○ What information is needed re: I-11 Corridor options and what technical information would be helpful ○ What additional types of information can stakeholders identify to be considered in decision making <input type="checkbox"/> Next meeting agenda items (10 minutes) <input type="checkbox"/> Closing Comments and Meeting feedback (15 minutes)
--	---

TOPIC	DETAILS
INTRODUCTIONS	<p>Facilitator asked for everyone to share their name & stakeholder group</p> <p>Stakeholders present represented the following groups:</p> <p>Coalition for Sonoran Desert Protection</p> <p>Menlo Park Neighborhood Association</p> <p>Erickson Terrascape</p> <p>Tucson Audubon Society</p> <p>Friends of Ironwood Forest</p> <p>CAPLA</p> <p>Statistical Research, Inc.</p> <p>Sonoran Institute</p> <p>In addition, 1 staff member was present from FHWA and 4 from ADOT/AECOM.</p> <p>Aryan Lirange, FHWA</p>

	<p>Jay Van Echo, ADOT</p> <p>Dayna Wasley, AECOM</p> <p>Carlos Lopez, ADOT</p> <p>Laura Douglas, ADOT</p>
--	---

TOPIC	DETAILS
MEETING AGREEMENTS	<p>The facilitator referred to the items below and asked for consensus on these meeting agreements:</p> <ol style="list-style-type: none"> 1. Be prepared to participate, collaborate, and share pertinent information. 2. Engage in a respectful, thoughtful deliberation. 3. One person speaks at a time: Listen carefully when not speaking. 4. Be open to all perspectives. 5. Keep in mind the large picture (regional interests as they relate to larger needs and priorities), as well as your individual/stakeholder group viewpoint. 6. Turn off or mute all electronic devices, so there are no distractions. 7. No recording devices will be allowed during the meeting. 8. Show up on time 9. Stick to agreed-upon speaking limits

TOPIC	DETAILS
CURRENT PROJECT PROCESS INFORMATION	<p>ADOT shared the following information re: project process:</p> <ul style="list-style-type: none"> ◆ ADOT recently met with BOR, AZ Game and Fish, NPS, FWS ◆ ADOT also met with Tucson Water re: facilities and operations ◆ ADOT continuing to meet with federal, state, regional partners

	<ul style="list-style-type: none"> ♦ ADOT continuing to work on dEIS (Tier 1) – currently just working on one EIS, which will be roadmap for any Tier 2 EIS ♦ Section 106 consultation is ongoing with tribal partners and other agencies involved in consultation
--	--

TOPIC	DETAILS
OUTSTANDING QUESTIONS	ADOT reviewed the following prepared Questions/Answers:

QUESTIONS AND ANSWERS:
<p><input type="checkbox"/> How can I fully understand that a true need has been determined (purpose and need)?</p> <p>A: A document outlining the purpose and need for the project has been prepared, and is available online at http://www.i11study.com/Arizona/Documents.asp. In addition, the I-11 Intermountain West Corridor Study (also at this link) establishes the starting point for the Tier 1 EIS Study regarding the need.</p> <p><input type="checkbox"/> How will the corridor address environmental concerns?</p> <p>A: The Tier 1 EIS will provide an assessment of the potential environmental impacts of the corridor alternatives for the I-11 Corridor Study area as well as a No Build Alternative. In addition, strategies for mitigating adverse impacts including continued coordination with stakeholders will be identified. Additional environmental review (referred to as Tier 2) would be required for any project that is a piece of the selected I-11 corridor alternative after the Tier 1 EIS is complete. The Tier 2 studies would include more detailed design and environmental analysis.</p>

- ☐ What is the scope of the planning process- what options/ issues being considered?

A: FHWA and ADOT conducted an 18-month phase of the process (May 2016 through December 2017) to identify the key issues that need to be addressed and the corridor alternatives to be studied in the Tier 1 EIS. The Alternatives Selection Report (ASR) and other documents regarding this phase of the process are available online at <http://www.i11study.com/Arizona/Documents.asp>. The Tier 1 EIS will study the following areas:

Transportation, Land use, Recreation resources, Environmental justice, Economic impacts, Historic, archaeological, and cultural resources, Noise, Visual resources and aesthetic quality, Air quality, Hazardous materials, Geology, soils, and prime farmlands, Water resources, Biological resources, Resources afforded protections under Section 4(f) of the US Department of Transportation (USDOT) Act of 1966, and Indirect and cumulative effects

- ☐ How will construction impede access to my business? When? For how long?

A: The result of the Tier 1 EIS process will be the selection of a 2000-foot-wide corridor within which I-11 would be located or the determination that nothing will be built. Specific property impacts and right-of-way needs would be identified during the Tier 2 process, and would be accompanied by more detailed design and environmental study. Exact impacts and commitments for avoidance, minimization and mitigation will not be developed until the Tier 2 process.

- ☐ What are the impacts on historic resources?

A: This is being considered as part of the Tier 1 EIS. Properties that are designated as historic or could be eligible to be designated as historic, and that could be affected by the I-11 corridor alternatives, would be identified and the potential for impacts assessed, and general mitigation strategies developed. The Draft Tier 1 EIS will document the assessment of impacts to historic resources and will be available for public review in Fall 2018. Exact impacts and strategies for avoidance, minimization and mitigation will not be developed until the Tier 2 process.

- ☐ How are we addressing current and long-term needs of wildlife habitat and open space?

A: This is being considered as part of the Tier 1 EIS. The potential for impacts on wildlife habitat, wildlife movement corridors, and recreation areas will be assessed, and general mitigation strategies developed. The Draft Tier 1 EIS will document the assessment of impacts to wildlife habitat and will be available for public review in Fall 2018. Exact impacts and strategies for avoidance, minimization and mitigation will not be developed until the Tier 2 process.

- ☐ How can we shift away from auto centric view of transportation towards more sustainable options?

A: ADOT's mission is to provide transportation resources that respond to travel demand needs and support local and regional land uses and plans. The I-11 Corridor is considered to be a future corridor and may be defined by state and local partners in the future to accommodate new technologies or realities.

- ☐ What historic / prehistoric resources will this impact? Explore creative alternative options moving forward to address concerns re: specific cultural and heritage assets.

A: See response above regarding historic resources. FHWA and ADOT are interested in any input provided on cultural and heritage assets that should be considered, and suggested mitigation strategies.

- ☐ Will there be any compensation for property taken from business owners if widened?

A: Exact right-of-way needs will be developed during the Tier 2 development process. Properties required for the project will be acquired in compliance with the Relocation Assistance and Real Property Acquisition Policies Act of 1970 - commonly referred to as the "Uniform Act." The Uniform Act procedures require land owners and tenants be properly compensated and relocated, be treated fairly, equitably and receive relocation assistance.

- ☐ What are some game changes/disruptive events that could change scenarios that could be evaluated in Tier 2?

A: Changes in technologies or growth patterns would be monitored over time and could affect the definition of projects or implementation of I-11, if a Build Corridor is selected at the conclusion of the Tier 1 process.

- ☐ What will be the impact of B on historic and cultural resources?

A: See response above regarding historic resources. Cultural/archaeological resources are also being inventoried and potential for impacts will be considered in the Tier 1 EIS.

- ☐ How are existing studies being included in Tier 1?

A: Prior studies and plans were considered in developing the corridor alternatives to be considered; see the I-11 Intermountain West Corridor Study (IMWC) and Alternatives Selection Report (ASR) for more information, which is available online at <http://www.i11study.com/Arizona/Documents.asp>. Please provide FHWA and ADOT input regarding any specific studies that should be considered as the Tier 1 EIS is prepared.

Additional Responses to questions asked at meeting

Q: What has been identified as Section 4(f) Properties?

A: Section 4(f) properties are publicly owned parks, recreation and other specific types of properties (such as Ironwood, Nat'l Monument, Tucson Mountain Park, city/state/federal park). FHWA must avoid all Section 4(f) properties, which will be itemized in the dEIS, if no options are available, FHWA must evaluate prudent and feasible corridor alternatives that minimize or mitigate impacts, and possibly do least overall harm analysis (including cultural and historic properties as qualified under NHPA).

The main web page with FHWA information is here:
<https://www.environment.fhwa.dot.gov/legislation/section4f.aspx>

Alternatives vs. Options?

Q: Need / scope – is need based on traffic outlook?

A: The Tier 1 Draft EIS transportation model uses the state-wide population model that takes into account growth patterns, marries with Maricopa and Pima Association of Governments, and other MPOs, outputs. The Tier 1 Draft EIS then produces a state-wide transportation model of future traffic to enable corridor alternative comparisons.

Q: Bring B / CD groups together for a Meeting #4?

A: If stakeholders interested in options B and C/D were offered an in-person opportunity to discuss these options with each other, the same opportunity would need to be extended to all stakeholders interested in all options. And of course, the funding and time for that are not available. If stakeholders are interested in understanding the other group's perspective, interests and options, the notes from all meetings are available on the website.

Q: 2000 ft corridor – does EIS look outside those 2000ft?

A: Yes, look at indirect and cumulative effects beyond those 2000ft

TOPIC	DETAILS
DISCUSSION STEPS	Facilitator review the Discussion Steps below:

TOPIC DISCUSSION STEPS

STEP	LENGTH	CONTENT
#1: Everyone has a turn to briefly state their <u>one key</u> perspective re: the issue/topic, and explain the <u>one key</u> underlying reason/interest for their perspective.	1 minute each participant (20 minutes)	Chart #1: Name/Perspective/Key Interest
#2: When it is not your turn, listen for new information; actively listen to understand other's perspective and underlying reasons for their perspective.	Ongoing throughout the process	

#3: Review the perspectives/interests chart; and ask questions to clarify other's underlying reasons; or add additional underlying reasons (not already listed).	5-10 minutes	Chart #1: Name/Key Perspective/ Key Interest
#4: Combine interests (key) where possible and as agreed upon by all participants. Transfer list of combined interests to Chart #2.	5-10 minutes	Charts #1- #2
#5: Everyone has a turn to briefly state their <u>one key</u> alternative/option that supports the listed key interests (<i>discuss and identify one at a time giving full respect, focus and consideration to each</i>).	20 minutes (1 min. per participant)	Charts #2: Key interest/Key Alternative/Option
#6: Combine like alternatives/options where possible. Transfer list of combined alternative/options to Chart #3.	5 minutes	Charts #2-#3
#7: Everyone has a turn to briefly state the pros and/or cons for each alternative/option listed.	20 minutes (1 min. per participant)	Chart #3: Key alternative; and Pros/Cons
#8: Review chart(s) and identify possible common ground (<i>related to an alternative, option, etc.</i>).	5-20 minutes	
#9: Identify Next Steps.	10-15 minutes	

TOPIC	DETAILS
STAKEHOLDERS INPUT	Review stakeholders' perspectives & interests; combine interests where possible, and identify options for each: See Chart #1 Below:

CHART #1

TOPIC:		
<u>What is your perspective on the I-11 Corridor?</u>		
Key Perspective (1)	letter	Key Interests (1)
Need to consider historic landscapes – large-scale issue based on small-scale items.		Want to look at what's affected geographically – intangible heritage of landscape

Limit construction		Avoid negative impacts on habitats and wildlife connectivity
Opportunity to be innovative – get out of old transportation mindset, consider creative alternatives such as rail		Sustainability – should not be encouraging more people to drive personal vehicles. Encourage alternative means of transportation. Limit sprawl, build up not out. Development will accompany any new transportation facility.
Consideration of historic and cultural resources		Avoiding demolition and negative impacts to historic neighborhoods, sites, archeological resources. Goal to avoid negative impacts to historic parts of city. Increase functionality while also taking into consideration historic/cultural resources
Not convinced that concerns can be met with co-location with I-10/ I-19		Disruption to river corridors (Santa Cruz and tributaries), disruption to habitat and migratory corridors, disruption to wildlife, footprint, noise, dust, lights – impact on wildlife both nocturnal and diurnal. Also impacts to archaeological and cultural resources.
Concerned re: increased separation of west side from downtown		Impact of I-10 has already created a separation, some residents still bitter about separation of different barrios from downtown. Disrupts life / character of city. Walkability becomes affected, neighborhoods get more isolated. Hope to collaborate on the issues and reach consensus.
See a competitive argument to be made for I-11. Desire innovation in support of flow of the goods. If build something new need to know it will legitimately help flow of goods.		Do we really need another highway? Need to seriously evaluate new non-highway options before get to construction of a highway
I-11 could overlay I-10 freeway – which could lead to widening of I-10. Business located on I-10 frontage road, if widened could take some of business property and affect business income.		Another widening could be detrimental to businesses located along I-10 frontage road (b/c of construction). Don't want to see I-10 widened more. Too harmful to small businesses located in "wrong place."
Need I-11 to remain economically competitive and provide future employment opportunities		Sec. B doesn't resolve/ address the need as outlined in original study (population growth, defense, etc.)
Understand the APE and details of construction for Alignment B to better evaluate impacts on the community, particularly in terms of all types of historic resources		How will what is being planned impact historic resources and connectivity of the community?

TOPIC	DETAILS
STAKEHOLDERS INPUT	Review options and combine where possible, and letter; and then identify the pros and cons of each: See Chart#2 Below:

Chart #2: *(combine, where possible)*

letter	Key Interests		Key Alternatives – Options – Mitigation Opportunities / Solutions (Avoid, Minimize, Mitigate)
A	Want to look at what's affected geographically – intangible heritage of landscape		Look at viewshed, from and to historic districts / neighborhoods / river / mountains / places of tribal interest. Consider Tucson's origins and cultural practices of all time periods and cultures. Review criteria used in Santa Cruz River Heritage Area document, Sonoran Desert Conservation Plan document, and Pima County Multi-Species Conservation Plan.
B	Incorporate alternative means of transportation / modes / technology into design package		
C	Embrace sustainability within realms of Economic, Environmental, Social, Climate Change mitigation I.e. – should not be encouraging more people to drive personal vehicles.		
D	Protect tangible heritage (cultural resources, i.e. archaeological / architectural resources). Avoid destruction of tangible heritage (i.e. avoid demolition and destruction). Consider known and unknown resources.		Refer to City of Tucson website, reports on archeologically sensitive zones, consult with SHPO & City and County Preservation Office, Tucson Historic Preservation Foundation – get more info on protection of tangible heritage, identify historic districts, location of individual historic properties/resources, information on previously evaluated properties and their significance, issues like vibration, drainage, character-defining features of historic districts

E	<p>Avoid disruption to river corridors (Santa Cruz and tributaries), habitat, and migratory corridors, wildlife.</p> <p>Footprint, noise, dust, lights- all impact wildlife, both nocturnal and diurnal.</p>		
F	<p>Impact of I-10 has already created a separation, some residents still bitter about separation of different barrios from downtown. Disrupts life / character of city. Walkability, bike-ability, connectivity becomes affected, neighborhoods get more isolated.</p> <p>Encroachment into neighborhoods important to consider – neighborhoods can become more separated from city</p>		
G	<p>Evaluate new non-highway options to reduce congestion and assess the cumulative impacts</p>	<p><i>Reference John's email</i></p> <p>Consider range of activities / programs / technologies / other proposed highways that cumulatively could address congestion issues (at least in near term)</p> <p>Look at management / design of existing highways (I-10 & I-19) – i.e. ramp metering, etc.</p> <p>Programmatic efforts to reduce congestion – pricing, tolls, bus/shuttle systems, rapid rail system between Tucson/Phoenix</p> <p>Set of technologies that improve traffic flow – intelligent transportation systems (ITS)</p> <p>Enhancements to existing rail system to accommodate increased freight</p> <p>Proposed new highways within our region that could relieve congestion along corridor, consider extension of Aviation corridor through downtown (I-210)</p> <p>Goal: relieve/address congestion in near term, put off construction / funding of [bypass] or other major</p>	

			enhancements to I-10 (i.e. tunneling, triple decking, etc.) Revisit in 10-15 years, maybe new technologies will be available then that could further reduce congestion. Look at more near-term traffic modeling rather than 2040 projections. What could local plans better reflect? What more information is needed to better inform near-term planning/modeling? Are all possibilities being considered in current models?
H	Consider economic harm to (small) businesses located along future widened corridor during planning, construction, and after, particularly along I-10 frontage roads		
I	Option B doesn't address the needs for projected population growth, congestion, national security considerations, trade flows, etc.		
J	For all interests – need information on full APE (Area of Potential Effect) to make informed comments.		

TOPIC	DETAILS
ADDITIONAL DISCUSSION	<p>Comments re: APE (Area of Potential Effect):</p> <ul style="list-style-type: none"> APE could be beyond 2000ft potential corridor, must be considered in Tier 1 and Tier 2 EIS process – broad, qualitative data considered during Tier 1 (i.e. noise), Tier 2 addresses specific quantitative data (i.e. exact decibel reading of noise) APE applies to Sec. 106 considerations (as part of National Historic Preservation Act (NHPA)) -similar evaluation/assessment of impact areas need be applied to environmental, etc. issues Public involvement in all three phases: Scoping > dEIS > final EIS

TOPIC	DETAILS
Review Parking Lot Items	<p>The following are items listed on the “Parking Lot” flipchart sheet:</p> <ul style="list-style-type: none"> ◆ What additional actions beyond those included in area 5-year plans can be considered as an alternative (“B”?) in the Tier 2 process? <ul style="list-style-type: none"> ○ Planning processes requires that a given Tier 1 type of study utilize existing funded construction plans (the State Transportation Improvement Plan - STIP). Other unfunded transportation projects in various long-range plans are not included, however, once those projects begin their development they must consider the existing transportation landscape and make a determination if those improvements are required, can be delayed or deleted. ◆ How should we present these options for consideration? I.e. tolls, rapid shuttle, ITS, ramp metering? <ul style="list-style-type: none"> ○ All of the items provided by John are in the typical toolbox for ADOT, MPOs, Counties and Towns. They can be implemented through the normal transportation planning process. While these strategies can alleviate some congestion in the near term, they would not eliminate congestion in the long term. <p><i>For more detail on action items, please see Action Item chart at the end of the report.</i></p>

TOPIC	DETAILS
NEXT MEETING PLANNING & SCHEDULING	<p>April 24, 2018</p> <p>Recommended Agenda Items:</p> <ul style="list-style-type: none"> (1) Complete Interest/Options/alternatives Chart #2 (2) Focus discussion of options related to key themes; and stakeholders provide pros and cons of each: <ul style="list-style-type: none"> 1. Viewsheds 2. Connectivity 3. Community cohesion

	<p>Note: Include the environmental, economic (macro and micro), and technical feasibility</p> <p>(3) Stakeholders explore: What are opportunities and/or mitigation options for decision makers to consider if Option B was selected? If Option B was selected, what do you want it to look like?</p>
--	---

TOPIC	DETAILS
CLOSING COMMENTS	<p>Outstanding questions/comments:</p> <ul style="list-style-type: none"> ◆ Thanks ◆ We've done it! ◆ Covered a lot of ground -but still have a lot of open items. How to move things along faster? ◆ Good group, good conversations. Want be sure that chart is completed. Consider sending chart to the group so that they can complete it before the next meeting (as homework) ◆ Interaction with ADOT staff very helpful, hope for more next meeting ◆ FHWA comment to stakeholders: please do homework on issues that you say would like explore alternatives on, i.e. look at studies on connectivity (urban and wildlife) from NAU. This will help FHWA/ADOT the most ◆ Please bring Helen's maps to next meeting so don't have to print again

ACTION ITEMS

<u>WHAT</u>	<u>BY WHOM</u>	BY WHEN
Produce maps with 2000 ft view	Helen and Carolyn	4/24
<u>WHAT</u>	<u>BY WHOM</u>	BY WHEN
Identify design options re: mitigation consideration so group can narrow in on pros and cons of design alternatives	FHWA/ADOT	4/24
<u>WHAT</u>	<u>BY WHOM</u>	BY WHEN
Complete the Interests/Options chart	Stakeholders	4/24
<u>WHAT</u>	<u>BY WHOM</u>	BY WHEN
Bring maps (private) back to meeting	All stakeholders	4/24

<u>WHAT</u>	<u>BY WHOM</u>	BY WHEN
<p>Review Chart #2 in the meeting notes: <u>Please focus on at least the lettered interest that you authored during the first meeting; and come prepared to share your ideas for options/alternatives.</u></p> <p>Review the lettered key interest items and identify ideas to include in the Key Alternatives – Options column. (solutions that Avoid, Minimize, Mitigate); and bring those with ideas with you.</p>	All stakeholders	Before the next meeting

[Appendix E: Group C/D Meeting #2 Highlights](#)

I-11 Corridor Stakeholders Engagement Meeting Notes

Group C/D – April 5, 2018

Arizona-Sonora Desert Museum (ASDM)

The Education Annex, Classrooms 1-2

2021 N Kinney Road

Tucson, AZ 85743

12:30 p.m. – 4:00 p.m.

BACKGROUND:

The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) are preparing a Tier 1 Environmental Impact Statement (EIS) for the Interstate 11 (I-11) Corridor between Nogales and Wickenburg, Arizona. The Tier 1 EIS will assess the potential social, economic and natural environmental impacts of a No Build Alternative and a reasonable range of Build Corridor Alternatives for a proposed transportation facility within the I-11 Tier 1 EIS Corridor Study area. The Notice of Intent to prepare the I-11 Tier 1 EIS was issued in May 2016. Since then, FHWA and ADOT have conducted public and agency scoping meetings, outreach to tribes and stakeholders, and completed an alternatives development and screening process.

FHWA and ADOT have invited the U.S. Institute for Environmental Conflict Resolution (U.S. Institute) to facilitate meetings with interested stakeholders regarding the I-11 Tier 1 EIS Corridor Study in Pima County, to augment the ongoing public input effort. The objective of these stakeholder group meetings is to provide a method for additional productive Pima County community conversations to inform the Interstate 11 Corridor Environmental Impact study with more specifics regarding individual community concerns and preferences to enable technical analysis and planning.

This is the second of three meetings for the C/D Study Group, which includes stakeholders located in the geographical area west and northwest of the Tucson mountains.

AGENDA ITEMS & HIGHLIGHTS

TOPIC	DETAILS
WELCOME & INTRODUCTIONS	The US Institute's 3 rd party neutral facilitator, Joy Keller-Weidman, welcomed everyone. Introduced herself, as Senior Program Manager, Transportation Sector; and the senior program associate, Mitch Chrismer, who will be co-facilitating and notetaking.

TOPIC	DETAILS
MEETING OVERVIEW	<p>Reviewed the Meeting#2 Outcomes & Agenda Items</p> <p><u>OUTCOMES:</u></p> <ul style="list-style-type: none"> • Understand each stakeholder's perspectives re: I-11 Corridor options • Understand the values, interests and characteristics most important to the stakeholders • Identify potential impacts/benefits of proposed corridors based on local knowledge within the stakeholder group <ul style="list-style-type: none"> ○ Identify ways to mitigate/promote those <p><u>AGENDA</u></p> <ul style="list-style-type: none"> <input type="checkbox"/> Meeting overview (Meeting outcomes, agenda & meeting agreements) (10 minutes) <input type="checkbox"/> Provide proposed corridor information, currently available to the public (20 minutes) <ul style="list-style-type: none"> ○ Provide study process information regarding current status ○ Review unanswered questions and the resources for answers <input type="checkbox"/> BREAK (10 minutes) <input type="checkbox"/> Stakeholders' Input (120 minutes total) <ul style="list-style-type: none"> ○ Review perspectives & interests (30 minutes) ○ Identify specifics that stakeholders believe are important to consider in decision making (40 minutes) ○ Explore pros and cons (30 minutes) ○ How might design options provide solutions (20 minutes) <input type="checkbox"/> BREAK (10 minutes)

	<input type="checkbox"/> List questions to answer during next meeting (10 minutes) <ul style="list-style-type: none"> ○ What information is needed re: I-11 Corridor options and what technical information would be helpful ○ What additional types of information can stakeholders identify to be considered in decision making <input type="checkbox"/> Next meeting agenda items (10 minutes) <input type="checkbox"/> Closing Comments and Meeting feedback (15 minutes)
--	--

TOPIC	DETAILS
INTRODUCTIONS	<p>Facilitator asked for everyone to share their name & stakeholder group</p> <p>Stakeholders present represented the following groups:</p> <ul style="list-style-type: none"> • National Parks Conservation Association • Arizona Heritage Alliance • Avra Valley Coalition • Avra Valley Coalition • Sonoran Institute • Northwest Fire Dept. • Freeport McMoran • Caterpillar • Columbine Enterprises • Coalition for Sonoran Desert Protection • Arizona-Sonora Desert Museum • Friends of Saguaro National Park • Tucson Metro Chamber • Friends of Ironwood Forest <p>In addition, four staff members were present from FHWA and ADOT staff.</p> <p>Dayna Wasley, AECOM</p> <p>Carlos Lopez, ADOT</p> <p>Jay Van Echo, ADOT</p> <p>Aryan Lirange, FHWA</p>

TOPIC	DETAILS
MEETING AGREEMENTS	<p>The facilitator referred to the items below and asked for consensus on these meeting agreements:</p> <ol style="list-style-type: none"> 1. Be prepared to participate, collaborate, and share pertinent information. 2. Engage in a respectful, thoughtful deliberation. 3. One person speaks at a time: Listen carefully when not speaking. 4. Be open to all perspectives. 5. Keep in mind the large picture (regional interests as they relate to larger needs and priorities), as well as your individual/stakeholder group viewpoint. 6. Turn off or mute all electronic devices, so there are no distractions. 7. No recording devices will be allowed during the meeting.

TOPIC	DETAILS
CURRENT PROJECT PROCESS INFORMATION	<p>ADOT shared the following information re: project process:</p> <ul style="list-style-type: none"> ◆ Working on dEIS ◆ Continuation of scoping ◆ First draft almost ready to share with cooperating partners (late May) ◆ Info gathered at these meetings will be included in dEIS ◆ ADOT/ FHWA recently met with BOR, FWS, NPS, AZ Game and Fish, Pima County, City of Tucson (Tucson Water - CAPSTAR) ◆ Met with Tucson Water re: facilities

TOPIC	DETAILS
-------	---------

OUTSTANDING QUESTIONS AND ANSWERS	SEE LIST BELOW:
-----------------------------------	-----------------

OUTSTANDING QUESTIONS & ANSWERS

- ☐ Why are we discussing Avra Valley alternatives?

A: ADOT and FHWA conducted an 18-month phase of the process (May 2016 through December 2017) to identify the key issues that need to be addressed and the corridor alternatives to be studied in the Tier 1 EIS. The I-11 Intermountain West Corridor Study, Alternatives Selection Report (ASR), and other documents regarding this phase of the process are available online at <http://www.i11study.com/Arizona/Documents.asp>. The C, D, and F alternatives are the result of suggestions from various sources (agency, public, and technical analysis) during the Tier 1 EIS scoping and ASR phases.

- ☐ What will FHWA/ADOT do with the input from these meetings?

A: All input received from project stakeholders, including members of the public participating in the Udall Foundation lead outreach, will be given the same consideration/weight as part of the FHWA and ADOT decision-making process documented in the I-11 Tier 1 EIS. These meetings were designed to provide the project team with an additional opportunity to hear and record in the stakeholders' own words what is important. Often, written or formalized submittals do not convey a level of detail these conversations produce. We are hopeful that at the end of the Udall meetings, we will receive a higher level of understanding of the concerns and opportunities for each Corridor Alternative and be able to better address them in the Tier 1 EIS document.

- ☐ What considerations have been made for future transportation and shipping? How does that affect corridor size?

A: FHWA and ADOT have conducted modeling to assess future travel demand, including for freight, and considered local plans and initiatives regarding the shipping industry. The specific built facility size would be identified the Tier 2 stage and would include more specific design and modeling to determine a particular width and configuration that meets the need and will be based on the most current modeling projections at that time.

- ☐ Why were all Avra Valley routes not already eliminated?

A: See response to first question. Note that the goal of the alternatives development and screening process was not to select preferred alternatives, but rather to identify a reasonable

range of alternatives to be considered in the Tier 1 EIS. Heightened concerns in a particular area may lead to more options in those sensitive areas.

- Why Tier 1 and Tier 2 process being used here – why haven't environmental Studies already been done?

A: Prior studies have been focused on general locations for a high-capacity corridor in the intermountain west (beyond the state of Arizona). Each step in the process drills down a little deeper. This Tier 1 EIS is appropriate because specific funding is not yet identified, and this study is intended to provide a programmatic level review of the corridor alternatives to determine the best option to advance, or determine not to implement the corridor from Nogales to Wickenburg, AZ. If a build corridor is selected to advance, the Tier 2 processes would develop more detailed facility design within the 2000 foot corridor that was selected and the accompanying environmental review would also be more detailed, i.e. at the site-specific level rather than the Tier 1 programmatic level.

- What are the funding sources?

A: The State Transportation Board approved the funding for this Tier 1 EIS Study, but funding sources for future Tier 2 projects are not identified at this time.

- When would this start?

A: It depends on the funding and programming of any Tier 2 projects that come out of the Tier 1 process.

- How does this process impact / influence the EIS formal process?

A: The Udall Foundation will prepare a report documenting the input received, and FHWA and ADOT will consider it similarly to other input received from the public as the Draft Tier 1 EIS is prepared. There will be additional opportunities for public input once the Draft Tier 1 EIS is released.

- How will it affect our co-op?

A: Wells and water resources will be inventoried in the study area as part of the Tier 1 EIS, and the potential for impacts considered. Exact impacts and strategies for avoidance, minimization and mitigation will not be developed until the Tier 2 process.

- How will route affect the Freeport mine site?

A: The Tier 1 EIS will consider a variety of resource areas (see list above). The Draft Tier 1 EIS will be available for public review in Fall 2018 to enable specific property owners or businesses to understand the potential for impacts, and provide additional comment if desired. If a 2000-foot-wide build corridor alternative does overlay on a mine, exact impacts and strategies for avoidance, minimization and mitigation will not be developed until the Tier 2 process.

- ☐ Can you include environmental costs and benefits up front and throughout the decision process?

A: The Tier 1 EIS will consider a variety of resource areas (see list above). The purpose of the EIS is to provide information for decision-making including the environmental costs and benefits.

- ☐ Is everyone in the room?

A: Invitations to participate in these sessions were sent to organizations that have previously expressed an interest in I-11. All organizations who responded with interest were included.

- ☐ Who came up with the idea for these engagement meetings?

A: FHWA had the idea of a third-party-facilitated session to solicit additional information on the issues and concerns to be addressed in the Tier 1 EIS, and engaged the Udall Foundation.

- ☐ I would like to see a map of owners of private property along corridor- and alongside, maybe ½ mile on the other side.

A: The Tier 1 EIS is a more programmatic environmental review, and will be looking at programmatic level impacts rather than specific property impacts. Specific property impacts cannot be determined since the Tier 1 EIS is considering a broad corridor (2,000 ft. wide) rather than a specific design for a transportation facility (usually in the 400-ft. range). The more detailed analysis would occur during Tier 2 for any project that occurs as part of the I-11 corridor after the Tier 1 EIS is complete.

- ☐ Who benefits from an Avra Valley route? (options C/D). Who are the landowners and stakeholders who will benefit?

A: The corridor alternatives carried forward into the Draft Tier 1 EIS satisfy the EIS Purpose and Need, therefore, the needs outlined in that document may answer your question as to whom will benefit (<http://www.i11study.com/Arizona/Documents.asp>). The Tier 1 EIS will consider economic impacts and land use impacts, which may also provide insight into the potential benefits of options C or D. The Draft Tier 1 EIS will be available for public review in Fall 2018 to enable stakeholders to understand the potential impacts, and provide additional comment if desired.

- ☐ How will C/D affect wildlife movement. How will C/D affect night sky impacts on Kitt Peak?

A: These topics are being considered as part of the Tier 1 EIS. The potential for impacts on wildlife habitat and wildlife movement corridors will be assessed and documented in the Biological Resources section. The potential for changes with regard to dark skies will be considered as part of the Visual and Aesthetic Resources analysis. Exact impacts and strategies for avoidance, minimization and mitigation will not be developed until the Tier 2 process. The Draft Tier 1 EIS will be available for public review in Fall 2018.

- Timeframe for this should allow for joint meeting of both groups (I-10/AV). Why have you not already found out your maps are 14,000 AC off? Why no RISK analysis re: water yet?

A: If stakeholders interested in options B and C/D were offered an in-person opportunity to discuss these options with each another, the same opportunity would need to be extended to all stakeholders interested in all options. And of course, the funding and time for that are not available. If stakeholders are interested in understanding the other group's perspective, interests and options, the notes from all the meetings are available on the website."

If there is a specific comment on the map, please provide a more detailed written comment for FHWA and ADOT to consider. Water resources are being considered as part of the Tier 1 EIS process; please provide additional information on what is meant by a risk analysis.

- Please provide a schedule when reviews are scheduled to be public and when written comments will be accepted.

A: Dates will be established for a formal public review period once the Draft Tier 1 EIS is released in Fall 2018. Typically, once the Draft Tier 1 EIS is released, there is a 45-day public comment period including a series of public hearings, providing ample opportunity for review and comment.

- How can the group build trust in the process?

Focus on the purpose of the meeting: To provide the project team with an additional opportunity to hear and record in the stakeholders' own words what is important. Often, written or formalized submittals do not convey a level of detail these conversations produce. We are hopeful that at the end of these stakeholder engagement meetings, we will receive a higher level of understanding of the concerns and opportunities for each Corridor Alternative and be able to better address them in the Tier 1 EIS document.

And remember the published agreement: "All input received from project stakeholders, including members of the public participating in the Udall Foundation lead outreach, will be given the same consideration/weight as part of the FHWA and ADOT decision-making process documented in the I-11 Tier 1 EIS."

- What factors are being considered in the EIS? What other factors are considered in other studies? Who are the decision-makers?

A: The Tier 1 EIS will consider a variety of resource areas (see list above) and previous studies (<http://www.i11study.com/Arizona/Documents.asp>). FHWA is responsible for the decision at the conclusion of the Tier 1 EIS process for the selection of a preferred corridor alternative, or the No Build alternative. ADOT, as the project proponent, will make a recommendation to FHWA prior to the selection. This decision will be made after consideration of all the analysis completed and the stakeholder input received during the Tier 1 EIS process. The stakeholders include Cooperating and Participating Agencies, Tribes and the public.

TOPIC	DETAILS
ADDITIONAL QUESTIONS	<p>Q: Please provide further clarification on joint-meeting with both groups – why is this not being allowed? This will be a binary decision, either / or corridor. Why rush this process? Why have these meetings right before dEIS is completed? Why not take more time?</p> <p>A: Couldn't even make it through agenda of Group B Meeting #2. Have been planning these meetings for a long time and timelines would provide the desired feedback in time for the scheduled delivery of the dEIS to cooperating agencies. Reminder that this is for a Tier 1 EIS – will dive into much greater detail during Tier 2. A meeting of both teams will not help ADOT team as much as the detail gathered from the pre-planned Meeting #3. FHWA/ADOT will get the info they need from these three meetings, that's why only scheduled three meetings. These meetings are a continuation of scoping from Notice of Intent, May 2016. Public meetings will continue, all the way up until a Record of Decision is signed. Must have funding before Tier 2 can even start. These three meetings are just another part of scoping. Very early in the process. For additional information on other group – notes will be available on I-11 website.</p> <p>Q: What mitigations needed for Tier 2 study? Caterpillar purchased a lot of land to test products. How identify items to be in list of consideration? Caterpillar owns 6000 acres, can only disturb 900. What happens if 1000 additional acres are taken away from Caterpillar? Pima Pineapple Cactus – protected, possibly on Caterpillar land. Look at maps to see where Pima Pineapple Cactus located, will impact what lands can be taken / redistributed as compensation.</p> <p>A: Have a map of all property owned there, map is being analyzed re: what statutory requirements must be followed if a federal action is taken on the land. 4(f) vs. non-4(f) property determines amount of protection Caterpillar might have. 4(f) properties include public parks, recreation areas.</p> <p>Note: The main web page with FHWA information is here https://www.environment.fhwa.dot.gov/legislation/section4f.aspx</p>

	<p><i>This includes the following description of protected properties: “publicly owned park and recreation areas that are open to the general public, publicly owned wildlife and waterfowl refuges, and public or privately owned historic sites.”</i></p> <p>Q: How mitigate copper mine? Probably not possible.</p> <p>A: The Tier 1 Draft EIS team have located corridor alternatives to avoid existing mining operations. If there are future plans for mine expansion that is not known, please share with project team.</p> <p>Q: Why ADOT/FHWA modeling based on 5yr plans, and not taking into consideration any long-term plans from Pima/ Pinal Counties? Seems weird that those are not included and only 5year plan considered.</p> <p>A: Planning processes requires that a given Tier 1 type of study utilize existing funded construction plans (the State Transportation Improvement Plan - STIP). Other unfunded projects in various long range plans are not included, however, once those projects begin their development they must consider the existing transportation landscape and make a determination if those improvements are required, can be delayed or deleted.</p>
--	---

TOPIC	DETAILS
DISCUSSION STEPS	Facilitator review the Discussion Steps below:

TOPIC DISCUSSION STEPS

STEP	LENGTH	CONTENT
#1: Everyone has a turn to briefly state their <u>one key</u> perspective re: the issue/topic, and explain the <u>one key</u> underlying reason/interest for their perspective.	1 minute each participant (20 minutes)	Chart #1: Name/Perspective/ Key Interest
#2: When it is not your turn, listen for new information; actively listen to understand other's perspective and underlying reasons for their perspective.	Ongoing throughout the process	
#3: Review the perspectives/interests chart; and ask questions to clarify other's underlying reasons; or add additional underlying reasons (not already listed).	5-10 minutes	Chart #1: Name/Key Perspective/ Key Interest
#4: Combine interests (key) where possible and as agreed upon by all participants. Transfer list of combined interests to Chart #2.	5-10 minutes	Charts #1- #2
#5: Everyone has a turn to briefly state their <u>one key</u> alternative/option that supports the listed key interests (<i>discuss and identify one at a time giving full respect, focus and consideration to each</i>).	20 minutes (1 min. per participant)	Charts #2: Key interest/Key Alternative/Option
#6: Combine like alternatives/options where possible. Transfer list of combined alternative/options to Chart #3.	5 minutes	Charts #2-#3
#7: Everyone has a turn to briefly state the pro's and/or cons for each alternative/option listed.	20 minutes (1 min. per participant)	Chart #3: Key alternative; and Pro's/Con's
#8: Review chart(s) and identify possible common ground (<i>related to an alternative, option, etc.</i>).	5-20 minutes	
#9: Identify Next Steps.	10-15 minutes	

TOPIC	DETAILS
STAKEHOLDERS INPUT	Review stakeholders' interests; and identify options for each: See Chart#2 below

Chart #2: *(combine, where possible)*

Key Interests	Key Alternatives/Options
Wildlife linkages between Ironwood Forest and other areas	<p>Need more information. Central Arizona Project already interfering with Ironwood Forest / Tucson Mountain Park / Saguaro National Park. Wildlife crossings, pipelines – which is which? Need more study on wildlife usage in region, current information not sufficient.</p> <p>Consider impacts to entire Tucson basin.</p> <p>Bighorn Sheep sightings recently, chance came from Ironwood Forest.</p> <p>Impacts to Monument would be studied in Tier 2, including access, traffic, impacts to Bighorn</p>
I-11 would inflict serious environmental damages on local area (Saguaro Nat'l Park and ASDM)	
Use current I-10/ I-19 alignment to meet all identified needs	
Concern proposed corridor could cut across land purchased by Caterpillar that is designated for environmental protection, Pima County disturbance regulations, and economic impact	
More corridors under consideration better than fewer. Corridors should be thoroughly evaluated.	<p>Transportation issues are always difficult. The more alternatives the better. I-10 could have potentially been designed better when originally implemented, might have been able to avoid the SunZia Project conflict. How transition infrastructure to be more forward-thinking? How do things to avoid/minimize/mitigate future impacts? What are other ways to address future of congestion (and potentially avoid need for I-11)? With enough information, can be able to avoid/minimize/mitigate future problems. Should challenge FHWA/ADOT to ensure have all information necessary to create a fully informed Tier 1 EIS.</p>

	<p>Put vision on the table first. Ask what want the future to be. Then have discussion on how to get to that future.</p> <p>Goal is to have a Tucson basin that is socially/environmentally/economically sustainable – while being resilient to constant unpredictable change. How achieve that vision? What is the big picture we have for our region? How have a discussion on achieving that big picture? We don't know what future holds, lots of potential variables that could potentially be disruptive. How can this corridor make us more resilient to the uncertainty of the future? Future (2040) corridor likely needs to be multi-model, not just a road.</p> <p>**note Ian share (on Dropbox) info re: Wickenburg process, info re: mitigating congestion without constructing I-11</p> <p>**note: FHWA required to come up with one alternative (in Tier 1)</p> <p>Q: ASR – 2000ft recommended corridor as produced by model analysis. Created potential routes. Tier 1 narrows this down. Still able to shift routes? How avoid privately owned (Freeport /Caterpillar/ etc.) land?</p> <p>A: Yes, can still shift potential 2000ft corridor route if DEIS Corridor Alternatives are found to impact protected areas, but that would be unexpected.</p>
Degrade quality of life, for people that live and visit region. Find a way that doesn't impact environmental justice.	<p>People come to this area to live, visit, escape urbanity. If lose that, lose a big aspect of what it means to live in Tucson, and that is the ability to quickly/easily visit places that maintain wild character. Don't want to lose places that are currently preserved (in terms of wild character). Light, noise, air quality, wildlife. Benefits to both people and wildlife.</p>
How are maps fed into models? Private vs. Public lands – potential error in model?	<p>Q: Accuracy of maps</p> <p>A: ADOT continues to build their model based on GIS info available. Model looks at 4(f) properties, TCPs, public lands. Unless land is protected in some way, a federal roadway can go from Point A to Point B and evaluate as needed. Developing maps at a "Google Earth" aerial imagery level at this time.</p> <p>Q: Private lands affected</p> <p>A: Protected species/buildings/locations avoidance is the first option, mitigation second option, depends on consultation with USFWS or appropriate Agency.</p> <p>Area near Freeport land is very inhospitable. Also a lot of cultural considerations in that area. Plus effect on the open-pit copper mine. Mineral interests, raw land cost – need be considered when making decision. What happens when</p>

	<p>transportation infrastructure comes so close to a mining operation? Need more info/discussion on effects of this.</p> <p>Current route would not go over open-pit mine – but could go over adjacent land that Freeport could potentially expand to in the future.</p>
Preserve wells	<p>Not enough water for future growth – already looking at potential caps in the near future.</p> <p>Some new developments in Pinal County (14) have been denied because state cannot issue an assured 100yr water supply. **info on this will be posted on DropBox for stakeholders to access if desired</p>
Want to see all considerations weighted equally in process (neutrality important)	<p>What happens if C/D is actually built? Need all information and facts possible – instead of solely focusing on opposition to new build. Goal of these meetings should be focused on information gathering rather than simple opposition. The more input the better.</p> <p>Design options are possible. For example, I-8 has no exits in Gila Bend area. Can we build a road similar to this? Should be discussing mitigation strategies. I.e. creation of overpass wildlife corridors.</p> <p>Hope to see mitigation options along corridors, up to specific counties / municipalities along route. Hope to see a plan set aside that says (i.e.) “absolutely no growth in this area.” Let local municipalities contribute to design options.</p> <p>Q: How does limited access affect emergency services? A: There are access options that are limited to EMS services only.</p> <p>Q: Eminent domain an option? A: If fed govt decides to take, can do it when there is a public need for a right-of-way. This would happen at Tier 2 level. Tier 1 influences mitigation options explored in Tier 2. I.e. Tier 1 says “need to do more studies on X,” then in Tier 2 those studies are conducted. Right of way action is performed under the Uniform Relocation Act.</p> <p>ADOT has recently gotten creative with right-of-way, mitigation options.</p> <p>Q: What about additional data needed? Will ADOT pay for the studies? Will ADOT pay for mitigation options as prescribed? A: Yes, if deemed necessary.</p>

Future school planning determined based on where Corridor route is planned	
More info re: how new traffic would impact emergency services / public safety	<p>Regional impacts from traffic – only one freeway through Tucson – can make things difficult, hard to re-route traffic when there is an incident on I-10. Alternate corridor would allow for less congestion and fewer negative outcomes. Hope to mitigate incidents. Re-routing traffic preferential to stopping traffic. More accidents occur on side-roads / surface streets when traffic is shut down on freeway and traffic diverted.</p> <p>Also, need consider what would happen in event of mass evacuation. Another corridor would facilitate evacuation in event of disaster.</p> <p>Connection corridors important when there is a traffic bottleneck. Risk management an important consideration. The more options the better (in terms of public safety)</p> <p>For how fast Tucson is growing, the lack of corridors is disturbing. I-10 and I-19 can't solve all our problems. People's lives are at stake. Need think about broader picture. Urbanization continues to creep. Need think about the future. Public safety /emergency vehicle access is important.</p> <p>Picture Rocks / Avra Valley / Northwest -all fire departments would be affected by a new corridor.</p>
Oppose development because of environmental concerns. Need as much info as possible informing Tier 1 process	
Don't have confidence in models, especially re: the 80ft right-of-way	<p>Additional concerns:</p> <p>I-11 could take land from major industry (Caterpillar, Freeport). If can do that can also take land from small homeowners. Environmental Justice should be considered. Impacts to community if property/land taken from homeowners.</p> <p>Cumulative impacts. This area has been under development for many years. Tucson Water, Central Arizona Project -have already experienced environmental impacts from other projects, hope to avoid additional impacts going forward.</p> <p>Consider totality of all residents, don't pit Avra vs. Tucson (e.g.). Big picture thinking needed. Why should entire burden fall on</p>

	<p>City of Tucson? Need think about infrastructure needs, effects /benefits to Southern Arizona. Same argument re: social effects on people in Avra can be made for people in Tucson.</p> <p>Where is the tipping point? Growth is continuous in this area. Need plan for it – better to have a plan than not have a plan. May not need a freeway here today – but probably will in 2040.</p> <p>Interstate freeway through a picturesque, unique area ... people come here because of what is currently offered, don't want to see this devastated (noise pollution, light pollution, viewsheds, soundscapes, tourism). --Tier 1 will evaluate at a qualitative level impacts, noise pollution, light pollution, social/environmental impacts, etc.</p>
Public are overwhelmingly against proposed C/D route (re: public comments thus far)	<p>Public comments – majority spoke in opposition to I-11. Mitigation / design options – should be careful not to argue for a new corridor solely because it is possible to design things that help mitigation.</p>
With all the previous research and steadfast opposition, why is building I-11 in the Avra Valley an option?	<p>Protect Saguaro National Park. Increasing people will benefit protection (in terms of donations), but need to consider all impacts. All impacts considered can be overwhelming. How help increase transportation / public safety? Does a second freeway have to be constructed? Need talk more about other no-build possibilities.</p> <p>For the next stage, there are a lot of reports that have been created that address impacts – ensure that all this research is taken into consideration. Ensure end-result meets the needs. **note add studies to Dropbox for others to read</p>
It is completely feasible and practical that I-11 is placed in Avra valley. Much of the route in Avra valley is creosote land except for a portion that is environmentally sensitive. Issues through these areas can be mitigated with proper design implementation.	<p>Tucson growing very quickly. Freeways aren't solution to all problems, but are a necessary evil. Considering the current size of Tucson, asinine that don't have another freeway. Would rather see a freeway built than watch another mine destroy a mountainside.</p> <p>Support I-11 C/D route, concerned about environmental impacts, if this option does proceed, need work together to minimize impact.</p> <p>Double-stacking I-10/I-19 would be a huge economic disruption to the downtown.</p> <p>Think about everyone in this region holistically, consider the big picture.</p>

	<p>Silent majority – often in these processes a vocal opposition has high visibility</p> <p>Tucson is 33rd largest city in US. Population steadily increased in the valley. Development keeps accumulated. Hope to see practical/reasonable traffic alternatives.</p>
--	--

TOPIC	DETAILS
NEXT MEETING PLANNING & SCHEDULING	<p>April 26, 2018</p> <p>Agenda Items:</p> <p>HOMEWORK – If C/D Option chosen, what would you want it to look like? What design options? Next meeting will dive deep, go around room, listen to everyone's thoughts on what an I-11 corridor C/D option would look like.</p>

TOPIC	DETAILS
CLOSING COMMENTS	<p>Outstanding questions/comments:</p> <ul style="list-style-type: none"> ◆ Next meeting -still need to find a venue. Saguaro National Park? Picture Rocks Community Center? ◆ Question to FHWA/ADOT – what information + level of detail is desired at this time? A: Remember that Tier 2 is re: very small segments, specific areas. Tier 1 is broad. Tier 1 will not collect data to be able to locate a (i.e.) wildlife crossing at a specific X milepost at this time. Tier 1 is the roadmap for Tier 2. Tier 2 goes into a deeper dive / quantitative analysis. ◆ Q: Get sense that this group could benefit from more time. Would it be possible if rest of the I-11 corridor goes forward with their process, while C/D & B takes more time to discuss? I.e. Maricopa County is ready to go with this, but this area needs more time. A: Jay can ask, above his paygrade ◆ Request: Next time there is a public comment section – can ADOT lump C/D and B together, rather than ask for info on each proposed route individually.

	<p>A: Future DEIS public engagement process will allow for all types of comments (general, specific corridor alternative, location specific).</p> <ul style="list-style-type: none"> ♦ Learned a lot, thanks ♦ FHWA: next meeting – will dive into solutions. Wildlife crossings is nothing new to FHWA and ADOT. What are other solutions to other resource areas (visual, noise)? There is a lot we already know, but need specifics. I.e. we already understand that bighorn sheep don't like to go under a road, will only go over. Some Interstates go many miles without any exits, which could address some of the Key Interests previously discussed. ♦ Agencies are looking for options right now – anything and everything can be considered. Next meeting, bring info that you want to be considered if this option is selected. Be as creative as possible. ♦ Q: Next meeting – can ADOT AND FHWA collect a list of what is / is not mitigatable? ♦ A: This is a very broad question and each resource area has different ways to mitigate impacts to those resources, a simple list is not possible.
--	--

NEXT STEPS:

<u>WHAT</u>	<u>BY WHOM</u>	<u>BY WHEN</u>
Homework assignment: If C/D option was chosen: What would you want it to look like? Be specific about your vision and options to be considered.	All stakeholders	4/26
<u>WHAT</u>	<u>BY WHOM</u>	<u>BY WHEN</u>
Explore how to mitigate Caterpillar impacts (consider prior agreement) and provide an update.	FHWA/ADOT	Next meeting
<u>WHAT</u>	<u>BY WHOM</u>	<u>BY WHEN</u>
Research and update the stakeholders re: the definition of 4(f) Property as it relates to private lands & easement/agreement	Aryan	In Meeting Highlights
<u>WHAT</u>	<u>BY WHOM</u>	<u>BY WHEN</u>
Copper mine – consider mitigation strategies	Agencies	future



--	--	--

<u>WHAT</u>	<u>BY WHOM</u>	BY WHEN
Provide contact for meeting Venue – April – Picture Rocks Community Center and send to Mitch	Ross	ASAP
<u>WHAT</u>	<u>BY WHOM</u>	BY WHEN
Upload items into DropBox	Stakeholders	As needed
<u>WHAT</u>	<u>BY WHOM</u>	BY WHEN
Consider joining C/D and B in public comment process	FHWA/ADOT	future
<u>WHAT</u>	<u>BY WHOM</u>	BY WHEN
Consider extending C/D & B (Tucson) stakeholder discussions past this period, and provide an update	FHWA/ADOT	Next meeting

Appendix F: Group B Meeting #3 Highlights

I-11 Corridor Stakeholders Engagement Meeting

Group B – April 24, 2018

Ellie Towne Flowing Wells Community Center

1660 West Ruthrauff Road

Tucson, AZ 85705

1 p.m. – 4:30 p.m.

BACKGROUND:

The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) are preparing a Tier 1 Environmental Impact Statement (EIS) for the Interstate 11 (I-11) Corridor between Nogales and Wickenburg, Arizona. The Tier 1 EIS will assess the potential social, economic and natural environmental impacts of a No Build Alternative and a reasonable range of Build Corridor Alternatives for a proposed transportation facility within the I-11 Tier 1 EIS Corridor Study area. The Notice of Intent to prepare the I-11 Tier 1 EIS was issued in May 2016. Since then, FHWA and ADOT have conducted public and agency scoping meetings, outreach to tribes and stakeholders, and completed an alternatives development and screening process.

FHWA and ADOT have invited the U.S. Institute for Environmental Conflict Resolution (U.S. Institute) to facilitate meetings with interested stakeholders regarding the I-11 Tier 1 EIS Corridor Study in Pima County, to augment the ongoing public input effort. The objective of these stakeholder group meetings is to provide a method for additional productive Pima County community conversations to inform the Interstate 11 Corridor Environmental Impact study with more specifics regarding individual community concerns and preferences to enable technical analysis and planning.

This is the last of three meetings for the B Study Group, which includes stakeholders located in the urban I-10 Tucson geographical area.

AGENDA ITEMS & HIGHLIGHTS

TOPIC	DETAILS
WELCOME & INTRODUCTIONS	The US Institute's 3 rd party neutral facilitator, Joy Keller-Weidman, welcomed everyone. Introduced herself, as Senior Program Manager, Transportation Sector; and the Senior Program Associate, Mitch Chrismer, who will be co-facilitating and notetaking.

TOPIC	DETAILS
MEETING OVERVIEW	<p>Reviewed the Meeting#3 Outcomes & Agenda Items</p> <p><u>OUTCOMES:</u></p> <ul style="list-style-type: none"> • Understand the values, interests and characteristics most important to the stakeholders • Identify potential impacts/benefits of proposed corridors based on local knowledge within the stakeholder group <ul style="list-style-type: none"> ◦ Identify ways to mitigate/promote those • Explore creative alternatives/options moving forward that address concerns • Inform decision-makers re: what is most important to stakeholder groups <p><u>AGENDA</u></p> <ul style="list-style-type: none"> <input type="checkbox"/> Meeting overview (Meeting outcomes, agenda & meeting agreements) (10 minutes) <input type="checkbox"/> Stakeholders' Input (20 minutes) <ul style="list-style-type: none"> <input type="checkbox"/> Complete chart#2: last column: identify options related to the interests (HOMEWORK) <input type="checkbox"/> Stakeholders' Input (50 minutes) <ul style="list-style-type: none"> <input type="checkbox"/> Focus discussion of options related to key themes (<i>i.e. Viewsheds, Wildlife Connectivity, Community cohesion, etc.</i>); and stakeholders provide pros and cons of each (small groups) <input type="checkbox"/> BREAK (10 minutes) <input type="checkbox"/> Stakeholders' Input (60 minutes) <ul style="list-style-type: none"> ◦ If option B were selected, what would you want it to look like?

	<ul style="list-style-type: none"> ○ <i>What are opportunities and/or mitigation options for decision makers to consider if Option B was selected? (design features?)</i> □ BREAK (10 minutes) □ Stakeholders' Input (30 minutes) <ul style="list-style-type: none"> ○ What are the most important aspects for the decision makers to consider going forward? □ Future Public Involvement (5 minutes) □ Closing Comments and Meeting feedback (15 minutes)
--	--

TOPIC	DETAILS
INTRODUCTIONS	<p>Facilitator asked for everyone to share their name & stakeholder group</p> <p>Stakeholders present represented the following groups:</p> <ul style="list-style-type: none"> ◆ Coalition for Sonoran Desert Protection ◆ Menlo Park Neighborhood Association ◆ Erickson Terrascope ◆ Tucson Audubon Society ◆ Friends of Ironwood Forest ◆ CAPLA ◆ Statistical Research, Inc. ◆ Sonoran Institute ◆ Tucson Historic Preservation Foundation <p>In addition, members present from FHWA and ADOT staff included:</p> <ul style="list-style-type: none"> ◆ Aryan Lirange, FHWA ◆ Jay Van Echo, ADOT ◆ Dayna Wasley, AECOM ◆ Carlos Lopez, ADOT ◆ Laura Douglas, ADOT

TOPIC	DETAILS
MEETING AGREEMENTS	The facilitator referred to the items below and asked for consensus on these meeting agreements:

	<ol style="list-style-type: none"> 1. Be prepared to participate, collaborate, and share pertinent information. 2. Engage in a respectful, thoughtful deliberation. 3. One person speaks at a time: Listen carefully when not speaking. 4. Be open to all perspectives. 5. Keep in mind the large picture (regional interests as they relate to larger needs and priorities), as well as your individual/stakeholder group viewpoint. 6. Turn off or mute all electronic devices, so there are no distractions. 7. No recording devices will be allowed during the meeting. 8. Show up on time 9. Stick to agreed-upon speaking limits
--	---

TOPIC	DETAILS
STAKEHOLDERS' INPUT	Complete chart#2- last column: Identify options related to the interests (HOMEWORK)- see below

CHART #2: STAKEHOLDERS' KEY INTERESTS/ KEY ALTERNATIVES-OPTIONS

letter	Key Interests		Key Alternatives – Options – Mitigation Opportunities / Solutions (Avoid, Minimize, Mitigate)
A	Want to look at what's affected geographically – intangible heritage of landscape		<p>Look at viewshed, from and to historic districts / neighborhoods / river / mountains / places of tribal interest.</p> <p>Consider Tucson's origins and cultural practices of all time periods and cultures. Review criteria used in Santa Cruz River Heritage Area document, Sonoran Desert Conservation Plan document, and Pima County Multi-Species Conservation Plan.</p>

B	Incorporate alternative means of transportation / modes / technology into design package	Increase efforts to expand transit, rail, and other forms of transit options between Tucson and Phoenix.
C	Embrace sustainability within realms of Economic, Environmental, Social, Climate Change mitigation I.e. – should not be encouraging more people to drive personal vehicles.	Refer to NACTO (National Association of City Transportation Officials) for interfaces with urban streets, and collaborate with PAG and local DOTs to reduce freeway usage from intown trips.
D	Protect tangible heritage (cultural resources, i.e. archaeological / architectural resources). Avoid destruction of tangible heritage (i.e. avoid demolition and destruction). Consider known and unknown resources.	Refer to City of Tucson website, reports on archeologically sensitive zones, consult with SHPO & City and County Preservation Office, Tucson Historic Preservation Foundation – get more info on protection of tangible heritage, identify historic districts, location of individual historic properties/resources, information on previously evaluated properties and their significance, issues like vibration, drainage, character-defining features of historic districts. Look at complete surveys before completing a comprehensive assessment. Minimum 264 historical properties would potentially be affected (that are currently surveyed and listed) within the 2000ft potential corridor of impacts (study area) (with center line of I-10). Also need consider social justice impacts to affected neighborhoods.
E	Avoid disruption to river corridors (Santa Cruz and tributaries), habitat, and migratory corridors, wildlife. Footprint, noise, dust, lights- all impact wildlife, both nocturnal and diurnal.	Avoid disruption before, during and after construction. Avoid any new building as the first step. See studies on light, noise and dust and incorporate suggested mitigation into any plans. This could include tunnel construction, wildlife bridges, sound barriers and many other suggestions. Reference existing studies, regional plans and documentation on Sonoran Desert and Santa Cruz conservation. All of this should be completed on the front end of any I -11 planning.
F	Impact of I-10 has already created a separation, some residents still bitter about separation of different barrios from downtown. Disrupts life / character of city. Walkability, bike-ability, connectivity becomes affected, neighborhoods get more isolated.	

	Encroachment into neighborhoods important to consider – neighborhoods can become more separated from city		
G	Evaluate new non-highway options to reduce congestion and assess the cumulative impacts		<p>Consider range of activities / programs / technologies / other proposed highways that cumulatively could address congestion issues (at least in near term)</p> <p>Look at management / design of existing highways (I-10 & I-19) – i.e. ramp metering, etc.</p> <p>Programmatic efforts to reduce congestion – pricing, tolls, bus/shuttle systems, rapid rail system between Tucson/Phoenix.</p> <p>Set of technologies that improve traffic flow – intelligent transportation systems (ITS).</p> <p>Enhancements to existing rail system to accommodate increased freight.</p> <p>Proposed new highways within our region that could relieve congestion along corridor, consider extension of Aviation corridor through downtown (I-210).</p> <p>Goal: relieve/address congestion in near term, put off construction / funding of [bypass] or other major enhancements to I-10 (i.e. tunneling, triple decking, etc.) Revisit in 10-15 years, maybe new technologies will be available then that could further reduce congestion. Look at more near-term traffic modeling rather than 2040 projections. What could local plans better reflect? What more information is needed to better inform near-term planning/modeling? Are all possibilities being considered in current models?</p>
H	Consider economic harm to (small) businesses located along future widened corridor during planning, construction, and after, particularly along I-10 frontage roads		
I	Option B doesn't address the needs for projected population growth, congestion, national security considerations, trade flows, etc.		
J	For all interests – need information on full APE (Area of Potential Effect) to make informed comments.		

TOPIC	DETAILS
STAKEHOLDERS' INPUT	Focus discussion of options related to identified key themes (<i>i.e. Viewsheds, Wildlife Connectivity, Community cohesion, etc.</i>); and stakeholders provide pros and cons of each, working in small groups, and using the <u>Chart below:</u>

GROUP 1 KEY CONSIDERATIONS RE: CORRIDOR DESIGN OPTIONS	PROs	CONs
<p><u>VIEWSHEDS:</u> OPTION #1</p> <p>Restore viewsheds around downtown</p>	<p>Increase economic and cultural resources in area, increase property value</p>	<p>Cost</p>
<p>OPTION#2</p> <p>Use art and screening to abate visual intrusion and noise</p>	<p>Increase visual appeal</p>	<p>Masking – not a permanent fix, potentially expensive</p>
<p>Q&A</p> <p>Q: How achieve this? Eliminate obstacles to viewing? Or restore? A: For example, depress the freeway? Put I-11 and I-10 underground?</p> <p>Q: How would it be different? A: Would be more approachable, better for bikers</p>		
<p>DISCUSSION / COMMENTS</p> <ul style="list-style-type: none"> Noise wall contains views. Also consider different treatments for the wall. 		

<ul style="list-style-type: none"> Decorations between exit ramps – possible to ameliorate view of exits from traffic? 		
<p><u>WILDLIFE CONNECTIVITY</u></p> <p>OPTION #1</p> <p>Create key crossings</p> <p>OPTION#2</p> <p>River restoration, focusing on linear park -increase effort to improve existing linear park along Santa Cruz, other parks downtown</p> <p>OPTION #3</p> <p>Protect and enhance viewsheds from San Xavier del Bac and sacred lands</p> <p>COMMENT</p> <p>I-19 is located along a transportation easement.</p>	<p>Maintain natural migration patterns</p> <p>Giant park, create healthy communities, beneficial to small businesses (cafes, etc.)</p>	<p>Cost, initial funding, use-ability of a park located next to freeway</p>
<p><u>COMMUNITY COHESION</u></p> <p>OPTION #1</p> <p>Put freeway underground from Grant to I-19 to protect historic neighborhoods</p> <p>OPTION#2</p> <p>Focus investment on intraregional transit – dedicated travel lanes, bus rapid transit, rail on arterial roads</p>	<p>Viewsheds, community connectivity, protect historic properties, increase property values, attract businesses</p> <p>Lower traffic on I-10, increase community access</p>	<p>Cost, hydrology</p> <p>Construction time, funding costs</p>
<p><u>ALTERNATIVE TRANSPORTATION AND TECHNOLOGY</u></p>		

<p>OPTION #1</p> <p>Technology changes – ramp meters, tolls, HOV lanes, dedicated through travel lanes, congestion pricing</p> <p>COMMENT</p> <ul style="list-style-type: none"> ♦ Change work schedules- potentially reduce traffic by 12% 	<p>Helping remove vehicles (push off to other transportation options)</p>	<p>Increase cost of using I-10, increase traffic on surface streets, impacts on lower income families</p>
---	---	---

GROUP 2: KEY CONSIDERATIONS RE: CORRIDOR DESIGN OPTIONS	PROs	CONs
<p><u>VIEWSHEDS:</u></p> <p>OPTION #1</p> <p>Put corridor underground in selected areas</p> <p>OPTION#2</p> <p>Minimize lighting impacts</p> <p>COMMENT</p> <p>Tunneling under historic properties risks damaging properties (vibration etc.)</p>	<p>Preserve historic neighborhoods, no need for decorated walls</p> <p>Maintain dark skies for people and wildlife</p>	<p>Cost, disruption to traffic, hydrology, archaeological concerns, safety concerns</p> <p>Safety</p>
<p><u>WILDLIFE CONNECTIVITY</u></p> <p>OPTION #1</p> <p>Build wildlife crossing infrastructure (bridges or tunnels) S of Canoa ranch, N of Santa Cruz county, Tucson to</p>	<p>Reconnect large habitat</p>	<p>Cost, private property</p>

<p>Tortolita Mountains, Ironwood Forest National Monument to Picacho Mountains, plus more</p> <p>Increase crossings in specific areas Ironwood forest - Picacho mountains</p> <p>OPTION#2</p> <p>Watershed integrity</p>	<p>blocks, reduce wildlife/vehicle collisions</p>	<p>acquisitions through eminent domain</p>
<p><u>WATERSHED INTEGRITY</u></p> <p>Tiered approach to avoid impacts first, minimize impacts (through design), then mitigate impacts (off-site as last option) (Santa Cruz river corridor)</p>	<p>Preserve existing habitat and endangered species (such as Gila topminnow), maintain already created recreation areas</p>	<p>Reduces options of highway buildout (width and height)</p>
<p><u>COMMUNITY COHESION</u></p> <p>OPTION #1</p> <p>Put corridor underground in selected areas</p> <p>OPTION#2</p> <p>Close off some of arterials crossing under the corridor</p>	<p>Reconnect neighborhoods, improve downtown as a destination (especially West side to downtown), improve economic viability</p> <p>Provide safe alternative transportation routes, reconnect neighborhoods, enhance safety</p>	<p>Cost, long term disruption to local historic neighborhoods, impacts to hydrology, safety, traffic</p> <p>Potential traffic disruption</p>

<p>COMMENTS</p> <ul style="list-style-type: none"> ♦ Tunneling comes up a lot, great way to mitigate historic sites, comes down to \$\$\$. Tier 2 will look at it as an option. Tunneling can be done from an engineering standpoint, and public has to pay for it. Decision to put underground would be a local decision. 		
--	--	--

GROUP 3: KEY CONSIDERATIONS RE: CORRIDOR DESIGN OPTIONS	PROs	CONs
<p><u>VIEWSHEDS + WILDLIFE CONNECTIVITY + COMMUNITY COHESION:</u></p> <p>OPTION #1</p> <p>Capped highway with a tunnel (trains /trucks in tunnel, cars enter/exit the cap). Parks / business on top of tunnel. Train goes to Phoenix.</p> <p>OPTION#2</p> <p>Suspended highway (raised road bed). Under area is pedestrians, bikes, businesses, etc. Suspended area for traffic. No walls</p>	<p>Improve cohesion, economic, reduce air / sound pollution, better views, open space, less light pollution</p> <p>Reduce pollution (noise light etc.). No walls</p>	<p>Construction disruption, safety, lower traffic flexibility</p> <p>Potential engineering first, cost</p>

TOPIC	DETAILS
<p>STAKEHOLDERS' INPUT</p>	<p>If option B were selected, what would you want it to look like?</p> <ul style="list-style-type: none"> ♦ Corridor should be hidden (and permeable -allowing people and animals to cross through) as much as possible. Park deck idea (below grade with a deck, on same level as streets are currently) – where traffic goes under – between downtown and west side, a park deck with open space / development on top of it, would make downtown a bigger area. That “deck” could become quite valuable in terms of how it enhances the city. Would grant

	<p>Tucson a good reputation if this were achieved. Reconnects the grid. Grant ability to go through to other side, see other side.</p> <ul style="list-style-type: none"> ◆ If has to be above ground, then get rid of “wall” / impermeability – options could include a suspended highway and closure of some of the arterial streets to create greater connectivity. For example, certain places under I-10 would be just for bikes (i.e. dangerous undercrossing like Speedway). ◆ Either go above grade, with permeability and visual “invisibility”, or go below grade with deck park. Either go up, or go down, either with bridges or tunnels. ◆ <u>Co-location: I-11 would be combined with I-10/I-19. Not adding a new freeway alongside existing.</u> ◆ Need make enhancements where congestion will be most likely to occur. Expansions don’t have to occur along entire way from Nogales – Phoenix. Break down into specific areas to see what traffic needs will be. ◆ Ground level continuum important – for wildlife, bicyclists, etc. ◆ Bridges / tunnels in key locations – need include options for wildlife connectivity. Need improve access for wildlife. ◆ Option B would not look like what it looks like today. I-10 currently a blight. ◆ Pull city back together through tunneling etc. <p>Note: hard to discuss these options b/c only in Tier 1, will know more about potential specific impacts when enter Tier 2 process.</p> <p>Note: ADOT is criticized when come too late with information, purpose of this exercise is to look at all potential options and let these conversations inform the next stage.</p> <p>Q: How can we be become a consulting party in Sec. 106 process?</p>
--	---

	A: FHWA sent THPF an invite on April 11th. FHWA asks that THPF let them know if this invite was not received.
--	---

TOPIC	DETAILS
STAKEHOLDERS' INPUT	<p><i>What are opportunities and/or mitigation options for decision makers to consider if Option B was selected? (design features?)</i></p> <ul style="list-style-type: none"> ◆ Stakeholders should be involved early, and at every step of the way until the end. Continue to check in and listen to stakeholders. <p>A: Who are the decision-makers?</p> <p>Q: ADOT -Transportation Board funded the Tier 1 EIS Study. Team will make recommendations to FHWA AZ Division Administrator Karla Petty. Will look at trade-offs, pros and cons of different options, then make decision based on all the information collected, including impacts, cost and benefits.</p>

TOPIC	DETAILS
STAKEHOLDERS' DISCUSSION	<p>What are the most important aspects for the decision makers to consider going forward?</p> <ul style="list-style-type: none"> ◆ Group wants ground-level re-connectivity, and full consideration of: Viewsheds, wildlife corridors, historic properties, walkability– (include all group Post-it information gathered earlier.) No walls – at grade. Eliminate all other walls. Ground level pedestrian / wildlife / non-motorized connectivity is desired. ◆ Project should improve quality of life of this city. ◆ Project should reflect vision of Tucson community as represented by Stakeholder Group B, and Stakeholder Group B should be involved throughout the project life. ◆ Project should reflect the community's Sonoran Desert Conservation Plan.

	<ul style="list-style-type: none"> ◆ We embrace innovation to consider future transportation needs of our region. ◆ Identify and respect historic properties / resources. ◆ Empower stakeholders to be decision makers. ◆ Project should address future areas of congestion – need be identified more specifically. <p>Note: public hearings will be next time for public input. Public comments accepted any time until ROD is signed (late 2019).</p> <p>Q: When is the cut-off date for documents to be considered for draft EIS?</p> <p>A: Just to be in the DEIS and considered in the decision, would be early August. For the input to be seen by the Cooperating Agencies during their review, then needs to be by early May.</p>
--	---

TOPIC	DETAILS
FUTURE PUBLIC INVOLVEMENT OPPORTUNITIES DISCUSSION	<p>QUESTIONS/COMMENTS:</p> <p>Q: When can stakeholders make comments on document?</p> <p>A: Once the DEIS is released, the public and other stakeholders have 45 days to review and document and provide any comments. During that 45 days, ADOT and FHWA will hold public hearings throughout the study area and the project website will contain additional avenues to comment. The current schedule is for all of this to occur before the end of the year.</p> <p>Q: Who takes the lead on cultural impacts?</p> <p>A: Linda Davis, ADOT Major Projects Historic Preservation Specialist</p> <p>Comment: Could have started this process by looking at current existing design of the road and critiquing the current layout.</p>

	<p>Note: Could have started with potential effects of specific impacts, would have made more progress if started there. Could have moved into discussions earlier – Meeting #3 more effective than previous meetings.</p> <p>ADOT/FHWA could have taken ASR document, condensed it down for meeting participants, then guided conversation on specific points. A lot to dig through for these meetings. Could have stated where impact corridor would be, would have accelerated these meetings. For future, attempt to provide greater focus / specific maps for stakeholders.</p> <p>A: FHWA/ADOT was challenged to share requested maps, because they could not create anything special for these groups.</p> <p>Comment: Would have been beneficial to have better maps.</p> <p>Q: Were these stakeholder meetings value added?</p> <p>A: FHWA/ADOT learned a lot, i.e. that double decking I-10 isn't really a palatable solution. Also understand that it is important to choose options that will promote a far greater unified Tucson metro area.</p> <p>Q: Why didn't we have greater than 50% participation from the original stakeholder groups in this process – was it possibly a reflection on design / process of these meetings?</p> <p>A: Nine out of original seventeen interest groups participated. Two of the stakeholder representatives had business and personal issues arise that prevented them from participating. It was a considerable time commitment to participate.</p> <p>DISCUSSION:</p> <ul style="list-style-type: none"> ◆ We worry about artificial separation between options – issues being discussed are all-encompassing, not limited to option B vs. Option C/D.
--	---

	<ul style="list-style-type: none"> ◆ Discussing getting B and C/D groups together to hold a separate meeting, keep going and look at these issues together. Additional maps will be added to Dropbox before next C/D meeting, then stakeholders will discuss getting the two groups together. ◆ Tenor of 1st meeting was very different from 3rd meeting. Stakeholders with business interests may have been more interested in this type of conversation vs. Meeting #1. ◆ Support idea of this corridor, so long as impacts are mitigated (compared to C/D option) ◆ Need to address congestion, facilitate freight, expand economic opportunities. ◆ Could have started by talking about what is wrong with current I-10/ I-19 set up. That would have given the group a good focal point on which to start conversation.
--	---

TOPIC	DETAILS
CLOSING COMMENTS	<p>Closing comments:</p> <ul style="list-style-type: none"> ◆ ADOT – this process has been very helpful. Recognize value public brings to projects like this. Good to hear from community re: “what did we miss?” Want science/technology to look at impacts, embrace impacts. Helps ADOT know if did deep enough dive into alternatives. Thanks for everyone’s hard work and input. ◆ FHWA – Genesis of these meetings was derived from the ASR public outreach process. Helped gather more substantive information/concerns than gathered previously from comments. Will be thinking about how everything discussed gets incorporated into a Tier 1 Draft EIS document. Appreciate everyone’s time and the ideas that came up. Look forward to Nov. Dec. when the next public review opportunity come around. ◆ Participants thanked federal and state agency representatives for the time and effort required for all the meetings ◆ Participants thanked the US Institute for time, energy and resources to conduct these meetings.

Appendix G: Group C/D Meeting #3 Highlights

I-11 Corridor Stakeholders Engagement Meeting Notes ***Group C/D – April 26, 2018***

Wheeler Taft Abbett Sr. Library
7800 N. Schisler Drive
Tucson, AZ 85743
12:30 p.m. – 4:00 p.m.

BACKGROUND:

The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) are preparing a Tier 1 Environmental Impact Statement (EIS) for the Interstate 11 (I-11) Corridor between Nogales and Wickenburg, Arizona. The Tier 1 EIS will assess the potential social, economic and natural environmental impacts of a No Build Alternative and a reasonable range of Build Corridor Alternatives for a proposed transportation facility within the I-11 Tier 1 EIS Corridor Study area. The Notice of Intent to prepare the I-11 Tier 1 EIS was issued in May 2016. Since then, FHWA and ADOT have conducted public and agency scoping meetings, outreach to tribes and stakeholders, and completed an alternatives development and screening process.

FHWA and ADOT have invited the U.S. Institute for Environmental Conflict Resolution (U.S. Institute) to facilitate meetings with interested stakeholders regarding the I-11 Tier 1 EIS Corridor Study in Pima County, to augment the ongoing public input effort. The objective of these stakeholder group meetings is to provide a method for additional productive Pima County community conversations to inform the Interstate 11 Corridor Environmental Impact study with more specifics regarding individual community concerns and preferences to enable technical analysis and planning.

This is the last of three meetings for the C/D Study Group, which includes stakeholders located in the geographical area west and northwest of the Tucson mountains.

AGENDA ITEMS & HIGHLIGHTS

TOPIC	DETAILS
WELCOME & INTRODUCTIONS	The US Institute's 3 rd party neutral facilitator, Joy Keller-Weidman, welcomed everyone. Introduced herself, as Senior Program Manager, Transportation Sector; and the Senior Program Associate, Mitch Chrismer, who will be co-facilitating and notetaking.

TOPIC	DETAILS
MEETING OVERVIEW	<p>Reviewed the Meeting#3 Outcomes & Agenda Items</p> <p><u>OUTCOMES:</u></p> <ul style="list-style-type: none"> • Understand the values, interests and characteristics most important to the stakeholders • Identify potential impacts/benefits of proposed corridors based on local knowledge within the stakeholder group <ul style="list-style-type: none"> ◦ Identify ways to mitigate/promote those • Explore creative alternatives/options moving forward that address concerns • Inform decision-makers re: what is most important to stakeholder groups <p><u>AGENDA</u></p> <ul style="list-style-type: none"> <input type="checkbox"/> Meeting overview (Meeting outcomes, agenda & meeting agreements) (10 minutes) <input type="checkbox"/> Stakeholders' Input (50 minutes) <ul style="list-style-type: none"> ◦ Focus discussion of options related to identified key themes (<i>i.e. Viewsheds, Wildlife Connectivity, Community cohesion, etc.</i>); and stakeholders provide pros and cons of each (small groups) <input type="checkbox"/> BREAK (10 minutes) <input type="checkbox"/> Stakeholders' Input (80 minutes) <ul style="list-style-type: none"> ◦ If option C/D were selected, what would you want it to look like? ◦ <i>What are opportunities and/or mitigation options for decision makers to consider if Option C/D was selected? (design features?)</i>



	<input type="checkbox"/> BREAK (10 minutes) <input type="checkbox"/> Stakeholders' Input (30 minutes) <ul style="list-style-type: none"> ○ What are the most important aspects for the decision makers to consider going forward? <input type="checkbox"/> Future Public Involvement (5 minutes) <input type="checkbox"/> Closing Comments and Meeting feedback (15 minutes)
--	---

TOPIC	DETAILS
INTRODUCTIONS	<p>Facilitator asked for everyone to share their name & stakeholder group</p> <p>Stakeholders present represented the following groups:</p> <ul style="list-style-type: none"> • Avra Water Co-op • Sonoran Institute • Friends of Saguaro National Park • Coalition for Sonoran Desert Protection • Arizona Heritage Alliance • Avra Valley Coalition • National Parks Conservation Association • Caterpillar • Freeport McMoran • Marana Unified School District • AZ Sonoran Desert Museum <p>In addition, 1 staff member was present from FHWA and 4 from ADOT.</p> <ul style="list-style-type: none"> • Aryan Lirange – FHWA • Laura Douglas – ADOT • Carlos Lopez– ADOT • Jay Van Echo– ADOT • Kim Noetzel– ADOT

TOPIC	DETAILS
MEETING AGREEMENTS	<p>The facilitator referred to the items below and asked for consensus on these meeting agreements:</p> <ol style="list-style-type: none"> 1. Be prepared to participate, collaborate, and share pertinent information. 2. Engage in a respectful, thoughtful deliberation. 3. One person speaks at a time: Listen carefully when not speaking. 4. Be open to all perspectives. 5. Keep in mind the large picture (regional interests as they relate to larger needs and priorities), as well as your individual/stakeholder group viewpoint. 6. Turn off or mute all electronic devices, so there are no distractions. 7. No recording devices will be allowed during the meeting.

TOPIC	DETAILS
STAKEHOLDERS' INPUT	<p>Focus discussion of options related to identified key themes (<i>i.e. Viewsheds, Wildlife Connectivity, Community cohesion, etc.</i>); and stakeholders provide pros and cons of each, working in small groups, and using the <u>Chart below:</u></p>

GROUP 1 KEY CONSIDERATIONS RE: CORRIDOR DESIGN OPTIONS	PROs	CONs
<p><u>Invasive Species:</u></p> <p>OPTION #1</p>	<p>If have funding will</p>	<p>Cost, also in future may</p>

Source of ongoing maintenance funding needed – buffelgrass will spread inevitably, will require ongoing maintenance to restrict spread from roadside. OPTION#2	reduce spread of invasive species. Treat roadsides continuously	need worry about additional invasive species
<u>WILDLIFE CONNECTIVITY</u> OPTION #1 Passes: overpasses /underpasses -both will be needed, exact locations TBD	Connectivity for wildlife (but still limits it), fewer vehicle/wildlife traffic accidents	Current studies on endangered species may not be relevant in future / when project is actually implemented. Don't have enough data to say where crossings are needed, or what kind.
<u>Water and air quality</u> OPTION #1 Design should protect the aquifer and protect air quality through any means available OPTION 2 Protect aquifer/wells from runoff from flooding	Protect from oil runoff from roadways, protect from potential hazmat situations on roadways, improve emissions for air quality Protect aquifer, protect property	
<u>Economic impact of highway</u>		



<p>OPTION #1</p> <p>Avoid existing businesses</p>	<p>Maintain existing open space (owned by businesses), maintain quality of experience in Parks, maintain economic benefits / stability of local businesses; ensure govt permits and agreements are preserved</p>	<p>Constrain design around existing businesses</p>
<p><u>Light and Noise Pollution</u></p> <p>OPTION #1</p> <p>Limit on/off ramps</p> <p>Limit highway lighting</p>	<p>Minimize development around highway that leads to more light/noise pollution. Better quality of life, community cohesion, maintains dark skies, better for wildlife</p> <p>Limiting light pollution</p>	<p>Potential safety issues</p>
<p><u>COMMUNITY COHESION</u></p> <p>OPTION #1</p> <p>Bike path – run parallel with freeway</p>	<p>Better connect communities, separate</p>	<p>Will need corresponding infrastructure to be built</p>

	bikes from cars	(such as water). Increases cost
<u>Viewsheds</u>		
Option 1	Protect viewsheds from parks	Potential flooding issues – changes in landscapes will change where water goes and impact neighborhoods
Berms, depressions		

GROUP 2 KEY CONSIDERATIONS RE: CORRIDOR DESIGN OPTIONS	PROs	CONs
<u>VIEWSHEDS:</u> OPTION #1 Possibly bury highway altogether? Depends if road built with intent to improve access to areas or just move freight through area – “cut and cover” method of building freeway, use natural materials to camouflage. Depress highway below grade or screened with vegetation and earth to absorb sound.	Blend into natural landscape, control light / sound. Lower sound and visual impact, lower light pollution.	Cost, may not mitigate all impacts. May not be possible to do with right of way constraints.
<u>Economic impacts:</u> OPTION #1 Mineral potential beyond actual current mining sites - avoid impacting where future mining activities could occur. Maintain a 1000ft buffer around areas where mining could occur to avoid disrupting areas of mineralization – don’t want to limit mining operations and potentially lose mineral interests.		
OPTION#2 Saguaro NP visitor experience could deteriorate, tourism to park could go down.	Easier access to park	Tax park resources,

<p>OPTION 3</p> <p>Depress freeway near park</p>	<p>Visual impact reduced, lower sound, noise</p>	<p>degrade visitor experience</p> <p>Cost, may not mitigate all impacts</p>
<p><u>Invasives:</u></p> <p>OPTION #1</p> <p>Buffelgrass issue could be exacerbated if new freeway built – will need long-term commitment to control / mitigate / monitor spread of buffelgrass. No way to avoid - all disturbance will impact this issue. To minimize impact, use best practices in construction. To mitigate impact, will require an intensive program to monitor and remove plant incursion.</p>	<p>Reduce net gain of expansion of buffelgrass – create a loss goal</p>	<p>Costly, may not mitigate all impacts</p>
<p><u>Cultural impact:</u></p> <p>OPTION #1</p> <p>Concerns about impacts to McGee(ville?) Ranch community – and other places with historical/cultural significance to landscape – need to avoid impact as much as possible. Also avoid Indian lands, Saguaro NP, Ironwood, BLM parcels, TMC, CAP, etc. Protect current sites and potential new discoveries.</p>		
<p><u>WILDLIFE CONNECTIVITY</u></p> <p>OPTION #1</p> <p>Pick a good alignment – pair path with existing infrastructure (i.e. immediately downstream of CAP where water flow is already reduced) - would help avoid impacts</p> <p>OPTION#2</p> <p>Wildlife crossings – build on existing areas of connectivity that exist in CAP. Could also cross CAP where needed as net benefit to fragmentation.</p>	<p>Improve existing connectivity</p>	<p>May not fully mitigate impacts, costly, additional study may be necessary</p>

<p>OPTION #3</p> <p>Locate next to CAP</p>	<p>May minimize impact, crossings well defined by CAP</p>	<p>May not be lower impact due to other considerations</p>
<p><u>COMMUNITY COHESION</u></p> <p>OPTION #1</p> <p>Access control – access creates traffic issues, wildcat development. Place corridor in places where growth wanted / merited. Local govts control growth – access on I-11 should correlate with growth plans for the region. No access to corridor where growth is not appropriate. Add improvements to connectivity where merited (i.e. access to SNP).</p> <p>OPTION#2</p> <p>Improvements to connectivity where merited (i.e. allow for easier access to Saguaro NP)</p> <p>NOTE: Interstate will be built in increments, not all at once.</p>	<p>Highway should not contribute to unintended growth, communities that need access can get it</p>	<p>Possible can't fully control access. Political change could remove agreements. Easement along highway corridor (i.e. 1ft no access easement along highway restricts building) – durable agreement that acts as solution</p>

GROUP 3 KEY CONSIDERATIONS RE: CORRIDOR DESIGN OPTIONS	PROs	CONs
<p><u>VIEWSHEDS:</u></p> <p>OPTION #1</p> <p>Bury or recess the road – address concerns related to 30ft Palo Verde canopy. i.e. depress Sandario road for local access, or bore under</p> <p>OPTION#2</p>	<p>Minimize all impacts, create opportunities for wildlife bridges at grade. Maintain natural/cultural /rural landscape, dark skies, mitigate noise/ light</p>	<p>Cost; 80ft right of way would require building 5 tiers below ground (to meet 400ft requirement of road). Access for local school buses, EMS, areas like Tucson MP, Olde Tucson,</p>

		etc. would be impacted
<p><u>WILDLIFE CONNECTIVITY</u> OPTION #1</p> <p>Some species prefer habitat at high slope (i.e. bighorn). Historical migration patterns for bighorn vast and well known. Bighorn would prefer a bridge; would need huge openness index if going under a structure. Other species require shelter for a crossing. Microclimates needed for other species (i.e. smaller species). Openness index is critical for underpasses.</p> <p>OPTION#2</p> <p>Linear features isolate Tucson mountains, lead to gene pool stagnation. Need un-isolate Tucson mountains. Wildlife bridges needed (Avra Valley Road at I-10). Other bridges will require land purchases (i.e. N and S of BOR corridor, near Ironwood, near Saguaro NP, Southern Pinal per NAU / AZGFD, etc.). Linkage across I-10 near Pinal county needed. Need address E/W crossing issues in Avra valley.</p>	<p>Avoid extinction, reduce threats to rare species, promote gene exchange, avoid vehicle/wildlife collisions, ecosystem benefits to humans</p>	<p>Cost</p>
<p><u>COMMUNITY COHESION</u> OPTION #1</p> <p>Burying. Allow access for local traffic, maintain existing access to Tucson MP, Old Tucson, Desert Museum, etc. Whole valley is cultural landscape for native Americans. Gunsight and other identified National Historic Registry eligible sites. Avoid all cultural sites.</p>	<p>Maintain quality of life, maintain viewsheds</p>	
<p><u>Invasive species</u> OPTION #1</p> <p>Buffelgrass, other invasives have already impacted large areas of Sonoran Desert. Spraying alone not</p>	<p>Burying roadway is a</p>	

completely effective at reducing spread. Spread easily after fire. Can be lit easily during fire season (i.e. from a spark from a chain on a vehicle).	useful design option for fire prevention	
<u>Wash integrity</u> OPTION #1 Avoid changes in natural regime. Widely distributed channel system – may require freeway elevation. High likelihood of challenges with 10,000 CFS flows along Brawley /Los Robles system. Elevate roadway as in FL, LA, etc.	Maintain watershed integrity, avoid changes in natural regime. Avoid floodplain.	Elevation would adversely impact wildlife connectivity, viewsheds
<u>Cultural</u> OPTION #1 Area important to Tohono O’odham. Number of identified areas of cultural importance, including the gun site – known to SHPO already, potential route could infringe. Important to avoid cultural sites		

Stakeholder comment: Many other issues not covered in above discussion, need more study on many other items.

TOPIC	DETAILS
STAKEHOLDERS' INPUT	<p>If option C/D were selected, what would you want it to look like?</p> <ul style="list-style-type: none"> • No-build preferred. • Design should serve all key stakeholders and meet environmental demands with no negative impacts to any stakeholder (especially environmental). Low impact, reduce visibility, good accessibility -all important aspects to consider. Serve needs of school children in area. • Meet pedestrian, bicycle, and local traffic needs in the corridor while moving express traffic through as well. • Prefer to protect open space – greater need to do that than increasing the number of visitors to Desert Museum / Saguaro NP. • Prefer highway be invisible from Tucson mountains. Sound, noise, etc. • No impact on connectivity for wildlife – easy for all wildlife to migrate through.



	<ul style="list-style-type: none"> • Keep open space agreements already in place, control development that could occur on/near on ramps etc. i.e. control over where gas stations go. • Land acquisition along development, connectivity, open space preservation, crossing for all wildlife (no impact on connectivity). • Ongoing revenue for invasive species control – constant stream of funding for maintenance / protection from invasives. • Serve local and inter-state needs – i.e. keep roads in place that already provide access to Saguaro NP, desert museum, etc. • The I-11 in Avra Valley avoids impacts to environmental, cultural, and economic assets while minimizing impacts by a screened or below grade design. Ecological connectivity is improved from the current conditions with well-placed wildlife crossings that cross the CAP along with the I-11. The highway is invisible from the Tucson mountains and cannot be heard or smelled from nearby communities. Access is fully controlled and permanently limited in areas of high sensitivity. • Enclosed freeway – but minimization of ground disturbance also important to avoid impacts from invasives. Entry point, bored, 2-tiered to keep truck traffic separate from car traffic, light rail. Use top to address wildlife corridors, parks, trails. This design would proactively address light, sound, fire concerns, flood control, odor, air pollution, dust (minimize Valley fever spread), and viewsheds. • Protect Freeport reserves and interests, protect Caterpillar assets in area. I-11 should go around Freeport and Caterpillar properties (to either side). • Operations at the Sierrita Mine cannot be disrupted for the life of the mine, including future reserves. • Keep corridor as narrow as possible with lots of wildlife crossings. • Recessed below grade level – preferably based underground to minimize impact to viewshed and maintain connectivity of wildlife habitat between Tucson mountains and Waterman mountains. The underground option would also maintain rural quality of life for existing residents. Also helps existing surface transportation routes. • There would be sufficient wildlife crossings to assure wildlife connectivity at the same level as now. • In crossing the Tucson Mitigation Corridor (TMC), the highway would be at grade level, with sufficient wildlife crossings. An elevated highway through TMC is unacceptable. If the current restrictions on development within the TMC could not be modified, then that is a good reason not to select Option C/D. • Access should be very limited in the portion of the highway between Avra Valley Road and the southern border of the TMC. This should be done in a way that eliminates or greatly reduces the development of fuel,
--	---

	<p>food, lodging, or other transportation service facilities along this portion of the highway.</p> <ul style="list-style-type: none"> • Control the spread of buffelgrass in Avra Valley.
--	---

TOPIC	DETAILS
CLOSING COMMENTS	<ul style="list-style-type: none"> ◆ Q: How were stakeholders selected for this process? Likely other stakeholders that would want / should be part of this process. <ul style="list-style-type: none"> • A: After ASR public meeting phase, FHWA decided to do deeper dive, decided to establish this process, asked consultants to research records from Scoping and ASR meetings, collect email addresses for organizations, found 68 total organizations, sent emails to each of those organizations, asked for nominations for individuals from those organizations, and asked for those orgs to nominate any other individuals that might be interested in this process. Every nomination was placed in this process. No one turned away. <p>This group / process is designed for non-governmental organizations. Federal, State and Local Agencies, along with Tribal, such as the Tohono O’odham Nation, outreach is a separate process.</p> ◆ Thanks all for putting this all together, not an easy task to put things together like this, thanks ADOT/FHWA/Institute. ◆ Thanks, great to hear all of these specific issues, very eye-opening, great learning experience, hopefully will be more like this in the future. ◆ This was an excellent process, wish we had more time / meetings to address all issues, many issues not covered in this limited time, Avra valley unified in opposition to C/D route. Hope process continues. ◆ ADOT: Thanks everybody; we all know public process / democracy can be messy. Goal was to hear from everyone. This process will continue. Only in Tier 1 EIS right now. Still will be another environmental analysis. This is a learning process for State & FHWA. Appreciate everyone’s time on this. ◆ FHWA: Appreciate everyone’s time, appreciate feedback developed. USIECR report comes next, then continue NEPA process to look at pros and cons.

This page intentionally left blank



**Additional Written Public Comments Received Since the
Conclusion of the Public Comment Period**



This page intentionally left blank

Appendix H-1				
Reference #	Comment Type	Comment	Date Received	Nature of Comment
5185	Web	Roads cause water, air, light and noise pollution, destroy habitat for hundreds of native species, increase animal mortality and provide avenues for exotic species invasion. If I-11 must be built (and I hope that it doesn't), its corridors should ALWAYS use existing transportation right-of-ways whenever possible.	6/3/2017	negative
5186	Web	Please use existing corridors rather than building new roadways. The environment has enough things assaulting it without this, too.	6/3/2017	negative
407	Web	I am opposed to this option because it runs through Avra Valley, a beautiful natural area that should be preserved. The corridor would also bring further development to the area which would further disturb the natural environment. The damage caused by constructing the corridor in the Avra Valley would be irreversible.	6/3/2017	negative
407	Web	I am opposed to this option because it runs through Avra Valley, a beautiful natural area that should be preserved. The corridor would also bring further development to the area which would further disturb the natural environment. The damage caused by constructing the corridor in the Avra Valley would be irreversible.	6/3/2017	negative
5190	Web	I believe it would make much more sense to widen Maricopa Road and create an access road from mid Maricopa Road around South Mountain. The congestion is between the city of Maricopa and the Phoenix area - not South of Maricopa City.	6/3/2017	negative
4043	Web	I am opposed to Corridor Alternatives C & D which will negatively impact Saguaro National Park and Ironwood Forest National Monument. We are ranchers in the Altar Valley concerned about watershed management. Pima County has worked hard to manage growth via the Sonoran Desert Conservation Plan and Multi-Species Habitat Plan and it does not make sense to open up new development corridors. Please work to utilize existing transportation corridors that are already developed.	6/3/2017	negative
5191	Web	I am opposed to the addition of the interstate 11. It will ruin Saugaro West national park. It is already congested enough. People flock to the national park for its natural beauty. I am appalled an interstate is planned to pillage this land. As it is Residents of Marana use the national park as a commuter road to get to Tucson. Please consider another place.	6/3/2017	negative
5193	Email	Dear ADOT: I appreciate the opportunity to comment. Here are my thoughts (I am a life-long Maricopa county resident & travel our highways frequently throughout the state on business). Preferred Route: A to C to E to I to L to N to R to S to T. Because I-11 should be its own freeway as much as possible. The I-10 is already overloaded and trapped by surrounding development - it can't really grow to accommodate the additional traffic. Also, if I-11 is separate from the I-10 it will be able to serve the much under-served communities like Goodyear and City of Maricopa. Priority Section: It is critical to complete the central section. Because the congestion on I-10 between Casa Grande and Buckeye is intense. I-10 currently combines in-city traffic with international/interstate trucking traffic at dangerous levels. I-11 could help pull some of this interstate/international traffic out of the congested metro area. Also communities such as the City of Maricopa are under-served by freeway connectivity. This central section of I-11 can't come soon enough. Thank you!	6/3/2017	positive

Reference #	Comment Type	Comment	Date Received	Nature of Comment
5194	Web	Please run I-11 with option J to connect with Interstate 8. Option J would be the least imposed option running through or near our homes and ranches. Option J would not run west of residential areas where it is open vacant land. We don't want ranch land taken away or the added noise of a local interstate, we moved out here for a reason. We have livestock, land a peace and quiet with night sky and no light pollution.	6/3/2017	negative
5194	Web	Please don't take our quiet dark area away! We have ranches land and animals! Take your highway and run it through an area that is open with option J.	6/3/2017	negative
5195	Web	I oppose this alternative as being way too close to Saguaro National Park East, Tucson Mountain Park, Pima County's Conservation Land System and critical wildlife corridors.	6/3/2017	negative
5195	Web	I strongly oppose this alternative. It would be highly disruptive to Ironwood Forest National Monument as well as other natural areas and wildlife corridors.	6/3/2017	negative
5195	Web	I strongly oppose this alternative. This would have devastating impacts on Ironwood Forest National Monument as well as other important habitat and wildlife corridors.	6/3/2017	negative
5195	Web	Several of the alternatives proposed would have highly significant, adverse effects on protected areas, critical wildlife habitat and lands protected under Pima County's Habitat Conservation Lands System. This an unacceptable tradeoff. I strongly support further alternative analysis examining utilization of I-10 with a Tucson to Phoenix railroad running parallel to it. We should not build a highway to go around I-10. I strongly support Pima County's 2007 Resolution No. 2007-343.	6/3/2017	negative
3716	Email	I-11 Study, I wish to reach out to you. We own land in Eloy and in Tonopah, Arizona. In the Eloy area, I-10 proposed route in our opinion will face congestion. We prefer the Baumgarten Road route F because there are less number of land owners to deal with and avoid the congestion issues. We also believe the western boundary line of the study area will be better for the Buckeye/Tonopah area route. This should fall around 355th Ave to 429th Ave. Currently west valley residents have no north/south freeway in this area. As the population of Phoenix grows, the growth will go westward, since that's where the majority of available private land is. Having the appropriate infrastructure, such as freeways, will really grow this area and make it a desirable place for many residents to live.	6/3/2017	neutral
5196	Email	I oppose building a new freeway through the Astra Valley.	6/3/2017	negative
5197	Web	I object to the construction of the I-11 corridor. This is through a beautiful, relatively undisturbed area that is home to wildlife and appreciated by outdoors people and those of us who value wild places. We need to leave those places alone. If changes are necessary, do them in areas that are less pristine.	6/3/2017	negative
5198	Web	I am not in favor of I-11. Congestion on I-10 can be solved in other ways. Much of the congestion occurs at commute hours. Encouraging carpooling, developing light rail, or considering other alternatives can help with congestion. Building another highway in a natural area will add more light pollution, cut off migratory / travelling / hunting paths for animals, and mar the beauty of the area. I am firmly against this plan for environmental and other reasons.	6/3/2017	negative
5199	Web	Construction of this corridor would bring destruction to the Sonoran desert and its fragile ecosystem. Established national areas would see an increase in traffic and with it an increase in devastation.	6/3/2017	negative

Reference #	Comment Type	Comment	Date Received	Nature of Comment
5200	Email	I am writing to express my support for an expansion of existing infrastructure rather than an I-11 corridor thru Avra Valley. I believe enhancing existing infrastructure would help to: Supporting existing businesses. Improving the conditions and infrastructure for the large population in Tucson. Be cost efficient by building on what we have rather than creating a additional long term cost to maintain an entirely new corridor. Avoid the destruction of additional habitat. Avoid negative impacts to wildlife. Avoid negative impacts on tourism and the environment by avoiding a new commercial corridor between our precious public lands.	6/3/2017	positive
4255	Email	I suggest I-11 should continue south of Wickenburg as a phoenix bypass to I-10 then continue to I-8 converting the 85 to freeway, but then from the I-8 at Gila Bend to Nogales the current I-8 I-10 and I-19 should be expanded rather than build a new freeway which will effectively drive parallel to I-10 and in some places be less than 5 miles separate from I-10. When they are going to be that close it makes no sense to build new infrastructure rather than just expand the freeway that already exists.	6/3/2017	negative
5202	Email	Dear Sirs, I am a resident of Picture Rocks area west of Tucson and live almost on the boundary of Saguaro National Park West. I strongly oppose the proposed routing of the Interstate 11 connecting Wickenburg to Nogales on the following grounds: There is already a six lane interstate 10 which bisects Tucson running south to El Paso and via I-19 to Nogales. Much money and effort was spent on this in the preceding decade, to upgrade sections which run through Tucson and a long part of the distance between Phoenix and Tucson. 2. Seriously impact Saguaro West National Park. It would be an environmental disaster having the route primarily carrying heavy Freight lorries, located so near to a National Park. Tourists come from the world over to visit Saguaro NP for its biodiversity, peacefulness and beauty. These would be destroyed if a major six lane highway was* visible and/or audible *from the viewpoints and hiking trails of the Park. 3. Very unlikely to be used by Tourists. I am speaking as a foreigner who has chosen to live in the desert. Previously we visited as tourists almost every year from 1985 till 2006 when we came to live in Tucson. Tourists will like us choose to make road trips within Arizona linking up the National Parks and also into and through Colorado, Utah and New Mexico. I do not agree that tourists shall utilise this road, it shall not take them to the areas that they wish to visit. There are so many spectacular places to visit specifically National Parks in Utah and the Grand Circle, in the east of the State, Petrified Forest NP, Canyon de Chelly, White mountains etc and many of southern Arizona's highlights are also in the SE of the State, Chiricahua, Tombstone, Elgin Vineyards/Patagonia etc. 4. Trade in context of the Policies of the current US Government. I understand the road is to encourage trade between the US, Mexico and Canada- but I thought the US Government current policy states that:- they wish to withdraw from NAFTA, restrict imports from Mexico, - in fact build a wall along the border to restrict migration of workers from Mexico to any part of US. It is nonsensical to allow Mexican Immigrants free access throughout the whole length of US to take up employment in Canada, at the Tar sands or anywhere else. Seriously would any Mexicans travel the whole length of the US to/from work or would they fly?	6/3/2017	negative

Reference #	Comment Type	Comment	Date Received	Nature of Comment
		5. Pollution. Encouraging any more freight traffic on the road is not ecologically sensible. More freight should be put on trains! Freight by road transportation will just pollute the areas adjacent to the highway, which in the case of our neighbourhood includes areas of pristine desert/state lands and a National Park! 6. Indian Lands. It would adversely impact the Tohono O'Odham tribal lands! As i believe it would have to transverse their Lands. 7. Dark Sky/ Kitt Peak Observatory —Pollution from the road would impact the environment and the important institution that is Kitt Peak. 8. Water Pollution. Efforts to reconstitute the water table in the desert west of Marana would be impacted by the pollution from the route, causing further pollution to the fragile desert environment and the water table. 9.Agriculture Farms would be lost to the creation of an Interstate and all the services like Motels/ restaurants/ garages/ gas stations that would be ancillary to this route. Please acknowledge receipt of this objection. Thank You.		
5203	Web	Hi, I live in Rio Rico, near Nogales. Thank you for doing this work. Tucson to Phoenix I do not presently consider that safe-feeling and so am enthusiastic about an alternative. Nogales to South Tucson on I-19 seems ok, but I can see the logic of starting the "bypass" around Amado or Sahuarita. Merging at 75 mph at some entrances is not presently safe in my view. Needs improvement on new and old road. If we do have autonomous vehicles upcoming, perhaps plan accordingly.	6/3/2017	positive
5204	Web	Building a alternative freeway would be very destructive to the Avra and Altar valleys.	6/3/2017	negative
5205	Email	We would like to know how close this would come to Diamond Bell Ranch development. Exact rout from H-86 to Nogalas. Does it come up Sierrita Mountain road? If not, how far in miles and what direction? How far from Diamond Bell Ranch Road? How from residents in Diamond Bell. Could you send me a map of the proposal that shows these land marks along with a scale. This is a pristine residential area and we do not need to be disturbed with unwanted traffic noise. This is why we moved out here.	6/3/2017	negative
5206	Web	It just makes sense to use this option, the existing infrastructure is ALREADY there, instead of building a road from scratch through the desert. Yes that will mean more construction on I-10 and I-19 and more inconvenience while this is in process, but will be less expensive and will not tear up our desert lands that are crucial to tourism and bring \$\$ into our area of the state.	6/3/2017	neutral
5207	Web	I have lived in the area of Picture Rocks for over 30 years, I am greatly opposed to the I-11 interstate through our area. For many reasons, the negative social impact, and environmental impacts being on the top of my list. There are other options IF another interstate in this area of AZ is needed. The idea of devaluing our community and the surrounding communities values is not acceptable behavior for our government body. This is an area of beauty, please don't destroy it with greed.	6/3/2017	negative
5206	Web	Our beautiful western desert lands are a huge reason why people visit the Tucson area and a big reason why many retirees choose to make Tucson home for the winter. Tourism is one of our most important industries - it brings people which in turn bring money and jobs to our state. If you ask - most people who visit come to see the Saguaro National Monument, Desert Museum, to experience our unique sonoran desert with flora and fauna they've never seen before. A highway here will ruin this.	6/3/2017	negative

Reference #	Comment Type	Comment	Date Received	Nature of Comment
5207	Web	The environmental impact in this area would be devastating. The plants and animals are very unique and fragile in our desert area. I have lived in this area for over 30 years and know how wonderful this area is, the idea of an interstate destroying what we have come to love is unthinkable. There is also the sensitive archaeological sites that need to be brought into this decision process.	6/3/2017	negative
5206	Web	Tourism is one of our states most important industries. We've all had visitors - and what do they want to see? The Saguaro National Monument, The Desert Museum, go for a hike are always at the top of their list. Our peaceful, unique western desert lands are a jewel. A highway here will disrupt wildlife, make noise pollution as well as diesel fuel pollution and forever scar the land. No longer will you hike to the top of a mountain and listen to the birds - instead all you will hear is traffic	6/3/2017	negative
5207	Web	The impact on the infrastructure in this area is an issue, these areas (Avra Valley and Picture Rocks) are not equipped in the way of EMS/Fire providers to handle the massive increase an interstate would create. The increase in traffic and the types of business legal and illegal that interstates bring would be a negative impact on all the communities, a drain on law enforcement, EMS/Fire. It would devalue the homes in the areas. THIS IS NOT AN OPTION for the residents in the affected area.	6/3/2017	negative
5208	Web	This route contains the infrastructure already needed for this highway as opposed to building an entire highway from scratch through our pristine desert areas and displacing residents in the process. This option makes the most sense economically.	6/3/2017	positive
5208	Web	The number one attraction for visitors to our state (who bring \$\$ and jobs) is our beautiful desert lands, lets invest in them and keep them that way. Hiking the Sonoran desert, seeing the wildlife and saguaro cactus - we live in a very unique area - this is why people visit. The noise, diesel pollution as well as lights and damage from construction by putting a highway (not just a small roadway) through this area can never be reversed. Think long and hard about this.	6/3/2017	negative
5208	Web	Putting a highway through this beautiful, natural corridor is a big mistake that can never be reversed. These western desert areas are a huge attraction for visitors to our state - from The Desert Museum, Saguaro Ntl Monument and all it's hiking trails and sentinel saguaros that are found nowhere else on earth. Why would we mar this landscape with all the pollution, noise and possible sprawl (surely a road will lead to sprawl sooner or later) from a highway carrying large trucks day and night	6/3/2017	negative
5209	Email	NO freeway. No no no no no!	6/3/2017	negative
5210	Web	i Have opposed this freeway from the Nogales border north. This would create and animal kill corridor, a accident corridor, pollution of every kind, and endanger protected areas. Using a rail system would be safer, use less land, create less pollution, and not endanger the lives of people, wildlife, and protected lands. Air pollution would be minimized. Why can't you people see all this and think " out of the box".	6/3/2017	negative
5211	Email	In my opinion, just widening existing interstates hardly constitutes a new corridor. This won't provide alternative routes in case of accidents or weather conditions, and there will be years of disruption on existing freeways while widening is performed. A new route is the only thing that makes sense.	6/4/2017	positive
5212	Web	Use existing interstate highways, add extra lanes where needed. This whole project sounds like one big govt. boondoggle.	6/4/2017	negative
407	Web	NO! NO! NO!	6/4/2017	negative

Reference #	Comment Type	Comment	Date Received	Nature of Comment
407	Web	close proximity to national park creates additional sound pollution and likely will prove damaging to the delicate environment	6/4/2017	negative
407	Web	noise pollution and risks damage to environment	6/4/2017	negative
407	Web	Appears to be a poor use of resources, an additional means of creating noise pollution, and unclear whether there is a significant economic benefit to doing this. Bad idea.	6/4/2017	negative
5213	Web	I have lived in Picture Rocks for over 20 years and do not plan on leaving. I moved there for the rural environment. Beautiful night sky's and natural quiet. I am against I-11 as it would bring noise and light pollution to the wonderful desert paradise. Not to mention the negative effects on the flora and fauna of this unique environment. Thank you.	6/4/2017	negative
5214	Web	I-8 it is open and our homes are safe. We are all too old to move again. 20 yrs, this has been our life. Why put people through all this? If it was your mom & dad having to do this...8 to 85 and over.	6/4/2017	negative
5215	Email	This will - albeit late by two days - serve to oppose I-11 in general. In particular, this will oppose any location through the Avra Valley area. The Arizona Sonora Desert Museum serves as a major national natural history and tourism destination. The positioning of a major freeway will jeopardize the museum and its natural wildlife corridors.	6/5/2017	negative
5216	Web	Our pristine Sonoran Desert is quickly being destroyed. This is not necessary. A tourist is willing to drive to Arizona to see our beautiful living desert, why can't the interstates that are already there, be upgraded, and used? This doesn't make sense for Arizona and its future!	6/5/2017	negative
751	Email	https://arizonadailyindependent.com/2017/06/05/state-legislator-backs-avra-valley-residents-opposing-i-11-adot-voicemail-flooded-as-comments-close/ It's All Connected !!	6/5/2017	negative
2400	Email	Please find ASLD's comments in the attached .PDF, a hardcopy of the letter will follow by mail. Best regards,	6/5/2017	
4782	Email	How do I find out what route I 11 is taking?	6/16/2017	neutral
5226	Email	Hello, I am a homeowner in Picture Rocks, Arizona and I support building I 11 through Avra Valley. I do not know if you need a data base of supporters from that area but you can add my name for support if it helps with decision making. I believe it would be a great opportunity for our community. Thank you.	6/25/2017	positive
5023	Email	Hello Interstate -11 planners and anyone else that can see this. No one, no body , not a single sole , or person or email or digital answer thing, has been able to provide one single benefit , the I-11 project will produce to any of the many land owners, tax payers, citizens of the Avara Valley, NOT A SINGLE ONE.	6/25/2017	negative
5227	Email	Hi, can you please email me a map of the proposed freeway construction of Highway 11 in and through Wickenburg Arizona, thank you very much.	6/25/2017	neutral

Reference #	Comment Type	Comment	Date Received	Nature of Comment
5238	Email	There are important bird areas that would be impacted by I-11 alternatives. Some proposed routes would literally remove key birding hotspots and cut through the middle of the area where the annual Gila River Christmas Bird Count occurs. As an example, there is a famous "Thrasher Site" at the corner of Baseline Rd. and Salome Hwy. that falls directly under one of the proposed routes (Route R). Birdwatchers come from all over the country to see Le Conte's Thrasher at that specific location. This same route would cut through the town of Palo Verde, running just between the Lower River Rd. ponds and Old Hwy. 80. and then east over Hazen Rd. Continuing east it turns into Proposed Route N cutting through significant sections of Caleb Strands Patch including habitat with Yuma Ridgway's Rails and Yellow-billed Cuckoos, plus other eBird hotspots. Further south, two of the proposed routes cut through the Santa Cruz Flats.	7/9/2017	negative
5240	Email	Dear ADOT Study Group, I am attaching a letter from Maricopa Audubon Society stating our concerns about bird habitat threatened by some of the proposed routes of I-11. Thanks for your attention to our letter.	7/11/2017	negative
5238	Email	From a conservation standpoint to preserve open space and undeveloped land that wildlife depends on - building up SR-85 is a better option than constructing a new highway.	7/15/2017	negative
4178	Email	To whom it may concern: I agree with the need to upgrade U.S. 93 between Wickenburg and Hoover Dam to provide an interstate highway connection between Las Vegas and Phoenix. In fact, this work is decades overdue. However, I am concerned about the current proposal to route I-11 to Casa Grande and then either parallel or concurrent with I-10 to Tucson and presumably concurrent with I-19 to Nogales. Since a freeway network already exists between Phoenix and Nogales, it would seem to make more sense to take I-11 to a different international port. For this reason, I propose that I-11 be routed south of Wickenburg to SR 85. Then, I-11 should follow the SR 85 corridor through Gila Bend to the international border near Lukeville. The Sonoran state government in conjunction with the Mexican federal government might like to make corresponding freeway connections on their side of the border. Having a second trade route from the Mexican border will help to distribute traffic over two freeways networks, which will reduce traffic on the existing network through Tucson, Casa Grande, and Phoenix. Essentially, I-11 could serve as a trade bypass around the most populous areas of Arizona. It would also provide better access to the tourist destination of Rocky Point in Sonora. Please consider this proposal. I look forward to your reply.	7/20/2017	positive
5257	Email	Hello, I need to get in touch with the Project Manager heading the tiered EIS. We are curious about this tiered approach regarding cost and excepted time line. Please give me a call if you have any questions.	8/3/2017	neutral
2049	Email	Please keep me on (or add me to) the list for updates. Thanks.	8/14/2017	neutral
4387	Email	Please include me on the I 11 mailing list	8/14/2017	neutral
4031	Email	Thank you....we just moved to Tucson but have been visiting since 2008 and currently live on the west side of Tucson so therefore, we are both very interested in future updates.	8/14/2017	neutral
4231	Email	Please keep me posted on future public involvement. Thank you	8/14/2017	neutral
4449	Email	Please keep me informed of up coming events. Thank you,	8/14/2017	neutral
1108	Email	Please include me in your mailings.	8/14/2017	neutral

Reference #	Comment Type	Comment	Date Received	Nature of Comment
984	Email	Please include me in your interstate 11 mailing list. Thank you!	8/14/2017	neutral
863	Email	I would like to be included on the I-11 mailing list to receive notifications of upcoming involvement activities and meetings.	8/14/2017	neutral
5279	Email	Sirs: I would like to be included on any updates.	8/14/2017	neutral
5280	Email	Hello Yes, please notify me. Thank you	8/14/2017	neutral
1722	Email	I would like to be included in the I-11 mailing list. Thank you.	8/14/2017	neutral
5281	Email	Please include me.	8/14/2017	neutral
3744	Email	I care deeply about Avra Valley and surrounding conservation areas. Thank	8/15/2017	neutral
5282	Email	Please include me on your list of persons to notify about the proposed I-11 highway.	8/14/2017	neutral
5283	Email	Please include me in up dates on the I-11 study and plans. Thank you	8/14/2017	neutral
5284	Email	Please include me in the I-11 mailing list. Thank you.	8/14/2017	neutral
5285	Email	Please subscribe this E mail to the posts	8/15/2017	neutral
5286	Email	Please forward the study information. Thank you	8/15/2017	neutral
5287	Email	Please notify me on I -11 progress. Thank you	8/15/2017	neutral
5288	Email	Please put me on your I-11 Mailing list for notifications. Thanks	8/15/2017	neutral
4300	Email	Include in updates. Thank you	8/15/2017	neutral
5290	Email	Please include me in the updates. Thank you.	8/15/2017	neutral
5291	Email	Please Notify Me of All information Concerning The I-11 Corridor. Thank you	8/15/2017	neutral
5292	Email	I would like to be included in any and all studies and/or meetings involving Interstate 11 since I have property within the current alignment area. Thanking you for keeping me in the loop.	8/15/2017	neutral
672	email	[Comment form was blank]	8/15/2017	neutral
5293	Email	Yes, I'd like to remain in your distribution list for updates re: Interstate 11.	8/15/2017	neutral
5294	Email	Please include me in your updates regarding the I-11 study and public meetings.Thank you.	8/15/2017	neutral
5298	Email	Please add my email address to your distribution list for updates and notices of meetings and decisions about the I-11 studies.	8/15/2017	neutral
5299	Email	Please add this email address to the informational emails regarding I-11. Thank you.	8/15/2017	neutral
5300	Email	Please include my email address on these future notications.	8/15/2017	neutral
3258	Email	pls include me in information	8/15/2017	neutral
4272	Email	Please keep me posted on updates to the proposed I-11 corridor. Thank you.	8/15/2017	neutral
3554	Email	I am hopeful that the Avra Valley route will be eliminated as an option. It simply makes no sense.	8/15/2017	negative
5301	Email	Please include me in your mailing list.	8/15/2017	neutral
5304	Email	Thank you	8/16/2017	neutral
5305	Email	I would like to receive information on I-11 in future including meetings. Thanks.	8/16/2017	neutral
5306	Email	Please include me on your mailing list.	8/16/2017	neutral
5307	Email	Please add me to your mailing list of notifications of upcoming involvement activities and meetings for our Sedona - Village of Oak Creek - etc. areas.	8/16/2017	neutral
5308	Email	Please add my email addy to the I-11 email list. Thank you.	8/16/2017	neutral
5164	Email	I would like to be included in learning about the future of I-11.	8/18/2017	neutral
989	Email	Hello! ADOT Rep,Please put me on the e-mail list for all up date information.Thanks	8/20/2017	neutral
5313	Email	Please send me info on upcoming meetings in 2018.	8/21/2017	neutral

Reference #	Comment Type	Comment	Date Received	Nature of Comment
751	Email	<p>For the first time in its 15-year history, the non-profit community group Citizens for Picture Rocks voted to actively oppose a project rather than just providing information to area residents. Nearly 60 neighbors voted unanimously August 15, 2017, in favor of a Board of Directors Statement of Policy worked out over the past several months.</p> <p>Board Secretary made the motion "I move that Citizens For Picture Rocks adopt a position in opposition to any highway or freeway being built through Avra Valley. The Board of Citizens For Picture Rocks shall convey this position in opposition to the proposed Interstate Highway to our elected representatives and other interested governmental and non-governmental bodies." The motion was seconded by Leona Lansing. The motion carried unanimously.</p> <p>Citizens for Picture Rocks is a non-profit 501(c)(4) membership civic improvement organization dedicated to improving the quality of life in the community. Our members have told us that they believe constructing Interstate highway I-11 through the Avra Valley will have significant negative impacts as laid out in Pima County Board of Supervisors Resolution 2007-343: "... the Pima County Board of Supervisors opposes the construction of any new highways in or around the County that have the stated purpose of bypassing the existing Interstate 10 as it is believed that the environmental, historic, archaeological and urban form impacts could not be adequately mitigated." The Arizona Dept. of Transportation and the Federal Highway Administration are in the middle of a three-year, \$15 million, Tier One Environmental Impact Study for Interstate 11 as required by the National Environmental Protection Act. Two of their three very similar alternative routes are through the Avra Valley and the third is along the existing Interstate 10 corridor. There is always a "No Build" option as well Concerns have come from many directions, including about 1,000 comments from residents of Picture Rocks. The City of Tucson worries about loss of tax revenue and tourism, and about the effects on their water supply. I-11 will negatively affect tourism at Saguaro National Park, Tucson Mountain Park, Arizona-Sonora Desert Museum, and Ironwood Forest National Monument. Increased night light will hurt Kitt Peak observatory. Arizona Game and Fish Dept., US Bureau of Land Management, National Park Service, US Bureau of Reclamation, US Environmental Protection Agency and Coalition for Sonoran Desert</p>	8/23/2017	negative

Reference #	Comment Type	Comment	Date Received	Nature of Comment
		Protection are among those expressing concerns about closing off wildlife movement corridors and prefer using the already-disturbed I-10 corridor rather than endangering natural and cultural resources. As County Administrator proposed Avra Valley route plan admits, with the Bureau of Reclamation's Wildlife Mitigation Corridor on one side, established "in perpetuity" when the CAP canal was built, and the Tohono O'odham Nation's Garcia Strip on the other, insufficient Right-of-Way would mean building an elevated highway along Sandario Roads in the Mile Wide Road area. The thousands of families in the Picture Rocks – Avra Valley areas would be subjected to unsafe and unhealthy intrusions of hazardous cargo along with air and noise pollution, with probable increases in drug and human smuggling. The rural peace of our neighbors would be gone forever with dozens facing eviction. Truckers would have more miles to drive. District 3 Congressman Ra told ADOT that "The 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." L.D. 11 State Representative pointed out to ADOT that expanding I-10 "is the least expensive option to increase capacity and improve safety for all...we will be taking on massive debt to build this roadway." State Senator and Representative had earlier told residents that they opposed any Avra Valley route. In 2008, when a virtually identical Avra Valley highway was being pushed by real estate speculators as an I-10 Bypass, ADOT's State Engineer told the State Transportation Board that double-decking I-10 from Ruthrauff to I-19 would do everything ADOT wants at one-third the cost, saving taxpayers nearly \$2 billion. Citizens for Picture Rocks joins with those state and federal agencies, the City of Tucson, our neighbors, and with Friends of Ironwood Forest, Friends of Saguaro National Park, Sierra Club, Friends of Tucson Mountain Park, National Parks Conservation Association, Coalition for Sonoran Desert Protection, Sky Island Alliance, Avra Valley Coalition, Arizona Daily Independent News and many others who urge that ADOT turn its attention away from the Avra Valley, and instead look at the far-less-expensive or damaging I-10 corridor alternative or the No-Build option. We will work in coalition with any and all willing to protect our homeland. We urge area residents to contact their legislators and say: No I-11 in the Avra Valley!		
5318	Email	Please keep me informed about the I-11 ADOT Study. Thank you.	8/25/2017	neutral
1362	Email	Please maintain me on your list for public comment on the I-11 project. Thank you.	8/26/2017	neutral
5283	Email	Thank you for the I-11 updates on the planning process. Please include me for future.	8/26/2017	neutral
2191	Email	Hi, I called someone with Pima County. He said he spoke with someone last week regarding a land use map and some inaccuracies with that map. She referred him to you. I let him know that you will get in touch with him soon. Thanks,	8/28/2017	neutral
2191	Email	Hi Lisa, Thanks for forwarding this to me. This is not something I plan on responding to, unless I get a media inquiry related to this news release.	8/28/2017	neutral
2191	Email	Hi again, I just spoke to this constituent and explained to her where we are in the study process and reiterated that no decisions have been made at this point on a definite route for I-11. We also don't have a timeline for construction, should that move forward. She lives near the intersection of SR 74 and US 60.	8/28/2017	neutral

Reference #	Comment Type	Comment	Date Received	Nature of Comment
5320	Email	Information on the meetings for Highway 11 went to my clutter and I missed our deadline to respond. I wanted you to know that I definitely am in favor of the highway going out toward Tonopah instead of routing through congested Phoenix where I live. I think a highway routed through Tonopah and Wickenburg will bring growth and commerce to the smaller towns in the outskirts of Phoenix. It should also bypass congested Las Vegas but that is Nevada's issue. Thank you for hearing me out even though it is too late to count my comment.	8/29/2017	positive
5321	Email	Add me to the I-11 mailing list. Thanks	8/30/2017	neutral
751	Email	When might we expect the May-June,2017, comments from the agencies and public to be posted on your website? I note that it took until January 2017 for the mid-2016 scoping comments to appear, but was wondering if you have prepared any thumbnail summary, or even a pro/con count, for your own guidance? If so, consider this a formal FOIA request in support of an interim news story for that information.	8/31/2017	neutral
891	Email	I am interested in receiving the future notices of upcoming involvement activities and meetings.	9/2/2017	neutral
5323	Email	Ide like update s on i11.in marana az	9/4/2017	neutral
2191	Email	Got it-thanks. I will respond to him once I check with the study team on details. From: I-11ADOTstudy Sent: Tuesday, September 05, 2017 2:09 PM Subject: FW: 2017 c+E109omments? Hi, Please see Mr. his email below. From: Sent: Thursday, August 31, 2017 6:23 PM To: I-11ADOTstudy Subject: 2017 comments When might we expect the May-June,2017, comments from the agencies and public to be posted on your website? I note that it took until January 2017 for the mid-2016 scoping comments to appear, but was wondering if you have prepared any thumbnail summary, or even a pro/con count, for your own guidance? If so, consider this a formal FOIA request in support of an interim news story for that information.	9/5/2017	neutral
4482	Email	It has been awhile (see post below) and I understand that you hosted in Sells to present to the AG/NRC group. Let me know when the TON leadership, tribal council, community or Nation, and/or AG/NRC Committee would like an update. As of now we are following the letter of my last correspondence to you regarding new I-11 corridor alternatives remaining off of tribal lands (except for an alinement alternative that follows the existing I-19 alinement south of Tucson through the SXD). Same as past conversations. Let me know friend and all the best	10/5/2017	neutral
5342	Email	Dear Planners: Please include us in any thing you may need for this project. We live in Coolidge and are very interested in seeing the completion of Interstate 11 and the Freeway Extension from the 60 South. Thank You so much.	10/7/2017	positive
4482	Email	FYI, We need to respond back to him regarding getting their comments and continuing to participate as an interested stakeholder.	10/12/2017	neutral
5248	Email	Good Morning. It has been awhile. Let me see when AG / NRC available for an update and I'll let you know. Appreciate the message, take care and hopefully I see you again towards the end of month.	10/13/2017	neutral

Reference #	Comment Type	Comment	Date Received	Nature of Comment
5358	Email	Hi I was advised to email you by ADOT regarding proposed routes for the I-11 freeway going through Tonopah. I left a voicemail Friday and again today, but hoping I might get a reply faster via email. I am looking at buying a property on the South side of the I10 and know that there are a couple of proposed routes but can't see the exact locations on the map. Can you please tell me what streets these proposed routes might take if the I-11 does extend into Tonopah on the South Side of the I-10? Thank you	10/30/2017	neutral
5358	Email	Can someone please give me a quick call? I've been leaving voicemail's everyday since Friday and also emailed 2 days ago and yet to get a reply. I am waiting to put an offer on a house but would like this information to make my decision. Can you please reply or call me today? Thank you,	11/1/2017	neutral
5361	Email	When will interstate 11 construction complete? Can you please tell Congress that I suggest that interstate 11 to run from Eugene-reno-Carson city-vegas-kingman-Phoenix-Roswell-Austin-Houston because those last two cities only have one interstate and they're the eleventh and fourth largest cities in the nation and are not connected but should be because they're big cities and Austin is the liberal of Texas and the lack of connection between the two cities waste several miles from people having to travel between Houston and San Antonio and Austin which puts lots of traffic on the 10 and 35. The Pacific Northwest has no connection to the desert Southwest directly currently by an interstate freeway but the 11 would fix this problem. Does this logic make sense to you?	11/1/2017	positive
5374	Email	How can I get involved, i own property near or in the corridor?	11/13/2017	neutral
5375	Email	Please add me to your list	11/14/2017	neutral
5375	Email	Hello,Where can I find detailed route maps of the proposed routes for I-11 through Tonopah AZ? Thank you	11/14/2017	neutral
5159	Email	Good afternoon, I am inquiring about the status of proposed route "C" for the I-11 corridor. It's difficult to read the map as it was produced for the Spring 2017 fact sheet, but it seems as though it's coming very close to, or possibly through, our property. Is it possible to get an enlarged map with more precise location information for routes "C" and "D"? Also, are all routes still in consideration or have any been eliminated since the Spring fact sheet was proudced? Thank you very much for your time and attention.	11/15/2017	neutral
5380	Email	Please add me to a list to receive I-11 update info. Thank You	11/15/2017	neutral
4482	Email	We are still available to get in front of TON leadership and/or staff and committees in any fashion to provide an update on our I-11 NEPA process. In the next few weeks or so you and the Nation will be seeing our Final Alternative Selection Report (ASR) which will be defining the process that ADOT/FHWA has undertaken in the past 18-months to bring a comprehensive list of I-11 corridor alternatives to a reasonable range to study in our intensive Tier 1 EIS. Let me know your and the TON's pleasure for an I-11 update and All the Best	11/20/2017	neutral
5248	Email	Good Afternoonn, I'll forward your request along and see when the AG/NRC can place your I-11 presentation on their agenda again. Hope it can happen soon. Hope you're enjoying the cooler weather we've been getting lately. Take care,	11/20/2017	neutral
5394	Email	Hi, Yes, please keep me on your list.	11/28/2017	neutral

Reference #	Comment Type	Comment	Date Received	Nature of Comment
5410	Email	As we're preparing to designate a high speed rail corridor between PHX-Goodyear-Wellton-Yuma-Indio-Palm Springs-Riverside to coincide with the completion of the California High Speed Rail System in 2022 (IOS), 2025 (Sacramento-San Jose), 2029 (SF-LA-Anaheim), and 2034 (LA-Riverside-San Diego), I'd like to request that you consider the I-11 corridor to have ROW for HSR. Whether it is ensuring that bridge height will accommodate catenary power lines, or median distances will be sufficient for double track, or grades/curves can accommodate speeds between 186mph to 372mph (300-600 kmh), I think that it is essential that we consider HSR as a vital part of the I-11 corridor. HSR is vital not just for passenger traffic, but night-time freight traffic transporting packages, produce, perishables, etc. at a fraction of the cost of trucking, in a fraction of the time required, thus extending shelf-life of perishable items. This is part of the reason why China is green-lighting and funding the Inter-Bering project - if they can move food between China and New York in 3-5 days instead of 5-8 weeks, the advantages are pretty clear. Please consider the future... it's not just rubber-wheeled vehicles... it will include high speed transportation for both passengers and freight, and could be a revenue generator to offset the construction and maintenance of the I-11 corridor.	12/15/2017	neutral
3769	Email	I do NOT want our highway funds boondoggled into more unnecessary highways. Our local streets in Green Valley are literally crumbling due to no maintenance! Any federal/state/county funds should be used to improve our local streets, not waste untold millions in completely unnecessary building of new highways. I want the "no build" alternative for the so-called proposed Interstate 11. Stop wasting the taxpayers money, and stop destroying our natural environment!! The interstate highway system we currently have is sufficient. homeowner/taxpayer/highway user in Tucson and Green Valley.	12/15/2017	negative
3670	Email	Greetings, Please see the attachment for my updated presentation slides containing my proposal for the I-11 corridor. Thanks.	12/16/2017	positive
5411	Email	Dear Sir or Madam: I saw today that the Alternatives Selection Report is now available. Myquestion concerns the efficacy of building a separate, parallel freeway between Casa Grande and Nogales. Am I understanding the project correctly? Is the proposal suggesting that a new freeway be built between Casa Grande and Tucson that essentially parallels I-10? And that a new freeway shall be built between Tucson and Nogales, essentially parallel to I-19? That seems like overkill to me--especially from Tucson to Nogales, which does not seem to be a particularly busy stretch of interstate highway outside of the immediate Tucson area.I understand the need for a freeway connecting Phoenix and Las Vegas--thathas been needed for decades. I'm confused about the southern end though,as it seems to make more sense to expand the capacity of the existing freeways from Casa Grande to Nogales. It would seem to be rather strange having two different two-digit interstates almost hugging each other between Tucson and Nogales. I can't think of another place in the country like that.	12/15/2017	negative

Reference #	Comment Type	Comment	Date Received	Nature of Comment
5411	Email	Dear Sir or Madam: I saw today that the Alternatives Selection Report is now available. My question concerns the efficacy of building a separate, parallel freeway between Casa Grande and Nogales. Am I understanding the project correctly? Is the proposal suggesting that a new freeway be built between Casa Grande and Tucson that essentially parallels I-10? And that a new freeway shall be built between Tucson and Nogales, essentially parallel to I-19? That seems like overkill to me--especially from Tucson to Nogales, which does not seem to be a particularly busy stretch of interstate highway outside of the immediate Tucson area. I understand the need for a freeway connecting Phoenix and Las Vegas--that has been needed for decades. I'm confused about the southern end though, as it seems to make more sense to expand the capacity of the existing freeways from Casa Grande to Nogales. It would seem to be rather strange having two different two-digit interstates almost hugging each other between Tucson and Nogales. I can't think of another place in the country like that. Thank you	12/15/2017	negative
2034	Email	This proposed highway will make it even easier for illegal immigration. It will bring them directly from Nogales and straight into Nevada!! How wonderful is that!! NOT A GOOD IDEA!!! No No No!!!!	12/16/2017	negative
607	Email	Due to limitations of my printer, I am requesting a printed copy of the latest report for the I-11 alternatives.	12/16/2017	neutral
5413	Email	I would like to see Route 85 turned into 11. This would keep costs and environmental damage minimal since the area is already carved out.	12/18/2017	neutral
5414	Email	Hello, Traveling the US 93 is always a dangerous experience traveling towards Wikieup and Wickenburg. There are too many opportunities for accidents occurring because of the slowing behind larger commercial trucks, campers, horse trailers and cars in a hurry to get from one point to the next. I understand the environmental study needs, however, this roadway needs to be implemented to save lives.	12/18/2017	positive
1159	Email	Thanks for receiving this inquiry: Inquiry is: I have printed the bulletin but believe I am not seeing which alternatives are now being considered. Will appreciate assistance.	12/19/2017	neutral
680	Email	I do not doubt there are many good arguments for the I-11 corridor. However, given the state of the State's transportation system in southern Arizona or lack thereof I am thinking this study is a distraction and a diversion of resources the state simply cannot afford. I-11 seems more about how not to plan or invest. So, what will be the return on investment (ROI). Or will it simply be a huge drag on our resources or an over investment of those resources that are limited? Instead more needs to be given to upgrading and modernizing what we already have, not only on the ADOT system but the County and Indian Nation Roads. For example continuing the modernizing of 82, 83, 86, 286, and expanding the state system to connect 286 to I-19 by improving the County Road called Sasbe to Arivica and then Ruby Road down from Arivica to I-19. Roads like this would greatly enhance access and would help provide great networks to the border and support of I-19. Improving I-10, I-19, Nogales highway and the proposed 410 in Tucson seem like the roads that offer a better ROI. Also, establishing a state wide rural road safety upgrade program that improves more miles of road with high return and lower cost improvements (some shoulders instead of no shoulders) will also result in a higher ROI than something like I-11.	12/20/2017	negative

Reference #	Comment Type	Comment	Date Received	Nature of Comment
4534	Email	Dear Sirs: I respectfully request that you eliminate these alternatives in the placement of the I-11 freeway as the placement of a freeway through these areas in the Santa Cruz flats will have a negative impact for the following reasons: 1)The area called the Green Reservoir and Green wash should be considered a riparian area and is lush with large trees and other vegetation that is used by numerous bird, plant, and animal species for their home. Riparian areas in Arizona are quite rare and should beprotected. 2)The area south of the Green reservoir/Green wash is considered a Sonoran Savanna grassland and is an extensive area of warm weather grass species that come after the Monsoons arrive. Again, grasslands in the Sonoran desert are very rare and should be protected. 3)There are a number of archaeological sites in the area south of Arizona city that should be protected and not impacted by the placement of this freeway. Thank you.	12/21/2017	negative
2028	Email	Good afternoon I-11 ADOT Study Team, Please find the attached letter of support from the Pinal County I-11 Coalition for the I-11 Alternatives Selection Report.	12/29/2017	positive
5422	Email	November report noted that maps with greater detail was suggested. Please let me know where the maps can be located.Thank you	1/4/2018	neutral
3731	Email	Dear Sir or Madam, I'm grateful there are laws that require environmental assessments for I-11. However, even in their good intentions, these laws fundamentally encourage human development over nature. So even when we're following the law, as I believe you are, it's difficult to genuinely evaluate what the full environmental impact of I-11 will be. This is made all the more difficult because we as a culture have shared the historical belief that we need projects like I-11; it's been a foregone conclusion that their benefits are in our best interest. But as we're learning almost daily, that historical way of thinking is no longer in our best interest. Scientific evidence tells us that our survival depends on sustainable activity, rather than endless growth. This "new" reality can be confusing because it's contrary to what we were taught in the past. But it's critical that we embrace this clearer understanding of Earth's limits. Our survival depends on the survival of the natural systems. In other words, we destroy our chances of survival as we destroy the natural world. In light of this sobering reality, (and if you haven't already), I ask you to consider whether I-11 contributes to the natural world, diminishes the natural world, or is neutral to the natural world? Does I-11 contribute to growth (which is unsustainable) or to equilibrium (which is sustainable)? I ask you to consider these questions as the "big picture" environmental assessment for I-11. If you come to the conclusion that I-11 comes at a net cost to the environment, I urge you to select the "No Build" alternative for I-11 Nogales to Wickenburg.	1/6/2018	negative

Reference #	Comment Type	Comment	Date Received	Nature of Comment
4327	Email	I live on the north side of the Hidden Valley subdivisions, south of the town of Maricopa. The proposed route for I-11 in this area cuts between our community and the communities of Papago Buttes, Thunderbird Farms and several out lying areas... not to mention all the people who live along Rio Bravo Road and Hidden Valley Roads to the north of us. Apparently my protests, and those of my neighbors about this route were lost as it has been reported that our area is 100% in favor of I-11 cutting through our community. I know for a fact that many in this area are against the proposed route, but not everyone out here has access to a computer or internet and/or the training to use one. I hope that at least ONE of your meetings on the proposed route will occur IN HIDDEN VALLEY. Not in Casa Grande which is a 25 mile drive, not in the town of Maricopa, which is a 20 mile drive (or more), but in our community (at a reasonable time of day to allow people to commute home, feed livestock, etc.) so we can let you know our feelings (which are very strong). If you can do that, I promise we'll get the word out and our community may (finally) be heard. Thank you,	1/7/2018	negative
5427	Email	I want to confirm that there is a community outreach meeting in Green Valley on 1/17/18. Please advise. Thanks	1/11/2018	neutral
5428	Email	Good morning, What is currently underway for the I-11 Corridor Study? I saw on the website that alternatives are still being developed, is this the case?	1/12/2018	neutral
2028	Email	Good afternoon I-11 ADOT Study Team, Please find the attached letter of support from the Pinal County Board of Supervisors for the I-11 Alternatives Selection Report. Thank You	1/23/2018	positive
5428	Email	Good morning, I am following up on my last email. I wanted to make sure it was received?	1/25/2018	neutral
5428	Email	Good morning, I am following up on my last email. I wanted to make sure it was received?	1/25/2018	neutral
4482	Email	Happy New Year 2018 and a new request from ADOT (and FHWA our lead Federal Agency) to request an opportunity for the Tier 1, I-11 Environmental Impact Study team to have another meaningful dialogue with TON Chairman, leadership, tribal council, District and Community representation, and/or AG/NRC or any other interested committee. We are very much interested in letting all appreciate the NEPA procedure and process and, as importantly, so that we may listen to Nation, District, and Community members as to issues, concerns, opportunities, expectations, and, of course, questions. It has been nearly 18-months since we have visited Nation leadership, staff, and committees in Sells, AZ, and while all I-11 project documentation has been forwarded to Nation Points-of-Contact, nothing replaces keen face-to-face conversation and dialogue. As always, my friend, I and our team are at your service and schedule to meet and talk. If you'd like for me to reach out to someone else please let me know the individual's name and contact information and I can relieve you from my repetitive posts	1/26/2018	neutral
5428	Email	To clarify, the report contains possible alternatives? Do you know when the preferred alternative is anticipated to be selected?	1/31/2018	neutral

Reference #	Comment Type	Comment	Date Received	Nature of Comment
5440	Email	I'm a private citizen who travels for work between Las Vegas and Phoenix every week. I highly encourage the approval and construction of Interstate 11 through the corridor identified between Wickenburg and Hoover Dam. It is a much-needed roadway improvement and I fully support its construction. Please build Interstate 11 in Arizona between Wickenburg and the Hoover Dam bypass (Current I-11 Corridor). It would be greatly appreciated!!! It WILL move people, goods and services more securely, dependably, and efficiently.	2/19/2018	positive
4742	Email	Why would a state beef up the north south traffic by building ANOTHER freeway when they could just widen I-10? How about fixing up our EXISTING roads instead of building a useless new freeway that does exactly with I-10 does already? It is a gross miscarriage of justice that Phoenix steals all the lottery road repair money and then decides to build an expensive new freeway to make Phoenix traffic more convenient to their drivers while leaving beach ball size pot holes in all the Tucson and Marana roads. Puzzled beyond belief.	2/27/2018	negative
5375	Email	Please keep me updated	2/27/2018	neutral
5443	Email	Dear Sir or Ma'am, I have a client that is in the process of purchasing a property located at 3837 E 40th St in Tucson AZ 85713. As a part of the seller disclosure, they have provided us the attached meeting notice from last April. Would you please let us know if ADOT is looking at this area as part of the potential I-11 corridor? All of my contact info is below and I may be reached at any time. Thank you.	2/28/2018	neutral
5443	Email	Dear Sir or Ma'am, I have a client that is in the process of purchasing a property located at 3837 E 40th St in Tucson AZ 85713. As a part of the seller disclosure, they have provided us the attached meeting notice from last April. Would you please let us know if ADOT is looking at this area as part of the potential I-11 corridor? All of my contact info is below and I may be reached at any time.	2/28/2018	neutral
2191	Email	The Arizona Department of Transportation is currently conducting a Tier 1 Environmental Impact Statement to determine a preferred alternative (a 2,000-foot wide corridor) for the proposed Interstate 11 corridor. The Tier 1 EIS examines the area from Nogales to Wickenburg and is expected to be complete in late 2019 or early 2020. The study also considers the no-build alternative, in which I-11 would not move forward. I've attached the most recent map from the study process, which shows the corridor alternative options. We don't know at this point where specifically I-11 could run-the study must be completed first. You can also refer to the study website www.i11study.com/Arizona/index.asp < http://www.i11study.com/Arizona/index.asp > for more details..	2/28/2018	neutral

Reference #	Comment Type	Comment	Date Received	Nature of Comment
5448	Email	I must register my strong opposition to Alternatives C and D. As a professional land use and environmental planner, I believe that Alternative B (piggy-backing it with Interstate 10) is by far the best and most appropriate option for Interstate 11. My wife and I love Tucson. The scenic, historic, and environmentally sensitive Avra Valley is no place to put an expressway, for the following reasons (not in order of importance):1. Negative impacts (noise, pollution, traffic, visual) on Saguaro National Park, Tucson Mountain Park, Ironwood Forest National Monument, Old Tucson, and the Arizona Sonora Desert Museum. Adding a freeway through the Avra Valley would drastically harm the tourism-based economy of this area. 2. Destruction of a gorgeous portion of the Sonoran Desert.3. Adverse and deadly impacts on the fragile ecosystem and wildlife.4. Dangerous and unnecessary risks from putting an expressway through floodplain and in close proximity to Tucson's groundwater resources. 5. Alternative B is less costly and less disruptive to the environment. 6. Negative impacts to important historical, cultural, and archaeological resources. 7. Negative impacts on the critical astronomical observatories, particularly Kitt Peak National Observatory from the added light pollution of headlights and development.8. Destruction of one of America's most beautiful places to hike, bike, bird watch, or just enjoy peaceful co-existence with nature. Arizona is one of the most beautiful states in the nation, but at what point does constantly paving over paradise destroy the beauty that drew folks there in the first place? Phoenix is largely beyond the point of no return. Tucson, however, is an entirely different story. But, throw in yet another busy highway corridor west of the city and the careful balance that has been achieved between city and nature could be irreversibly harmed.Thank you for taking my comments into consideration.	3/15/2018	negative
5428	Email	Good morning, I am following up on the project and wanted to see if the Winter 2018 timeline is still on schedule? I am also wondering if you have any other updates to provide? Evaluate range of alternatives - Jul 2017 to Aug 2018 Identify recommended alternative - Sep 2018 - Nov 2018 Identify preferred alternative - Nov 2018 - Oct 2019 Identify selected alternative - Aug 2019 - Nov 2019	4/9/2018	neutral
5462	Email	According to the general draw lns where does the highway actually cut into 93? How close to the Wickenburg Ranch Entrance will the Interstate actually be?	4/10/2018	neutral
5467	Email	Dear Sir or Madam:You should be ashamed of yourselves for even considering decimating our beautiful parks, the Sonoran Desert, and the quietude and peace we enjoy in our valley. Also, where can I find a detailed map showing explicitly the proposed curve from Anway to Manville Road?	4/17/2018	negative
5471	Email	Please add me to the study notification list	4/26/2018	neutral
5428	Email	Good morning, I am checking in on my previous inquiry.	4/27/2018	neutral
5473	Email	I wanted to see if there were any more detailed maps or more detailed data on the remaining corridor options. I'm looking at doing a photography project and want to go to the right places.	5/3/2018	neutral
5489	Email	Hello, can you provide a map of the planned Kingman downtown interchange? I live in the vicinity and am curious how this will affect me.	6/29/2018	neutral
387	Email	Good afternoon! I was contacted by someone who lives in Pinal County around Hidden Valley and Barnes Roads. She would like to discuss comments that she has with respect to the I-11 study currently underway.Thank you,	7/10/2018	neutral

Reference #	Comment Type	Comment	Date Received	Nature of Comment
998	Email	Hello, As you may recall, the 2 stakeholder groups decided to meet together to discuss whether we could come to a shared vision for an I-11, should a Build Option be selected. I do understand that an Administrative Draft is being circulated to the agencies for review and comment. Aryan, you had mentioned getting comments to you by July preferably, but any time would actually be OK. So here they are. Many of the stakeholders needed more time to run these by their Boards etc, so we may re-submit with additional stakeholders or perhaps re-submit with additional community groups and businesses. Please let me know that you received the letter, and let me know if there is another email address more appropriate to submit these for the record.Thank you,	8/3/2018	neutral
6507	Email	Sure hope we get this thing moving and that the OLD 93 becomes a highway of the past or just for the necessary few. Are we building a new I-11 following the 93 corridor north of Wickenburg? It is hard to see from the maps. Or will we spend years studying what comes next? The 303 to Wickenburg is not very far and I would hope that we're not spending years deciding how to get to Wickenburg.	8/5/2018	neutral
4462	Email	Hi I would like to sign up for study updates and be added to the mailing list for the Interstate 11 Corridor Tier 1 Environmental Impact Statement, Nogales to Wickenburg Project.	8/9/2018	neutral
6510	Email	I am a third generation Arizona Native, I was born & have lived my entire 68 years in Wickenburg. As I recall there was a meeting in 2013 late fall held at the Wickenburg	8/15/2018	negative
4684	Email	Thank you for the notice of the report. Was a life cycle analysis on potential infrastructure operating and maintenance costs done between the alternatives? If so, why was this not included in the summary. If not, this seems like a very important factor to help determine the differences between the alternatives, including the no build one. Same goes with safety. How might crash rate and severity be different between the alternatives, again including the no build one?	8/15/2018	negative

Reference #	Comment Type	Comment	Date Received	Nature of Comment
909	Email	Dear Study Group, I think it is very foolish of you to consider sacrificing the unique natural environment in the Avra Valley in order to handle a tiny shortfall in capacity on I-10. The gains are uncertain, but the costs are shattering. There is nowhere else in the world blessed with the saguaro forests and their associated ecosystem of plants and animals. This is the only place in the world where the giant saguaro cactus grows. Why would you ruin this unique gem that attracts visitors from around the nation and the world? Whatever economic development ensues, it is not worth sacrificing the immeasurable value of this quiet, beautiful area, much of which our forbears were wise enough to preserve. A highway through the area seems inconceivable to me and to most other residents of the area. There are other, superior means to improve transportation of goods to and from Mexico, principally via rail, with greatly diminished environmental impact. The railroads are already here, and we have a great new Port of Tucson depot thanks to federal funds. Why not use that? As a person of faith, I believe that we must be stewards of creation, and that we need to weigh costs and benefits on a large scale, considering more than just the short-sighted economic reasons brought forward for the I-11 corridor. I honestly see this a desecration - and with its lights, noise, and air pollution it will be a desecration even to have the highway near Saguaro National Park or the Desert Museum. And if it follows Sandario Road, it will border the park. Have you ever hiked up in the park or looked at the view of the valley and the mountains from the Desert Museum? How can you even contemplate wrecking that spectacular, God-given beauty? Please, I beg you, find another way to solve this problem, or rethink whether it is even a serious enough problem to warrant any highway construction.	8/22/2018	negative
5375	Email	Hello, When will the route for I-11 through west Phoenix across I-10 be announced?	8/23/2018	neutral
5375	Email	Hello, When will the route for I-11 through west Phoenix across I-10 be announced?	8/23/2018	neutral
7519	Email	Hello, I wanted to get an idea of when the link between I-40 and US-93 will be completed as part of I-11? Do you have a rough idea on when the project will start and when will it be completed? Also, I would like to know if you already have the funding for it. I am asking all these questions as I am considering to purchase a business on exit 43 and I wanted to get an idea of how long will it be before the traffic dies down on that exit. I will appreciate a quick response. Thanks.	8/30/2018	neutral
3768	Email	I just received an email update, and have a question. How many additional lanes are proposed for I-19 where it travels through Tubac, AZ? I am specifically interested in the Exit 34 area, which is the main entrance to Tubac from I-19. Thanks very much,	9/5/2018	neutral

Reference #	Comment Type	Comment	Date Received	Nature of Comment
4814	Email	Thank-you for the email information about the proposed I-11 Nogales-Wickenburg mess. I am glad Highway 93 is wider. And a new Eloy to Apache Junction road seems sensible. But an Interstate 11 to parallel I-10 from south of Tucson to Wickenburg? THAT seems odd. I respectfully oppose. I live in Tucson near the Oracle-Grant intersection, where The "widen Grant Road" project slowed and entangled traffic for years. At Oracle they widened Grant to three lanes by prohibiting left turns for east-west traffic. Fine for persons who live in the suburbs and commute. But the engineers said they were looking out for pedestrians, and would help make it easier to cross. Especially disabled persons who went to the corner Walgreens. We were shown art work, wherein the new intersection was awash with lots of pedestrians, some in wheel chairs, safely crossing to visit thriving businesses. BUT in reality the intersection is mo MORE more hazardous to foot traffic, with faster traffic, smaller islands, equal distance to cross. Plus, the main attraction there, the corner drug store, folded during construction. As did the Burger joint that tried to operate in its place. The drug store was handy for hundreds of poor people. Now it is gone, moved a mile away. Will I-11 also be a disaster to those who live in or near its 2000 foot wide corridor?	9/5/2018	negative
7526	Email	Greetings, As the new Cultural Resources Manager for the Cocopah Indian Tribe, I am trying to get up to speed on any consultation that has been conducted with our tribe with regards to the Interstate 11 Corridor. We would like to request any GIS files for the proposed corridors so that we can establish a project map for future review. Thank you.	9/6/2018	neutral
4814	Email	Sounds like a road to help NAFTA	9/6/2018	neutral
4482	Email	He mentioned to me late last week, as you were meeting with him regarding (I presume) the ADOT Sonoran Corridor project, that you had asked about the I-11 Tier 1 EIS status. Since our last conversations we have sent out a May 2018 letter to the Nation regarding tribal input into the process (attached). I do not believe that we received any response to this correspondence. Additionally, we have also been in receipt of a February 2018 letter from the Nation outlining the Nation's position on I-11 as it concerns the San Xavier District, SXD-TON (also attached). I also had a meeting with SXD-TON transportation and planning representatives Michael Bends and Mark Pugh on April 17, 2018 to discuss the I-11 Tier 1 DEIS. ADOT and FHWA are still committed to meeting with yourself, Nation leadership and/or committees as necessary and if requested. And, thank you for reaching out.	9/10/2018	neutral
453	Mail	Received attached letter of support of Tier 1 EIS study efforts and provided update on PRRP.	1/31/2018	neutral
4482	Email	I believe that you are the only one calling in....so here is the presentation in pdf format to follow along with. We will be discussing many issues in the PAG region so please make sure that you can hear and participate well enough on the call-in number.....also of course I want to acknowledge that only the I-11 team, ELT leadership and our Cooperating Agency partners have been privy to this information and any information after the ASR publication in December 2017. Please hold close to vest until such time that we can share with your member governments. Look forward to hearing from you ay 12:30 this afternoon.	9/27/2018	neutral

Reference #	Comment Type	Comment	Date Received	Nature of Comment
5248	Email	Good Morning, Request has been sent along to Executive to see if we can get you in front of Chairman and / or Vice-Chairman to give an update on the ADOT I-11 Study. Recommended dates, times, and location for your presentation: Monday, October 22, 2018 at 10:00 am or Monday, October 29, 2018 at 10:00 am , Executive Offices here in Sells. Let me know if either of these dates still work for you (or not) or even if you'd prefer moving the meeting into November. We'll see if we can do the same thing we did for your last presentation....have you present to Chairman in the morning and to the Tohono O'odham Legislative Council Oversight Committee (Agricultural and Natural Resources Committee) in the afternoon at 1:00 pm. Good seeing you last night. Look forward to seeing you again soon.	9/27/2018	neutral
7542	Email	I thought there was supposed to be a meeting this Fall after they reached a decision on the Tier-1 EIS. Any idea on when we might expect to have that meeting??	9/28/2018	neutral
7546	Mail	To use any other route than the already existing I-10 will not benefit anyone.	8/24/2018	negative
7548	Mail	Submitted map as input of planned I-11.	8/16/2018	neutral
7550	Mail	The letter identifies possible conflicts with sensitive resources on BLM-administered lands or designations within BLM's resource management plans (RMPs) in relation to the Recommended Alternatives identified in the ADEIS.	8/17/2018	negative
1108	Comment Form	Attached letter suggests using I-10 because it is less expensive and has less environmental impact.	8/21/2018	negative
1833	Mail	Attached letter expresses continued support of the I-11 Tier 1 EIS study effort and provides and update on the status of the PRTP.	1/22/2018	positive
1728	Mail	Attached comment form states reasons opposed to the route through the Aura Valley but supportive of building additional traffic lanes on the existing I-10 route.	8/23/2018	negative
4602	Email	When is the next Public meeting for the Avra-Valley area. I do not see that scheduled even though at the 2017 meeting I thought a spring 2018 meeting was scheduled.	10/4/2018	neutral
2499	Email	Attached is Jay's email communication explaining the public process.	9/21/2018	
3917	Phone	Stated there are Questions on I-11 corridor	9/24/2018	neutral
4482	Email	October 29th would work. Thanks.	10/5/2018	neutral
5248	Email	Good Afternoon. Let me pass the date along to Executive and see if it still work. I'll let you know if it does.	10/5/2018	neutral

Reference #	Comment Type	Comment	Date Received	Nature of Comment
7553	Email	I must register my strong opposition to Alternatives C and D. As a professional land use and environmental planner, I believe that Alternative B (piggy-backing it with Interstate 10) is by far the best and most appropriate option for Interstate 11. My wife and I love Tucson. The scenic, historic, and environmentally sensitive Avra Valley is no place to put an expressway, for the following reasons (not in order of importance):1. Negative impacts (noise, pollution, traffic, visual) on Saguaro National Park, Tucson Mountain Park, Ironwood Forest National Monument, Old Tucson, and the Arizona Sonora Desert Museum. Adding a freeway through the Avra Valley would drastically harm the tourism-based economy of this area. 2. Destruction of a gorgeous portion of the Sonoran Desert.3. Adverse and deadly impacts on the fragile ecosystem and wildlife.4. Dangerous and unnecessary risks from putting an expressway through floodplain and in close proximity to Tucson's groundwater resources. 5. Alternative B is less costly and less disruptive to the environment. 6. Negative impacts to important historical, cultural, and archaeological resources. 7. Negative impacts on the critical astronomical observatories, particularly Kitt Peak National Observatory from the added light pollution of headlights and development.8. Destruction of one of America's most beautiful places to hike, bike, bird watch, or just enjoy peaceful co-existence with nature. Arizona is one of the most beautiful states in the nation, but at what point does constantly paving over paradise destroy the beauty that drew folks there in the first place? Phoenix is largely beyond the point of no return. Tucson, however, is an entirely different story. But, throw in yet another busy highway corridor west of the city and the careful balance that has been achieved between city and nature could be irreversibly harmed.Thank you for taking my comments into consideration.	3/15/2018	negative
7554	Email	[Comment form was blank]	10/12/2017	neutral
7555	Email	I would like to get I-11 Updates on activities and meetings	5/23/2018	neutral
2499	Email	Thank you both very much for your communication with the San Xavier District yesterday. Thank you for providing us an I-11 Update at yesterday's Meeting. And thank you for your phone call on the Sonoran Corridor Project. As I mentioned to both of you, back in 2008 & 2009, the San Xavier District lead an effort to re-examine the I-19 / Pima Mine Road Intersection for safety reasons, due to the existing 180 degree curved on and off ramps at this intersection which are not ideal. During 2008 & 2009 there were numerous joint meetings attended by representatives from ADOT, FHA, Pima County, PAG, Town of Sahuarita, Desert Diamond Casino, CAP, ASARCO, Bureau of Reclamation, Kimley-Horne, Union Pacific Railroad, San Xavier District, Tohono O'odham Nation, etc. The final attached June 2009 Study by Kimley-Horne (funded by PAG & ADOT) came up with six alternatives to re-design the I-19 / Pima Mine Road Traffic intersection. I think your team might find some of this information helpful, and possibly a potential ALTERNATIVE for the Sonoran Corridor. Also for documentation purposes, I also attached a set of post meeting notes, one meetingAgenda, and two sign- in sheets, to give you an better idea of what was discussed, and whospecifically attended, since this was from 10 years ago. If you have any questions, let me know. Thanks.	4/18/2018	neutral

Reference #	Comment Type	Comment	Date Received	Nature of Comment
4482	Email	HELLO FRIENDS & NEIGHBORS! It's time to take action to oppose Interstate 11 through the Avra Valley! NOW IS THE TIME TO ACT; JAN 2019 MARKS THE DATE ADOT ANNOUNCES THEIR PREFERRED ROUTE for Interstate 11 through the Tucson region. We need to put the pressure on our elected officials now so that they will join us in saying "NO I-11 THRU AVRA VALLEY!" In 2007, the Pima County Board of Supervisors unanimously passed Resolution 2007-343 "in opposition to construction of an interstate highway link that bypasses Tucson and traverses pristine and invaluable Sonoran Desert areas". The 17-year-old community group Citizens for Picture Rocks has asked the Supervisors to re-certify their Resolution 2007-343, but has not received any response to date. Now is the time to let them hear from all of us! Please contact your county Supervisor and urge them to re-authorize Resolution 2007-343. Also please contact your State elected officials & courteously urge that they support an I-10 expansion through Tucson (proposed ADOT Alternative B) instead of an Interstate 11 highway through the Avra Valley. We need you! We are looking for volunteers (especially if you have legal or video editing experience). Just reply to this email. The time to act is now, before it's too late. Thank you!	10/16/2018	neutral
7559	Email	Hello I am wondering where the I11 will be running along the west side of Phoenix. Especially the section north of Bell rd to Wickenburg area. Any info. on this route would be greatly appreciated. Thank you	10/18/2018	neutral
5361	Email	I think that the 11 maybe should have HOV lanes on them. It should run directly from downtown Phoenix to Vegas and then pleas Nevada that it runs directly to Carson city so that both Nevada and Arizona's capital cities will be directly connected by i-11 and there already is a freeway called interstate 580 which connects Carson city to Reno so that means that the 11 would take over that portion which is already complete.	10/22/2018	neutral
7560	Email	Hey! Please don't put a new freeway corridor through the desert landscape. If we need more pavement, let it happen in the existing corridor through Tucson. Please don't put a new freeway corridor through the desert landscape. There are creatures who live there already, and they deserve to have their homes respected and protected. If you need help understanding these things, feel free to call. Thanks!	10/19/2018	negative
7562	Email	I am fast out apposed to construction of 1-11. The money would be far better spent on at U.S. and Mexico ports of entry, improvements to 1-10 south and east of Tucson, etc. If, need be invest in expanding Sasabe Highway. Do not build an entirely new North South scare across the wildlife preserves and national monuments. I strongly oppose this development as it cause irreparable harm to a unique corridor of Sonoran Desert; disrupt migration paths of multiple species, accomplish nothing in the security of the border, etc. This degrade the valley's dark skies initiative. I see expansion into this valley is inevitable, but strongly believe, the Feds and the State are charging blindly ahead despite the damage this will inflict.	10/18/2018	negative
7563	Email	I do not think that the A vra Valley route would be good for our desert area, rather choosing the proposed ADOT route B through Tucson makes more sense.	10/18/2018	negative
827	Email	We live in rual areas because we are blessed to have that option. 1-11 through 3-Points and Avra Valley - Picture Rocks will ruin that for so many families. This proposed route in these areas are not necessary when you could just expand 1-10. Why put families out of homes and property and destroy natural habitats and wildlife? Our Sonoran Desert and water tables should be protected not destroyed. Our family is opposed.	10/18/2018	negative

Reference #	Comment Type	Comment	Date Received	Nature of Comment
7564	Email	We don't want the proposed 1-11 project coming through the west side of the mountain. It would be much better to piggy back on 1-10 that has been expanded and can provide the truckers to go on through adequately. Our roads are poorly maintained now, why build more. The west side of the mountain has a Saguaro national Park and Theodore Roosevelt left a legacy of protecting our parks .. isn't that something that is being ignored by directing a highway through that park . Sandario seems to be one of your target areas.How much time would actually be saved by having I -11 come through the west side of the mountain .. ? This is such a shame to consider displacing people that live in this area ..	10/18/2018	negative
5361	Email	Please be sure to send a universal message to caltrans districts 5, 6, 8, and 9 and ask them to extend interstate 40 from Barstow to Bakersfield to to Santa Maria so that people from southern Arizona can take the 11 to kingman and then take the 40 straight west across to the	10/22/2018	positive
4482	Email	We never heard back to see if an October 29, 2018 would work and now both FHWA representation and I are not available on the 29th. Do we have a Plan B? Thank you and all the best my friend.	10/22/2018	neutral
5248	Email	Good Afternoon. I asked Executive earlier in the day if November 12th would work. Should've asked you as well. Does November 12th work?	10/22/2018	neutral
4482	Email	I will check my schedule and FHWA and get back to you asap. Thanks again.	10/22/2018	neutral
4482	Email	Team?? We do not need everyone but methinks we will get us an audience with Tribal executives/leadership and then same day with Natural Resources and Ag committee. Please let me know and I will reply back.	10/22/2018	neutral
5248	Email	Appreciate the patience . We'll have you out here again pretty soon. Have a nice night.	10/22/2018	neutral
2755	Email	I think the 12th is Veteran's Day (observed). I leave it up to him if he wants to work on the holiday.	10/23/2018	neutral
751	Email	Hi Here is the uploaded video, in it's entirety: https://www.youtube.com/watch?v=gmNjRvW4VX0 He recorded it, but not during the presentation with the PowerPoint because the room was dark.See you in January.	9/26/2018	neutral
5248	Email	Good Morning. Didn't notice until this morning that November 12th was Veteran's day so meeting on that day won't work. What does November 19th look like instead?	10/24/2018	neutral
7567	Email	Hi.She has November 19th blocked out for review of comments from legal.	10/24/2018	neutral
5248	Email	Got word November 19th also doesn't work.What about November 26th or December 10th? Both these dates are currently open for Chairman.	10/24/2018	neutral
7567	Email	I am on leave November 26th, but can meet on December 10th.	10/24/2018	neutral
7568	Email	Hello,I am a graduate student at the University of Arizona. I am writing a case study on the public participation process on Interstate 11 and focusing on the Southern Arizona portion's	10/25/2018	neutral
4035	Email	Is there some reason why the proposed 1-11 route can't be a little further east once you are south of Ajo Highway thereby impacting zero properties?	10/19/2018	neutral

Reference #	Comment Type	Comment	Date Received	Nature of Comment
4197	Email	I am vehemently opposed to any proposed route running through Avra Valley. It has sensitive wildlife areas and corridors. It is one of the few areas around Tucson that has a quiet natural desert environment for people from Tucson and tourists to visit. In addition residents of the area enjoy the peace and quiet of the desert which is why they chose to reside here. There are some very long time residents, some of them elderly, that would lose their homes to make way for this road. In addition to these concerns the cost for this route seems like it's not the most prudent use of our tax dollars when piggybacking on I-10, an already established roadway, seems to make the most sense and won't require taking homes and ruining a unique desert environment.	10/23/2018	negative
7570	Email	The very best choice for 1-11 is use the existing 1-19 from the Nogales truck interchange to 1-10 in Tucson at mile marker 261, from mile marker 261 of 1-10/1-19 interchange to mile marker 161 in Chandler,AZ which is The 1-10/AZ Loop 202 1-10 & 1-11 will share the same Highway, from the 1-10/AZ Loop 202 at mile marker 161 in Chandler to mile marker 138 which is The 1-10/AZ Loop 202 interchange 1-11 & AZ Loop 202 shares the same highway, from mile marker 138 to Mile marker 134 on 1-10, 1-10 & 1-11 shares the same highway, from mile marker 134 which is the 1-10/AZ Loop 101 interchange, 1-11 & AZ Loop 101 shares the same highway to the Central Avenue interchange, there 1-11 will go Northwest to 1-40. 1-40 & HI will share the same Highway for 23 miles. Thereby that is the most logical choice for 1-11, use existing highways, all that needs to be done on the existing highway is to install the 1-11 signs, in Nogales the 3 miles of 1-19 to Downtown Nogales can become 1-11.	10/23/2018	neutral
4197	Email	I strongly oppose your proposed routes that would go through Avra Valley for the following reasons: It would desecrate wildlife areas and corridors. It would desecrate pristine natural desert areas that are enjoyed not only by residents of Avra Valley, but Tucson residents and tourists alike. It proposed routes would force people out of their homes, including some elderly and poor with no ability to find equal housing and would cause extreme physical and emotional upheaval for many of those affected. Its a wasteful use of tax dollars when I-10, an already established route could be used to piggyback I-11 at a lower cost to taxpayers and without need to evict anyone from their home or disturb wildlife habitats or natural environments. It would severely impact the quality of life for residents of the area with noise, visual, and air pollution.	10/23/2018	negative

Reference #	Comment Type	Comment	Date Received	Nature of Comment
7571	Email	To whom it May Concern, Iam opposed to building this interstate through our Three Points community. I feel that this would create an unnecessary hardship to most of the members of our community. Three Points will nearly be wiped off the map and cease to exist. Nearly everyone will lose their homes and or land that we cherish and have worked hard to have. This would also create a mass exodus of the community into the surrounding area to find replacement homes and or land to place our homes on for those of us that wish to remain in a rural setting. Where is everyone supposed to go? I also feel it will be hard to find affordable alternatives especially for seniors, disabled people and low income residents. Yes we will be bought out but who knows if we will be given enough money to pay off existing mortgages and pay for new land and moving expenses. Not only people will suffer with the construction of this interstate. We have wildlife that will be displaced and forced to wander into the city looking for a home, food and water and more than likely be killed. We have native plants and trees that have been here for hundreds of years. It sickens me to think that all of those saguaros that have stood for hundreds of years will be razed for a stupid interstate. If it is absolutely necessary to build this bypass through our community, why can't it be built east of Sandario Road where there is open land and no residents? We feel this makes more sense than destroying an entire community. Thanks so much for your time.	10/22/2018	negative
7572	Email	WE DO NOT NEED ANOTHER INTERSTATE!! If Phx can't make a 2 hour trip, they need to stay there and leave us alone.	10/20/2018	negative
7573	Email	I appreciate the opportunity to comment on the proposed 1-11 highway. I live off the Ajo Highway between Three Points and Sandario Road, so I would be personally impacted by the proposed Routes C & D. I moved to this area for the clean air and quiet, which I need for my physical and mental health. Both of these values would be destroyed by a nearby highway designed for large trucks. I am also a retired ecologist, strongly in love with the Sonoran Desert, especially as protected in Saguaro National Park (West) and the Ironwood National Monument. I would like to advocate on behalf of the wildlife of those protected areas, which would not do well with a heavily traveled highway interrupting their movement across the landscape. I am also concerned about the negative impact on visitors to the national park. The current experience of quiet beauty would certainly not be improved by the sound of heavy traffic! In my opinion there is no reason to build a new highway. I adamantly oppose proposed routes C & D. If it is decided that commerce truly requires additional truck traffic, only Route B, expanding 1-10 through Tucson, is acceptable. Thank you for considering my comments.	10/19/2018	negative

Reference #	Comment Type	Comment	Date Received	Nature of Comment
4035	Email	I think the Sierrita Mountain Rd option for the 1-11 Highway is a horrible idea. I am sure you have received all the objections about slaughtering wildlife, causing air and noise pollution and possibly causing light pollution that would affect Kitt Peak's "Dark Skies" rating. I have been following your project for at least a year and this is the first time that I found out that Sierrita Mountain Road was one of your options. I know when selecting a route you endeavor to impact as few properties as possible but in this case it appears that once the proposed road crosses Ajo you destroy a large portion of Sierrita Mountain Rd. Only one of two roads out of Diamond Bell Ranch. If you must select this route I suggest where the highway crosses Ajo going south you run it just east of South Avra Rd past Fred's Arena and Steakhouse and going south run it just west of N Shane Ave skirting the west side of Valley View Acres where it would join up to the proposed route just east of the Three Points Fire Station. Taking this route appears to impact about six to eight properties located on Marsteller and Cartel Roads near Ajo. Your proposed route, unless it has numerous exits, cuts off and isolates a lot of properties from Sierrita Mt Rd.	10/19/2018	negative
7574	Phone	Yes, I am calling to see if the I-11 is going to go through. Thank you. Response: 10/22/2018 Called back and let her know during a recent internal audit of the I-11 comment database, we found she previously left a message for the I-11 team and it appears her message had not yet been returned. Let her know maps of the alternatives that will be further studied in the Tier 1 Environmental Impact Statement (EIS) are provided in the Alternatives Selection Report, posted on the website, http://www.i11study.com/Arizona/Documents.asp and that these alternatives are 2,000-foot-wide corridors within which a specific alignment could be located in the future. She doesn't have internet access, so I told her we are currently planning a series of six public hearing meetings for early 2019; the dates, times and locations will be finalized soon. She requested a phone call to notify her of meeting information when it is available.	7/12/2018	neutral
7575	Phone	REMARKS/QUESTIONS: I need some more information on the Interstate 11. We already looked online and watched everything, and I just have a few questions. Thank you, bye RESPONSE: 10/22/2018 Called back and let her know during a recent internal audit of the I-11 comment database, we found she previously left a message for the I-11 team and it appears her message had not yet been returned. She gave the phone to her husband and I let him know maps of the alternatives that will be further studied in the Tier 1 Environmental Impact Statement (EIS) are provided in the Alternatives Selection Report, posted on the website, http://www.i11study.com/Arizona/Documents.asp and that these alternatives are 2,000-foot-wide corridors within which a specific alignment could be located in the future. I told him we are currently planning a series of six public hearing meetings for early 2019; the dates, times and locations will be finalized soon, and we'll be posting the public hearing information on the project webpage at i11study.com/Arizona . He will reach out if he has further questions	6/29/2018	neutral

Reference #	Comment Type	Comment	Date Received	Nature of Comment
7576	Phone	REMARKS/QUESTIONS: I had a couple questions about this I-11 project. Could you please call me back.Thank you. RESPONSE: 10/22/2018 Called back and let him know during a recent internal audit of the I-11 comment database, we found he previously left a message for the I-11 team and it appears his message had not yet been returned. I let him know maps of the alternatives that will be further studied in the Tier 1 Environmental Impact Statement (EIS) are provided in the Alternatives Selection Report, posted on the website, http://www.i11study.com/Arizona/Documents.asp and that these alternatives are 2,000-foot-wide corridors within which a specific alignment could be located in the future. I told him we are currently planning a series of six public hearing meetings for early 2019; the dates, times and locations will be finalized soon, and we'll be posting the public hearing information on the project webpage at i11study.com/Arizona . He will reach out if he has further questions.	5/2/2018	neutral
7577	Phone	REMARKS/QUESTIONS: Hi, I'm in Surprise. A year ago, I got a package from Karen Apple of HDR Engineering on the I-11 and then I also got an envelope from Laura Douglas with ADOT in May of last year. I'm interested in the segment west of Tucson. Can you tell me if there's any definite information yet on the route going out of Santa Cruz County through Pima County? RESPONSE: 10/22/2018 Called back and let him know during a recent internal audit of the I-11 comment database, we found he previously left a message for the I-11 team and it appears his message had not yet been returned. I let him know maps of the alternatives that will be further studied in the Tier 1 Environmental Impact Statement (EIS) are provided in the Alternatives Selection Report, posted on the website, http://www.i11study.com/Arizona/Documents.asp and that these alternatives are 2,000-foot-wide corridors within which a specific alignment could be located in the future. I told him we are currently planning a series of six public hearing meetings for early 2019; the dates, times and locations will be finalized soon, and we'll be posting the public hearing information on the project webpage at i11study.com/Arizona . He will reach out if he has further questions.	3/1/2018	neutral
7578	Phone	REMARKS/QUESTIONS: Hello I just wanted to get information on the I11 corridor. If it's coming from Nogales up to Wickenburg or up north there, will it be coming through 339th Avenue or what's the route that is going to be coming through? Thank you. RESPONSE: 10/22/2018 Called back and let him know during a recent internal audit of the I-11 comment database, we found he previously left a message for the I-11 team and it appears his message had not yet been returned. I let him know maps of the alternatives that will be further studied in the Tier 1 Environmental Impact Statement (EIS) are provided in the Alternatives Selection Report, posted on the website, http://www.i11study.com/Arizona/Documents.asp and that these alternatives are 2,000-foot-wide corridors within which a specific alignment could be located in the future. I told him we are currently planning a series of six public hearing meetings for early 2019; the dates, times and locations will be finalized soon, and we'll be posting the public hearing information on the project webpage at i11study.com/Arizona . He will reach out if he has further questions.	7/27/2018	neutral

Reference #	Comment Type	Comment	Date Received	Nature of Comment
7579	Email	Dear I-11 study group, The proposed route(s) for this interstate may represent a major threat to the professional astronomical research observatories in southern Arizona, particularly to Kitt Peak National Observatory. Given the economic and cultural impact of these observatories in our region, you need a representative from the Tucson astronomy community to work with you. At KPNO, we are currently installing state-of-the-art instrumentation on our telescopes, to conduct multi-year projects funded by the National Science Foundation, the US Department of Energy Office of Science, and NASA. Decisions about the route of I-11, its lighting and the signage that springs up as a result of commercial development could have a major adverse impact on these federally sponsored research initiatives. I strongly urge you to involve the local astronomy community in these studies. We would welcome an opportunity to work collaboratively on issues like lighting plans, in order to avoid a major problem in the future. Thank you, and I look forward to hearing from you.	10/25/2018	neutral
4585	Email	I want to register with you my opposition to I-11 going through Avra Valley (Option C per ADOT materials). The impact on Saguaro National Park West and Ironwood Forest National is well known (reduction in open space, destruction of archeological/cultural resources, the degradation of the aquifer, the noise and air pollution, the devastation to the plants and animals that call this fragile desert home...). What has not made the news is the impact on the Arizona-Sonora Desert Museum. Can you imagine standing on the patio, looking out west....and seeing AND hearing a freeway (I know from experience that sound travels up)? The ambiance of the second most popular visitor destination after the Grand Canyon will be destroyed. I am sure that this internationally-known institution, which generates millions of dollars for Tucson and surrounding areas, will not survive this. But if it does, it will certainly be greatly diminished and no longer an important income/job generator (in addition to being an amazing educator/experience). Additionally, Option C touches my family personally. The 2,000 foot swath takes out my neighbor's home - so it will be right next door! My husband and I moved out here to enjoy the beauty of the desert, the critters, the quiet, the dark skies at night. All of this will be gone AND we will have a freeway at our doorstep. The value of our property will be greatly reduced so we won't be able to sell and recoup the full value of the property. Of the 60 lots in Sunset Valley, less than 20 will be left. The folks left will be primarily seniors on limited incomes. Several of the folks who will lose their homes just purchased them; they will NEVER get what they paid for the property through imminent domain. They are families with young children, seniors, a few teachers - folks just getting by. Thank you for adding my comments to the others you have received.	10/25/2018	negative

Reference #	Comment Type	Comment	Date Received	Nature of Comment
7580	Email	<p>To Whom it May Concern, I wish to offer my opinions on the choices for the route of the proposed Interstate 11. I will begin by stating that I am a resident of the Avra Valley, and therefore have a biased opinion. We moved out here for the solitude, and to “be away from it all,” seventeen years ago. We are very fond of our “rural” lifestyle. When it comes to the proposed routes, we definitely prefer option 1—routing it on top of the existing I-10 through Tucson, or option 3, doing nothing at all. It is my understanding that it would be considerably cheaper to build on top of I-10, to the tune of millions of dollars. I think that should be taken into consideration, as ultimately it is the taxpayers who foot the bill for this. I also hear that Tucson is in favor of this highway because they want to be part of the international trade route that it creates. If this is so, I-10 is the obvious route because Avra Valley is over the mountains and west of Tucson, essentially bypassing the main part of town.</p> <p>Ava Valley is overlooked by the two biggest tourist draws to Pima County, the Arizona-Sonora Desert Museum and the West District of Saguaro National Park. The ASDM is the second biggest tourist draw to Arizona, after the Grand Canyon. It takes ni imagination to realize the noise, dust, air pollution, and visual blight that a major interstate highway will create in the viewshed of these attractions. These places are about wilderness and the value of open spaces—a freeway just below them would ruin them for millions of Americans. I urge you to consider these factors as well. I’m not against “progress,” and I understand the need to move commerce between states and countries. But I feel that it can be done in ways that impact the least amount of open space still available and have the least effect on the lifestyle that people have chosen. Therefore, I once again urge you to choose options 1 or 3, and not the route through the Avra Valley. Thank you for your consideration.</p>	10/25/2018	negative
3842	Email	<p>Please don't build I-11 through Avra Valley!!!! This would be devastating to us!!!! We bought our home a few years ago for the peace and quiet and gorgeous views. We commute out here for this. Our home and 1.5 acre property would be demolished along with our entire community!! In addition, the damage to the Saguaro National Park, Ironwood National Monument, Arizona-Sonora Desert Museum and Tohono Oodham reservation, fragile desert plants and animals would also be devastating! Please utilize I-10 through Tucson, instead!!! Thank you!</p>	10/25/2018	negative

Reference #	Comment Type	Comment	Date Received	Nature of Comment
7581	Email	Per vote on Resolution 2007-343, we the tax payers voted down I-11 going through Saguaro National Park, and I would like to know who took it upon themselves to go ahead and do an illegal authorization to go ahead with the plan. I vote "NO" again to the proposition to go ahead with this plan to: 1) Displace homeowners, who many have been there for 30+ years. 2)To ruin a nation park. Tax payers and environmentalists are already fighting mining in the Santa Rita's (Rosemont Mining) 3) To counter mine Taxpayers/voters to build a new/unneeded highway, whereas to join the I-10 corridor until you get to Phoenix then join with I-17 would be much more practical and save the taxpayers billions of dollars. Not to mention the millions that the businesses of Tucson will miss out on by having tourist by pass them. It needs to be made public, with names of the person(s) responsible for the illegal pursuit to change what has been voted upon by the people of Arizona and Pima County, so the voters can vote them out. I vote for 1 of 2 options: 1) utilize the I-10 through Tucson 2) No Build	10/25/2018	negative
7582	Email	ADOT/FHWA: As a resident of the beautiful Avra Valley I am very concerned about the potential of a new I-11 interstate possibly being rammed through this area. The result of such would devastate many family's and property values, Saguaro National Park, Desert Museum, Ironwood forest, and the Tohono O'Odham reservation. Additionally, the wildlife corridor between Saguaro National Park and Ironwood National Monument would become extinct. Please re-authorize Resolution 2007-343 - a no vote taken in 2007 and utilize option B, I-10 through Tucson as the footprint already exists and most infrastructure is in place!	10/26/2018	negative
5375	Email	Hello, When is the DEIS announcement?	10/29/2018	neutral
4482	Email	Let's schedule it for the 10th.	10/30/2018	neutral
4482	Email	The 10th is not good. I am out of town sorry, my bad. What other Monday's in December are open?	10/30/2018	neutral
5248	Email	I think the only other date in December that could possibly work is the 17th. What do you think? If it works I can ask Roberta if it works for the Chairman.	10/30/2018	neutral
4482	Email	A good representation from FHWA/ADOT should be.....thoughts? This will just be an update meeting.	10/30/2018	neutral
7567	Email	Works for me. Thanks.	10/30/2018	neutral
7584	Email	I intend to attend.	10/30/2018	neutral
7585	Email	I am free on December 17th.	10/30/2018	neutral
7586	Email	I plan on attending as well	10/31/2018	neutral
7588	Email	Hello, I have a prospective buyer looking to purchase a home in the Gladden Farms area in Marana AZ. She heard that the I-11 Corridor might be near this subdivision. Do you have any information that you can pass on to me about this matter? I tried looking at the prospective map on the website for I-11 but it wasn't all that clear. Thank you for your time. I'll look forward to hearing from you.	11/2/2018	neutral
7591	Email	Good Afternoon, Do you have dates yet for the next public hearings for the I-11 Tucson Bypass? I live most of the year in Idaho, but I own property in a potential area of impact off Sandario Road south of Mile Wide Road, and would like to attend one of these meetings as mentioned in the Tier 1 EIS timeline: Thanks very much.	11/6/2018	neutral

Reference #	Comment Type	Comment	Date Received	Nature of Comment
7592	Email	I am a proud Tucson resident and homeowner, and I would like to voice my opposition to the construction of I-11 through the desert area west of Saguaro National Park, and I strongly urge you to use the existing I-10 corridor. Many of the best hiking trails in Arizona are on the western side of Saguaro National Park West, and building a highway right next to that area would be shameful. It would create pollution and noise, and it would ruin the beautiful views from those hikes. No hiker or tourist wants to see and hear a highway when hiking in a National Park. It would be an embarrassment to our great state. National Parks are some of America's greatest treasures, and I vehemently oppose the construction of a highway right next to ours. Please use the I-10 corridor instead.	11/6/2018	negative
7596	Email	Hello, I want to formally state I am opposed to the I-11 corridor. This will be detrimental to the Saguaro National Park and its residents. We should not be investing in 19th century technology. We should instead be looking for ways to reduce the use of fossil fuels. Use the roads we already have.	11/12/2018	negative
5361	Email	Do you think this may work out? It would connect the most northwestern city to the 11 via 90 or 84 and then run directly to Nevada's Capitol which is very close to South Lake Tahoe where everyone loves to visit and spend some time there and then run southeast to Vegas and then Phoenix. If you are worried about how to connect Vegas within range of Idaho then please consider the proposal to construct interstate 13 from Yuma to Laughlin/bullhead city to Vegas to Elko to Boise to Spokane. That way Vegas will be 3 dimensional in terms of interstate freeways like San Diego has. No more interstate freeways are needed here in Nevada except interstates 11 and 13. Many people like myself have been wanting to have a freeway that would take us from Vegas to the Sierras where they all ski and fish and such. So it is a definite NO for a direct freeway connection directly from Vegas to Carson city (which leads way to Reno via interstate 580 which the 11 would replace)?	11/12/2018	negative
5361	Email	So Wikipedia is WRONG saying that interstate 11 will branch off near the 8/10 and run northwest to buckeye and then run to wickenburg and then have then have the rest of the route take over highway 93 all the way to Vegas? If Wikipedia is wrong and if interstate 11 will run straight through Phoenix and out of Phoenix itself then the 10 desperately needs to gain a third lane per direction between Chandler and Casa Grande. I hope that the Gila River Indian reservation will compromise in that you may tell them that you promise to never widen the 10 ever again through their region and to be sincere about this you can tell them that you will not be widening the 10 anymore from Casa Grande to Tucson once it reaches three lanes per direction. Hence, the 10 will stay three lanes per direction entirely from Chandler to Tucson. > On Nov 13, 2018, at 10:46 AM, The I-11 Study Team wrote: Hello, Thank you for contacting the Interstate 11 study team. Your email and comments will be shared with the study team and entered into the official public record for the Interstate 11 study. We encourage you to visit our website for updated information related to the study.	11/13/2018	negative
7592	Mail	Letter objecting to the construction of I-11 west of Saguaro National Park attached.	10/22/2018	negative

Reference #	Comment Type	Comment	Date Received	Nature of Comment
7599	Phone	Left message saying he is one of the people that will be affected by the corridor that will go through and that he doesn't want it to go through. Called back and left him a message letting him know about plans for public hearings in early 2019 and directed him to the website.	10/26/2018	negative
7600	Phone	Left message saying she is voting no on the Avra Valley option for the I-11 interchange and she lives on Ranchito Verde. She didn't request a call back.	10/26/2018	negative
7601	Phone	Left message saying she received a message from a citizen who has questions about the I-11 Corridor and any upcoming public meetings. Left his number and asked if we could provide him with more information. Response: Called and left a voicemail for him with the study website information, how to stay in contact and leave a comment, and provided information about the upcoming comment period and public hearings.	11/9/2018	neutral
7592	Phone	Left message with his comments that he would prefer that the study team would consider expanding I-10 rather than building a new highway through the Avra Valley area and destroying hiking areas in the national park. Response, we spoke with him directly and also provided him with the study website information, how to stay in contact and leave a comment, and provided information about the upcoming comment period and public hearings. He also requested a contact at the Federal Highway Administration.	11/6/2018	negative
7602	Phone	Civilian from the Tucson area left a message asking if there is a project website (referred by the City of Tucson). Response: We left him a message with the study website information, how to stay in contact and leave a comment, and provided information about the upcoming comment period and public hearings.	11/6/2018	neutral
7603	Phone	Civilian left a message wanting to know how his property could be impacted. Response: We left him a voicemail with the study website information, how to stay in contact and leave a comment, and provided information about the upcoming comment period and public hearings.	11/8/2018	neutral
7604	Phone	Left message with questions about the study and the process. Response: We left him a voicemail with the study website information, how to stay in contact and leave a comment, and provided information about the upcoming comment period and public hearings.	11/9/2018	neutral
7608	Email	Just trying to find out approximately when construction would start in our area if all is approved for I11 to be routed through this neighborhood. We are dead center for projected route, approx. 7 miles south of Picture Rocks Az. Are we talking 2 years or 5yrs? Any info would help. Thank You	11/24/2018	neutral

Reference #	Comment Type	Comment	Date Received	Nature of Comment
3917	Email	<p>I live in Hidden Valley, which is in the unincorporated (the County part) area, west & southwest area, outside of the City of Maricopa. I am writing this email because my area wants to be heard regarding the proposed I-11, and the exit, off the Loop 303, which goes through Hidden Valley. I will be directly effected by the proposed exit off the Loop 303. I was not heard. No one in my area was heard regarding both of these proposed routes. Can you please hold a meeting in Hidden Valley so we can be heard? You held a meeting recently in Oro Valley, so those residents could be heard. Pinal County Public Works Dept. does have a Maintenance Yard site where meetings have been held. The site is called "Hidden Valley Maintenance Yard" and you can go through the Director, or the Assistant Director, to book it. This meeting must be held in Hidden Valley. This site is a lot closer to us vs. the City of Maricopa. Plus, both routes go through Hidden Valley, not the City of Maricopa. So PLEASE do not have it in the City of Maricopa. All of the previous meetings were held in the City limits and my understanding is, we should have had meetings in Hidden Valley. Yes, I sent emails and called, and in both cases, left messages to be contacted back. No one ever contacted me back. If this happened to me, it happened to others. The assistant director sent an email for someone to contact me back. Again, nothing happened. Why not? 11/27/2018 Called her back and let her know that the next round of public involvement is expected to occur in early 2019, following the release of the Draft Tier 1 EIS and will include formal public hearings throughout the study corridor, along with other opportunities for public comment during a designated period. Let her know that all the comments received will be entered into the project record and gave her the project website info, email address and phone number. Also told her that the recent meeting in Oro Valley wasn't for I-11, and the meeting she attended in 2017 was the last meeting we held. She requested that we hold a meeting at the Hidden Valley Maintenance Yard.</p>	11/21/2018	negative
7611	Email	<p>To whom it may concern We are opposed to the I-11 going through Picture Rocks in Tucson. This area is mostly National Park. The people who live here are very active in preserving the eco system in this area. The beauty of this area is spectacular and is unique unto itself. There is a natural balance that is treasured and those that live here are very aware and careful to maintain that balance so that people can come and see this special place in its natural form. A highway running through the area would absolutely disrupt if not destroy this ecosystem. Once done there would be no way to get it back. There must be another route that would work. This area is worth protecting. Thank you for listening. Response from Sonoran Corridor: Thank you for your comment. Feedback is very important to a study. I have also forwarded your comment to the I-11 Project Team.</p>	10/25/2018	negative

Reference #	Comment Type	Comment	Date Received	Nature of Comment
7612	Email	Sent to Sonoran Corridor email: I live and work in Picture Rocks, AZ, a rural community between Saguaro National Park West and Ironwood National Monument within the Avra Valley. I am absolutely opposed to and appalled by the proposed route of 1-11 thru Avra Valley. For the life of me I cannot imagine how the FHA or ADOT came up with this route. Why would they think it's in the best interest of anyone to run an interstate between 2 federally protect monuments? Land where cultural and natural resources are protected by law? And what of the wildlife corridor along the CAP? And sections of Saguaro National Park that are directly crossed by one of your proposed Avra Valley routes? And what of the homes and families you tend to uproot? It makes more sense to Tucson businesses and many others, myself included, to expand or double deck portions of 1-10 from 1-19 north toward Phoenix. It makes no sense to any of us west of the Tucson Mountains why you want to bulldoze thru our natural preserves and monuments to put in an interstate when there already is one 10 miles east of here. Picture Rocks residents share my opinion by a vast majority, as seen by the hugely attended ADOT presentation at Picture Rocks Community Center a couple months ago. Response from Sonoran Corridor: Thank you for your comment. Feedback is very important to a study. I have also forwarded your comment to the I-11 Project Team.	10/25/2018	negative
7613	Email	Sent to Sonoran Corridor email: During these times of Big Debt and conflict to our South why would it be so needed to add yet another big freeway expansion. May be an expansion of 1-10 would be better. Widened the areas through Picacho, Coolidge, Red Rock. An expansion of an existing freeway make better economic sense than displacing people, homes, wild life, National Park, communities such as A vra Valley & Picture Rocks. Response from Sonoran Corridor: Thank you for your comment. Feedback is very important to a study. I have also forwarded your comment to the I-11 Project Team.	10/24/2018	negative
7615	Email	How can I get a more detailed map. Cooridor is only 2000 feet	12/1/2018	neutral

Reference #	Comment Type	Comment	Date Received	Nature of Comment
3917	Email	I would like to thank you in calling me back last week. Also. does any one know who I can contact regarding the proposed Loop 303 just north of I-8? I do have questions regarding that route.Can you all please have a meeting at the Hidden Valley Maintenance Yard? Casa Grande location is to far away for most people (at least 45 minutes for one way).I did attend that one & only 5-8 people from my area showed up. Please DO NOT have it in the City of Maricopa. That is where all of the meetings were held. The major problem in having it in the City of Maricopa is of the following: Plus, the entire proposed I-11 is in Hidden Valley. None of it is in the City of Maricopa(it doesn't even come close to the City of Maricopa). Again, we will not be heard. Residents from Hidden Valley were thrown out of the meetings. we were told too bad they are going thru the area (I know & others know, that statement is false), the stakeholders will not consider anything else, etc. Why not? My government is Pinal County. They are suppose to look after our best interest, not sell us out. The 2 people representatives from Pinal County refused to hold any meetings (that statement came from both Andy Smith & Kathy Borquez). Per Kathy, they were going to try to accommodate the City of Maricopa in every way. When I brought it up to the Director Louis Andersen & Scott Bender, we should have had meetings in Hidden Valley & be heard. My recommendation is: Get rid of I-11 thru Hidden Valley. Instead, up grade 238 to St. Rt. 85 Upgrade 85 & upgrade I-8 I've also suggested White & Parker which goes north & south be upgraded from I-8 to I-10.I do know that GRIC would need to ok the northern part of that route. That will give another way in/out of 347 & 238. Yes, part of it goes thru the City of Maricopa. They actually need this type of a route. So please make this meeting work so we can be heard? Please have it in Hidden Valley.	12/2/2018	negative
7616	Email	Hello, Just wondering if there is a detailed map of where the I-11 may be installed in the Wickenburg area? I can not tell from looking at the map on-line if it is going down Vulture Mine or going by the Flying E and through the airport. Can you help? Thank you	12/3/2018	neutral
1746	Email	Hello, Do you have a 4-5 sentence update on the status of I-11? I'm passing along an update to some of my group. I understand it is the same has it has been for quite a while, trickling its way through the Tier 1 EIS. You said on that last call when the next decision point will be, can you remind me what that was.	11/9/2018	neutral
751	Email	WATER CO-OP OPPOSES AVRA VALLEY I-11 AS THREAT TO COMMUNITIES AND WATER With a unanimous vote at the Rancho Del Conejo Community Water Co-op's Annual	12/9/2018	negative
7616	Email	Hello, Is there a more detailed map of the proposed areas that I-11 may travel thru/around Wickenburg? If so could I please get a copy of it to view?	12/13/2018	neutral
7622	Email	Attached is a letter from Pima County Board of Supervisors Chairman Richard Elas and Supervisor Sharon Bronson restating Pima Countys opposition to an Interstate 11 freeway, especially if it were to traverse Avra Valley. We can provide you with Pima County Resolution No. 2007-343 if you need do not have it in your files.	12/13/2018	negative

Reference #	Comment Type	Comment	Date Received	Nature of Comment
7624	Phone	Hi. I live in the area of Saguaro National Monument West and I see on your website you have a couple of options here. I would like to know if your options affect my property. Response: Let Charles know these alternatives are 2000-foot-wide corridors within which a specific alignment could be located in the future, and following the Tier 1 EIS process, if an I-11 Corridor is selected, further design would occur as funding is available. Told him that the next round of public involvement is expected to occur in early 2019, following the release of the Draft Tier 1 EIS and will include formal public hearings throughout the study corridor, along with other opportunities for public comment during a designated period. I let her know that all the comments received will be entered into the project record and gave him the project website info	12/13/2018	neutral
3356	Email	Regarding request made to hold a meeting in the Green Valley/Sahuarita area for the next round of meetings for the I-11 Corridor at the Green Valley Committee meeting 12.12.2018	12/13/2018	neutral