



Agency and Public Information Meeting Summary Report

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SUMMARY

This *Agency and Public Information Meeting Summary Report* documents the outreach process the Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) completed for the I-11 Corridor Study at the end of the alternatives analysis phase. It summarizes the methods, meetings, and materials used to solicit feedback, as well as the comments and input received from the agencies, tribal governments, and public during the approximate 30-day comment period from April 28, 2017 to June 2, 2017.

During this outreach period, the FHWA and ADOT conducted four agency and six public meetings, held throughout the I-11 Corridor Study Area, including Buckeye, Casa Grande, Marana, Nogales, Tucson, and Wickenburg, Arizona. The meetings were attended by 37 agency representatives and 608 community members. Meeting attendees were encouraged to share verbal and written comments, as well as mark suggestions and concerns on maps of the Study Area, with the goal of reviewing and commenting on the proposed range of alternatives to be carried into the Tier 1 Environmental Impact Statement (EIS) for additional analysis. This report documents the process followed and summarizes major themes of comments received. The FHWA and ADOT will consider these comments as part of the alternatives screening process and as the I-11 Corridor Study advances into the next phase of the environmental review process.



Table of Contents

1	Introduction	1
1.1	Overview	1
1.2	Purpose of Report	1
2	Outreach Process	3
2.1	Overview of Alternatives Development Outreach Process.....	3
2.1.1	Outreach Period and Meetings.....	3
3	Agency Meetings.....	5
3.1	Agency Participants.....	5
3.2	Agency Coordination Meetings	5
3.3	Agency Comments	6
3.3.1	Overview of Agency Comments	6
3.3.2	Summary of Individual Agency Comments.....	7
4	Tribal Coordination.....	10
5	Public Information Meetings	12
5.1	Overview of Public Involvement Goals, Process and Strategies.....	12
5.2	Study Website	12
5.3	Online Comment Tool	14
5.4	Public Meetings	15
5.4.1	Meeting Notification	16
5.4.2	Meeting Content	20
5.5	Public Comments	22
5.5.1	Section Specific Comment Summary and Analysis.....	26
5.5.2	Summary of General Feedback.....	29
5.5.3	Demographic Information of Comment Form Respondents	32
6	Title VI, Environmental Justice, Americans with Disabilities Act, and Limited English Proficiency	34
7	Summary and Next Steps.....	36
7.1	Alternatives Selection Report	36
7.2	Draft Tier 1 EIS.....	37
7.3	Final Tier 1 EIS and Record of Decision	37



Figures

Figure 1-1	I-11 Corridor Study Area (Nogales to Wickenburg)	2
Figure 1-2	I-11 Study Process	3
Figure 3-1	Agency Meeting in Casa Grande.....	7
Figure 5-1	Study Area by Section.....	13
Figure 5-2	Online Comment Tool – Welcome Page.....	14
Figure 5-3	Online Comment Tool – Comment Map Page.....	15
Figure 5-4	I-11 Corridor Options.....	24
Figure 5-5	Corridor Option Preference Rankings: South Section	25
Figure 5-6	Corridor Option Preference Rankings: Central Section	25
Figure 5-7	Corridor Option Preference Rankings: North Section.....	26
Figure 5-8	Comment Form Respondents by ZIP Code Area.....	33
Figure 7-1	Corridor Alternatives Development and Environmental Review Process.....	36
Figure 7-2	Tier 1 vs Tier 2 Level of Detail	38

Tables

Table 3-1	Agency Meetings (May 2017).....	6
Table 4-1	Tribal Engagement (April through June 2017)	10
Table 5-1	Public Meetings	16
Table 5-2	Media Interviews.....	17
Table 5-3	Print Publications and Radio Broadcasts	18
Table 5-4	Social Media Posts.....	19
Table 5-5	Summary of Public Comments Received.....	23



Appendices

- Appendix A Sample Agency Invitation Letters and Recipient List
- Appendix B Agency Meeting Materials
- Appendix C Agency Comments
- Appendix D Media Relations
- Appendix E Newspaper Notices
- Appendix F E-Blasts
- Appendix G Public Meeting Materials
- Appendix H Public Meeting Comments



Acronyms

ADA	Americans with Disabilities Act
ADOT	Arizona Department of Transportation
ASR	Alternatives Selection Report
CAP	Central Arizona Project
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
FAST	Fixing America's Surface Transportation
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
I	Interstate
IWCS	I-11 and Intermountain West Corridor Study
LEDPA	Least Environmentally Damaging Practical Alternative
LEP	Limited English Proficiency
MAG	Maricopa Association of Governments
MAP-21	Moving Ahead for Progress in the 21st Century Act
NDOT	Nevada Department of Transportation
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
ROD	Record of Decision
RTC	Regional Transportation Commission of Southern Nevada
SR	State Route
US	United States
USDOT	US Department of Transportation



1 INTRODUCTION

1.1 Overview

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

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

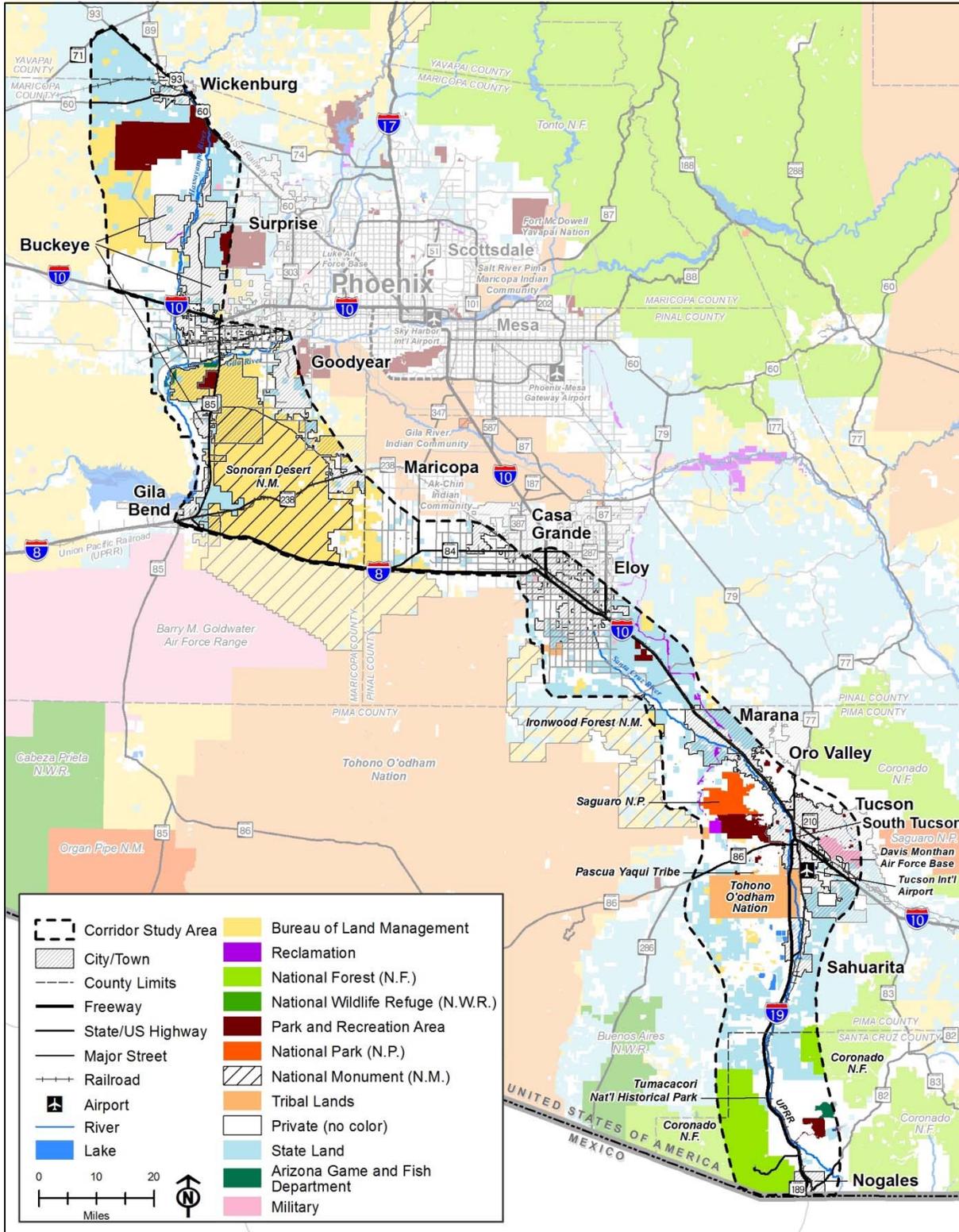
In December 2015, the United States (US) Congress approved the Fixing America's Surface Transportation (FAST) Act, which is a 5-year legislation to improve the Nation's surface transportation infrastructure. The FAST Act formally designates I-11 throughout Arizona, reinforcing ADOT's overall concept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

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

1.2 Purpose of Report

This *Agency and Public Information Meeting Summary Report* documents the outreach process the FHWA and ADOT completed near the end of the alternatives analysis phase. It summarizes the methods, meetings, and materials used to solicit feedback, as well as the comments and input received from the agencies, tribal governments, and public during the approximate 30-day period from April 28, 2017 to June 2, 2017.

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



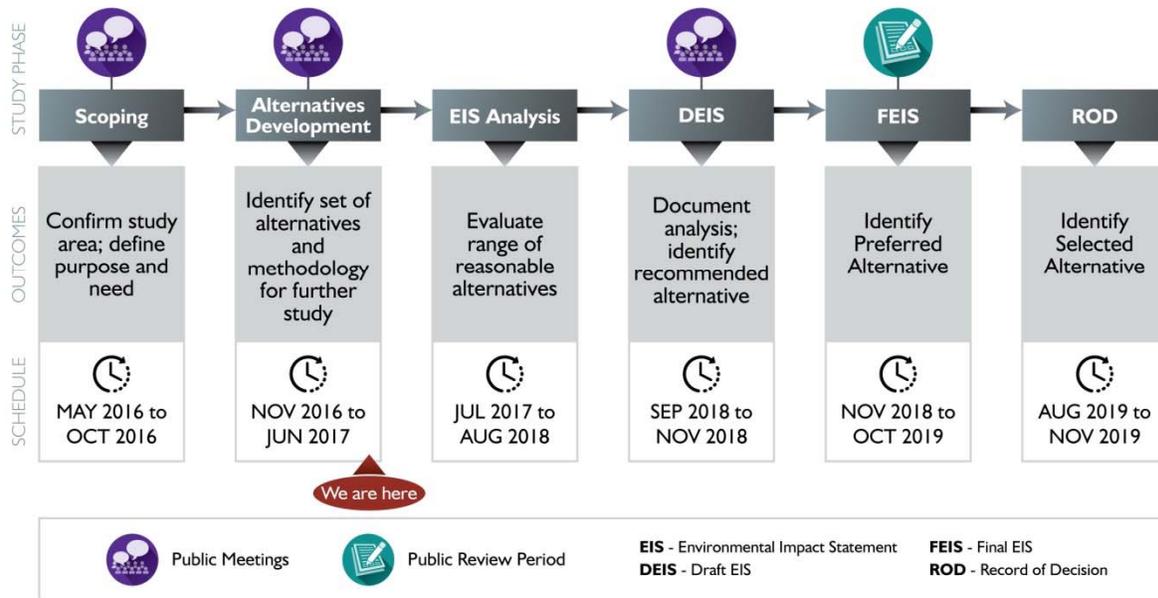
2 OUTREACH PROCESS

2.1 Overview of Alternatives Development Outreach Process

This round of agency, tribal, and public outreach falls near the end of the Alternatives Development phase of the study (Figure 1-2, I-11 Study Process), which will culminate in an ASR.

Figure 1-2 I-11 Study Process

I-11 Tier 1 EIS Process



The alternatives development process allows a wide range of corridor options to be screened at a high level and narrowed to a reasonable range of corridor alternatives to be carried into the Tier 1 EIS for further study.

An important component of the ASR includes agency, tribal, and public input received during this outreach process, confirming and/or commenting on the proposed range of alternatives, as well as noting important issues or opportunities to investigate further in the Tier 1 EIS. This is the second round of agency and public meetings since the Notice of Intent to conduct a Tier 1 EIS was published. A third set of public meetings will occur with issuance of the Draft Tier 1 EIS, which will document the EIS analysis process and identify a recommended alternative. A public review period will also follow the issuance of the Final Tier 1 EIS document.

2.1.1 Outreach Period and Meetings

The outreach process began on April 28, 2017 with the availability of information on the study website, and a series of agency and public meetings began on May 2. Comments were requested by June 2, 2017 to be included in this summary report.



The public was notified about the outreach process, public meeting locations, and schedule via newspaper advertisements, study website (i11study.com/Arizona), e-mail blasts, social media, news releases, and media interviews. Six public information meetings were held in the Study Area: Buckeye, Casa Grande, Marana, Nogales, Tucson, and Wickenburg.

The FHWA and ADOT distributed a letter to invite agencies, tribes, and organizations that are participating as Cooperating or Participating agencies to attend agency information meetings. In addition, letters were distributed to Section 106 Consulting Parties to invite them to the public meetings. Sample agency invitation letters and the recipient list are presented in **Appendix A**. Four agency scoping meetings were held in the following locations within the Study Area: Avondale, Casa Grande, Marana, and Tucson. The meeting in Marana included a webinar – or online meeting – to accommodate those unable to travel.

A summary of the agency, tribal, and public involvement process is provided in the following sections. The meeting materials presented to and comments received from the agencies are included in **Appendix B** (Agency Meeting Materials) and **Appendix C** (Agency Comments), respectively. A list of the media coverage received during the public involvement period is located in **Appendix D** (Media Relations). Meeting notifications are located in **Appendix E**, with e-blasts in **Appendix F**. The public information meeting materials and comments received from members of the public are found in **Appendix G** (Public Meeting Materials) and **Appendix H** (Public Comments), respectively.

3 AGENCY MEETINGS

3.1 Agency Participants

During the scoping process held in 2016, the FHWA and ADOT invited agencies and tribal governments to participate as either Cooperating Agencies or Participating Agencies, and if applicable, as a Section 106 Consulting Party.

- Cooperating Agencies are federal agencies with jurisdiction by law or special expertise with respect to any environmental impact involved in the study. Other agencies or tribal governments of similar qualifications may also qualify, if FHWA concurs. Cooperating Agencies have a slightly greater degree of responsibility and involvement in the environmental review process than Participating Agencies, as they provide early input on all project deliverables, identify impacts and important issues to address in the Tier 1 EIS, and assist with review and development of the Tier 1 EIS technical documents.
- Participating Agencies can be federal, state, regional, county, and local agencies, as well as tribal governments that may have an interest in the I-11 Corridor. They have a lower level of responsibility related to areas within their special expertise or jurisdiction, focused on providing meaningful input, identifying issues of concern, and helping resolve outstanding local issues.
- Section 106 of the National Historic Preservation Act (NHPA) requires federal agencies to consider the effects of their actions or undertakings on historic properties, as well as seek comments from Consulting Parties based on their special knowledge of, concern for, or mandated regulatory role relative to historic properties. The purpose of Section 106 is to avoid unnecessary harm to historic properties from federal undertakings. Section 106 Consulting Parties may include various organizations that have concerns with the undertaking's effects on historic properties.

This invitation process included identification of nine Cooperating Agencies, 52 Participating Agencies, and 91 Section 106 Consulting Parties. All of these agency participants – as well as any other local municipalities, regional planning organizations, and tribal governments present within the Study Area – were invited to participate in this round of outreach activities. For a full list of agencies invited and their responses to participate in this study process, please reference the *Scoping Summary Report*, located on the study website:

<http://i11study.com/Arizona/Documents.asp>.

3.2 Agency Coordination Meetings

Four agency meetings, including an online webinar for those unable to participate in person, were held to solicit comments from Cooperating and Participating agencies and tribal governments in the environmental review process for the I-11 Corridor. See **Appendix A** for the agency invitation recipients. The location of these meetings included Tucson, Marana, Casa Grande, and Avondale. Details on the meeting dates, times, locations, and attendance are presented in **Table 3-1** (Agency Meetings).

Each agency meeting included a presentation by ADOT staff, followed by a facilitated session to elicit questions and comments. **Figure 3-1** shows the participants receiving the presentation at the coordination meeting in Casa Grande at the Peart Center. A webinar was available for agency staff unable to attend the meetings in person. The agency meeting materials are provided in

Appendix B (Agency Meeting Materials), with the sign-in sheets in **Appendix C** (Agency Comments).

Table 3-1 Agency Meetings (May 2017)

Meeting Date and Time	Location	Agencies Represented	Agency Staff Attended
Tucson May 2, 2017 10:00 AM to 12:00 PM	Pima Association of Governments, Large Conference Room 1 East Broadway Boulevard #401, Tucson, AZ	7 ⁽¹⁾	14
Marana (Webinar) May 3, 2017 1:00 PM to 3:00 PM	Town of Marana City Council Chambers 11555 W. Civic Center Dr., Marana, AZ	8 ⁽²⁾	12
Casa Grande May 10, 2017 10:00 AM to 12:00 PM	Peart Center 350 E. 6th St., Casa Grande, AZ	5 ⁽³⁾	7
Avondale May 16, 2017 10:00 AM to 12:00 PM	Estrella Mountain Community College – Komatke Hall – Plaza Gallery Room 3000 N. Dysart Rd., Avondale, AZ	5 ⁽⁴⁾	7
TOTAL		24⁽⁵⁾	40

NOTES:

- (1) City of Tucson, Pima Association of Governments, Pima County (City Manager’s Office, Planning, and Transportation), Tucson Electric Power, and Tucson Water.
- (2) Arizona Game and Fish Department, Bureau of Land Management, Environmental Protection Agency, Western Area Power Administration, Town of Oro Valley, Town of Marana, Arizona State Land Department, National Park Service.
- (3) Arizona Game and Fish Department, City of Casa Grande, City of Maricopa, Greene Reservoir Flood Control District, Sun Corridor Metropolitan Planning Organization,
- (4) Bureau of Land Management, Flood Control District of Maricopa County, Maricopa County Air Quality Department, Maricopa County Parks and Recreation Department, United States Army Corps of Engineers.
- (5) Arizona Game and Fish Department and Bureau of Land Management were present at multiple meetings.

3.3 Agency Comments

During the four agency meetings, public agencies and tribal governments were encouraged to provide written comments on the I-11 Corridor Study. A total of nine letters or emails were received during the comment period. Copies of the written comments submitted by the agencies are provided in **Appendix C** (Agency Comments). The ASR document will outline how this input factored into the alternatives screening and evaluation process.

3.3.1 Overview of Agency Comments

The written comments received from the agencies and tribal governments addressed potential corridor alternatives, environmental resources, and other issue areas. The following is an overview of common themes, with details from each individual agency provided thereafter:

- Supportive of the alternatives that utilize existing corridors (i.e., Interstate 10) to avoid environmental impacts in new areas.
- Supportive of recommendations to eliminate certain options that were poorer performers against the screening criteria.
- Concern regarding the level of impacts to the alternatives that would through the Avra Valley.

- Opposed to alternatives that would impact sensitive environmental areas, city infrastructure, and culturally significant areas.

Figure 3-1 Agency Meeting in Casa Grande



3.3.2 Summary of Individual Agency Comments

This section identifies key themes or summary-level highlights from each of the agency letters. The original letters are provided in **Appendix C**.

Arizona Game and Fish Department

- Pleased to see that V, O, and P alternatives will not be advanced.
- Pleased to see that a connection is being evaluated between options E and F (Santa Cruz floodplain) and B (I-10).

Bureau of Land Management

- Would prefer complete avoidance of the Vulture Mountains Cooperative Recreation Management Area.
- Acknowledges the viability of corridor options S, T, and U, although better supports option S or a potential hybrid of S and T. Co-locating corridor option U with existing electrical transmission facilities would consolidate disturbance and potential impacts of that corridor option.
- Would prefer to eliminate corridor options V and W.



City of Tucson

- Corridor options C and D are seen to impact the City of Tucson Water Properties and Facilities within the Avra Valley. Tucson provided data and other information to the study team to assess potential for impacts. Indicated a preference for utilizing I-10 (corridor option B).

National Park Service

- Requests that an analysis of impacts from additional facilities, such as freight rail, passenger rail, and utilities be utilized as part of the current process in determining routes.
- Strongly prefer that I-11 utilize the existing I-10 corridor (corridor option B).

Pima Natural Resource Conservation District

- Opposed to corridor options C, D, E, and F.
- Environmental Impacts – concerned that these alternatives would cause residential displacements, bring increases in noise, light, and air pollution in the northern end of the Avra Valley, and negatively impact outdoor recreation and environmental resources.
- Local Sentiment – Pima County voters approved an open space bond, and the Sonoran Desert Conservation Plan. The citizens did this knowing that their taxes would be significantly higher because of it, and the proposed CANAMEX (I-11) section through Avra Valley violates the values of the Pima County residents. It is incompatible both ecologically and from a quality of life perspective, with a rural setting. In addition, rural lands that had been eligible for zoning changes may no longer qualify.

Pima County - Administrators Office

- Any future I-11 Corridor would terminate at the Nogales Mariposa Point of Entry. As such, there are two fundamental routes to get there through Pima County: 1) along the I-10 /I-19 corridors; or 2) a new route generally through the Avra Valley. Both have advantages and disadvantages. If the existing Interstate route is selected, roadway widening would be required with associated costs and urban socioeconomic impacts related to noise, access, and public safety.
- The route through the Avra Valley developed by Pima County [generally corridor option D] considers both cultural and environmental features and avoids Bureau of Reclamation lands with the exception of the area east of the Tohono O’odham Nation. If the Avra Valley route is selected, significant environmental mitigation would be required to ensure the route does not induce urban sprawl and mitigates for impacts to wildlife.

Pinal County

- Pinal County prefers the alignment of the proposed corridor as reflected on both the Pinal Regionally Significant Routes for Safety and Mobility, and the Pinal Regional Transportation Authority Plans (corridor option I).
- It is suggested that the Pinal County Open Space and Trails Master Plan be included in the review and assessment of the I-11 routes. This review should include but not be limited to, the following elements: the Palo Verde Regional Park, the proposed Anza National Historic Trail Corridor, and several sections of the planned regional trail and open space corridors in the vicinity to potential corridor alignments.



Town of Wickenburg

- The community has voiced opposition to a downtown corridor through Wickenburg (corridor option W), with a preferred route to intersect US 60 west of the Wickenburg Airport (approximate milepost 101) and follow natural terrain to US 93 (approximate milepost 189) as noted in the Town Council Resolution No. 2043.

United States Corps of Engineers

- Corridor options O, P, and N are not preferable due to the potential to impact intermittent and perennial reaches of the Gila River. Where avoidance is not feasible, the team should demonstrate that the Preferred Alternative is the Least Environmental Damaging Practicable Alternative (LEDPA).
- Corridor options A, B, G, H, K, Q1 and Q2 that utilize existing corridors in proximity to Waters of the US are generally preferred over developing corridors, with the exception of option W near Wickenburg, which should be carefully evaluated due to the potential to impact the resources associated with the Hassayampa River.
- The Corps is currently undertaking the *Lower Santa Cruz River Flood Risk Management Feasibility Study* in Pinal County, and would like to continue to coordinate information between the two studies.

4 TRIBAL COORDINATION

Tribal coordination continues to be an integral part of this study. While invited to attend agency and stakeholder meetings throughout the process (2016 Scoping; 2017 Agency and Public Information Meetings), a series of smaller meetings have also occurred with the Four Southern Tribes (Ak-Chin Indian Community, Gila River Indian Community, Salt River Pima-Maricopa Indian Community, Tohono O’odham Nation), and any other tribal government requesting individual meetings. Input received during these meetings has led to new data sources, refined corridor options, and general consensus with the direction of the study’s findings to date. Typically, information is exchanged in person at the meetings, but several formal resolutions have been submitted for the study record.

Tribal coordination meetings generally include a mix of participants, including cultural resource specialists participating in the Section 106 consultation process, as well as other interested departments such as transportation, community development, and/or economic development.

Table 4-1 lists the major points of tribal coordination that have occurred during this specific outreach period. For a full listing of tribal engagement throughout the ASR phase of study, please refer to the *Alternative Selection Report*.

Table 4-1 Tribal Engagement (April through June 2017)

Date	Engagement Activity	Summary
20 Apr 2017	Meeting with Four Southern Tribes ¹ at Casa Grade Public Library in Casa Grande, AZ	Provided an update of the I-11 project, including a preview of information to be presented at the May public meetings.
27 Apr 2017	Letter to Section 106 consulting parties	Letter inviting Section 106 consulting parties to attend public meetings scheduled May 2 through May 16, 2017.
8 May 2017	Meeting with Fort Yuma Quechan Tribe tribal council in Winterhaven, CA	Provided Fort Yuma Quechan Tribe with a project status update for new Tribal Council members and Tribal Cultural Resources Committee.
20 May 2017	General update meeting with Schuk Toak District of the Tohono O’odham Nation at the Schuk Toak District offices in Haivana Nakya, AZ	Provided an update of the I-11 project.
23 May 2017	General update meeting with Sif Oidak District of the Tohono O’odham Nation at Sif Oidak District offices in North Komelik, AZ.	Presented overview of I-11 study as third agenda item at Sif Oidak District Council meeting.
27 June 2017	I-11 project meeting with Four Southern Tribes ¹ at Casa Grade Public Library in Casa Grande, AZ	Provided an update of the I-11 project.

¹ The Four Southern Tribes include: Ak-Chin Indian Community, Gila River Indian Community, Salt River Pima-Maricopa Indian Community, and Tohono O’odham Nation.



Specific input received during this period includes the following:

Fort Yuma Quechan Tribe

- Concern regarding mitigation under Section 106, in terms of respecting tribal objections and/or holding ADOT and FHWA accountable for the artifacts that are found.

Four Southern Tribes

- Noted specific locations of cultural resource sites to be avoided in regard to several corridor options.

Sif Oidak District, Tohono O’odham Nation

- The Sif Oidak District is interested in a traffic interchange closer to the District that would allow for easier transportation access and increased economic development opportunities.

Prior to this comment period, several Districts of the Tohono O’odham Nation issued resolutions regarding the I-11 Corridor. In February 2017, the Schuk Toak District adopted a resolution to oppose building the I-11 Corridor on or near the Garcia Strip Community (Resolution No. ST-02-11-17-019). In June 2016, the Garcia Strip Community of the Schuk Toak District issued Resolution GS-06-26-16 #1 to oppose the I-11 Tier 1 EIS Corridor Study within the Garcia Strip. In addition, ADOT received a letter from the San Xavier District of the Tohono O’odham Nation in January 2017 opposing the consideration of the I-11 Corridor on or adjacent to the lands of the San Xavier District.

In November 2016, the Sif Oidak District passed a resolution supporting placement of an I-11 Corridor alternative on the eastern side of the Tohono O’odham Nation, provided there are no conflict with traditional cultural places (Resolution No. SODC 16-145). ADOT has requested input from the Nation prior to taking any further action regarding the Sif Oidak District resolution.

5 PUBLIC INFORMATION MEETINGS

This section of the *Agency and Public Information Meeting Summary Report* summarizes the information and materials provided during this outreach process, as well as a summary of comments received during the comment period. This document includes comments received through June 2, 2017. Members of the public were notified of and invited to participate in a series of public meetings for the I-11 Corridor alternatives analysis. Public meetings were held throughout the Study Area to make the meetings as accessible as possible for participants.

5.1 Overview of Public Involvement Goals, Process and Strategies

The goal of the outreach in this phase of the Study was to provide the public an update on the study's progress and to seek input on the alternatives screening process and the recommended range of reasonable alternatives that could be advanced into the Tier 1 EIS for further study. Given the size and geographic diversity of the Study Area, the study team organized its analyses by South, Central and North sections (**Figure 5-1**, Study Area by Section). The public involvement approach incorporates this structure.

From April 28 to June 2, 2017, the study team held public meetings throughout the Study Area and solicited comments using a variety of tools and techniques. The strategy behind the process was to provide a wide variety of opportunities to maximize input and feedback from the public.

The approach was three-pronged: 1) project website; 2) online comment tool; and 3) public meetings. Each was used to provide multiple and overlapping opportunities for members of the public to learn about the study and current status, and to provide general and specific comments.

5.2 Study Website

The ADOT I-11 study website (www.i-11study.com/Arizona) contained a broad range of information about the study, organized in the following categories:

- Overview and History
- Schedule
- Study Area Map
- Environmental Process
- Updates
- Documents
- Community Outreach and Public Meetings
- Media
- Resources
- Contact Information

The Community Outreach and Public Meetings section listed meeting dates, times and locations; and provided copies of the public meeting PowerPoint presentation, study fact sheet and comment forms in both English and Spanish, public meeting display boards, and a link to the online comment tool.

5.3 Online Comment Tool

On April 28, 2017, the study team launched an online comment tool. The online tool was a mobile-compatible map which mirrored the structure of the hard copy comment form distributed at the public meetings. The online comment map identified the proposed corridor alternatives and provided multiple options for the public to submit comments: area-specific, corridor-specific, and/or general comments. An environmental data layer could be turned on and off to display sensitive environmental features. **Figure 5-2** shows the welcome page for the online comment tool which provided an introduction to the map tool and instructions on how to submit a comment. **Figure 5-3** shows a screenshot of the online comment tool’s map page.

Figure 5-2 Online Comment Tool – Welcome Page

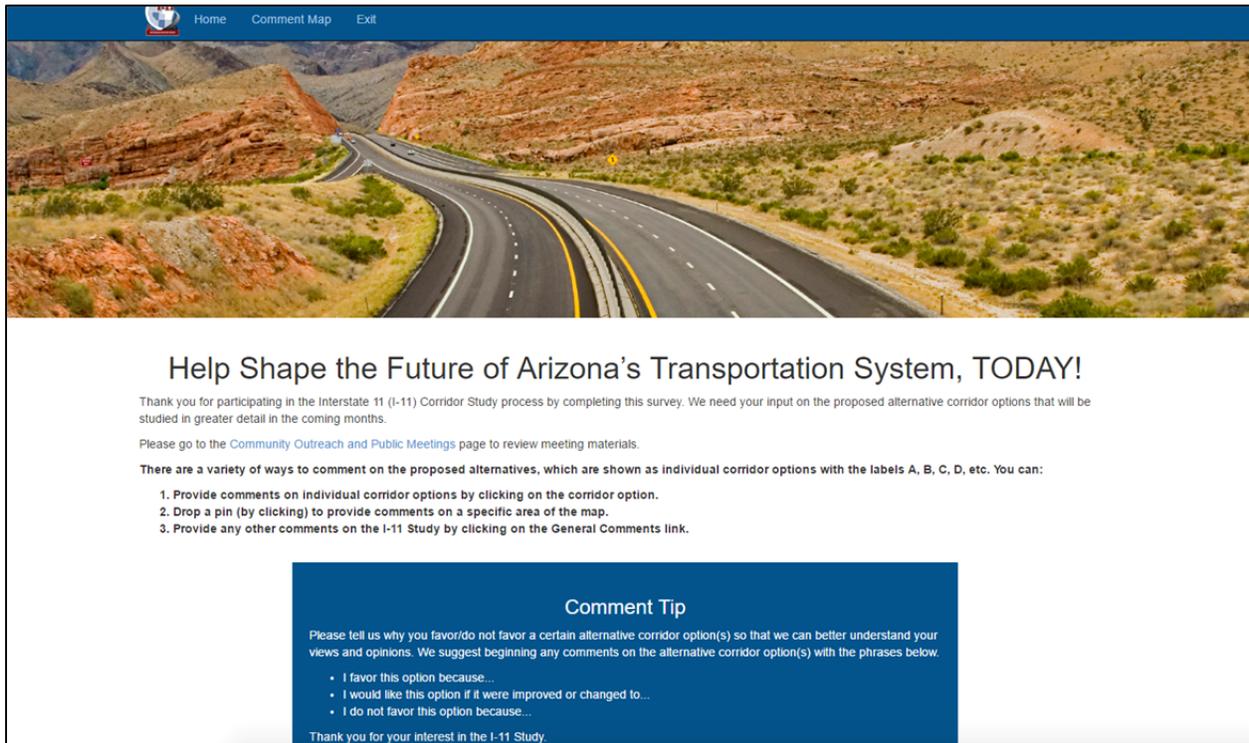
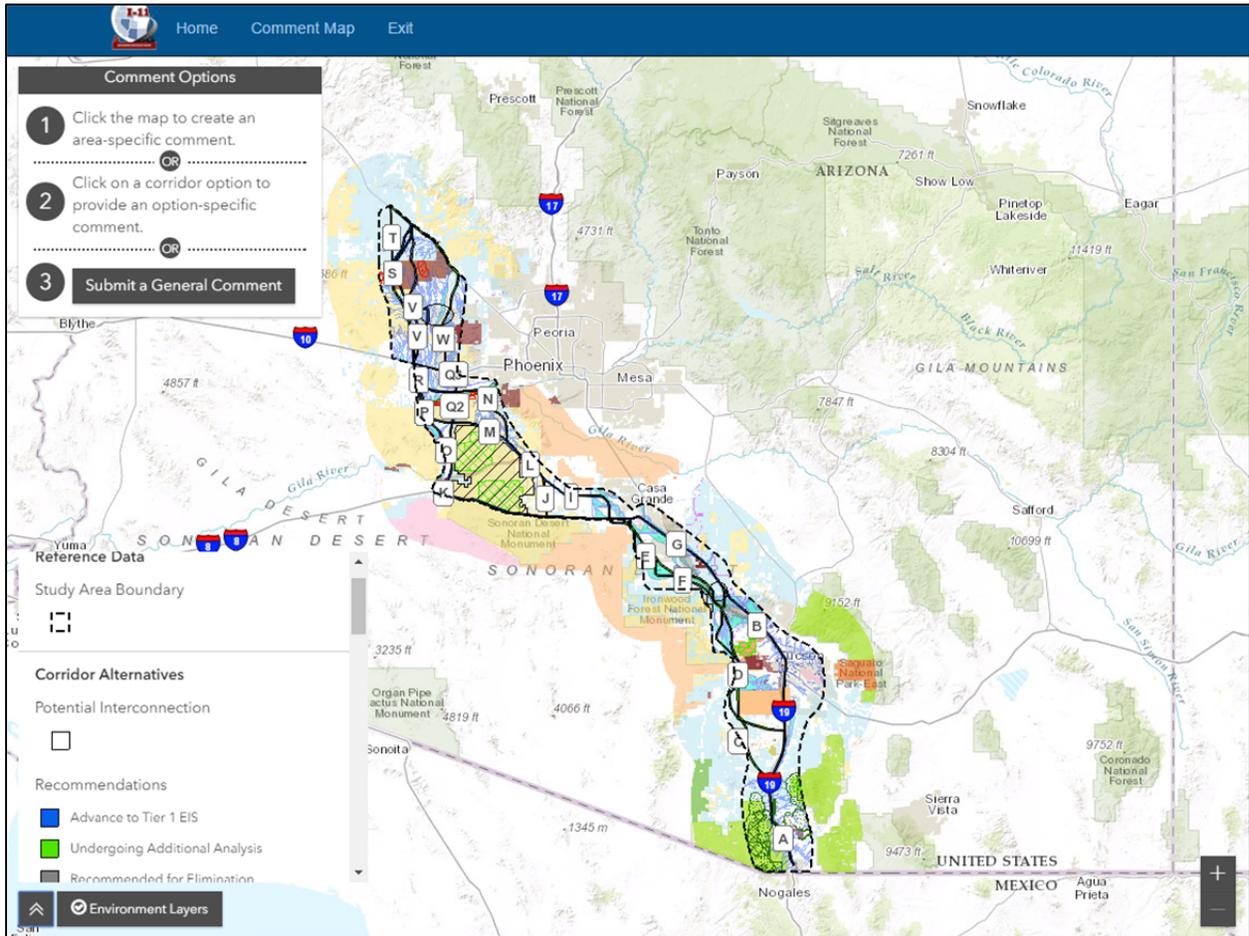


Figure 5-3 Online Comment Tool – Comment Map Page



5.4 Public Meetings

Six public information meetings were held throughout the Study Area from May 2, 2017 to May 16, 2017. Public meetings were held in Casa Grande, Buckeye, Nogales, Tucson, Marana, and Wickenburg to promote easy access for the public, and to increase the potential for diverse participation. In total, 608 people attended the public meetings.

Meeting locations were selected based on:

- Proximity to Study Area
- Accessibility and free parking availability
- Accessibility to public transit, where available
- Visibility
- Ability to accommodate anticipated capacity
- Ability to accommodate technical and audio/visual needs
- Americans with Disabilities Act (ADA)-compliant facilities

A Spanish language interpreter was available at each of the six meetings. The interpreter provided oral translation of the meeting materials and presentation into Spanish for attendees requesting assistance.

During these public information meetings, ADOT provided a study update, sought input on the alternatives screening process, and recommended a range of reasonable alternatives to advance into the Tier 1 EIS for further study. See **Table 5-1** below for details on dates, times, locations and attendance by meeting.

Table 5-1 Public Meetings

Meeting Date and Time	Location	Attendees
Tucson May 2, 2017; 5:00 PM to 7:00 PM	Arizona Riverpark Inn 777 West Cushing Street, Tucson, AZ	163
Marana May 3, 2017; 5:00 PM to 7:00 PM	Marana Middle School Cafeteria 11285 West Grier Road, Marana, AZ	202
Nogales May 4, 2017; 5:00 PM to 7:00 PM	Nogales High School Cafeteria 1905 North Apache Boulevard, Nogales, AZ	32
Casa Grande May 11, 2017; 5:00 PM to 7:00 PM	Dorothy Powell Senior Adult Center Dining Room 405 E. 6th St., Casa Grande, AZ	71
Wickenburg May 12, 2017; 5:00 PM to 7:00 PM	Wickenburg Community Center 160 North Valentine Street, Wickenburg, AZ	82
Buckeye May 16, 2017; 5:00 PM to 7:00 PM	Buckeye Community Center – Multipurpose Room 201 E. Centre Ave., Buckeye, AZ	58
TOTAL		608

5.4.1 Meeting Notification

The study team utilized several methods to notify the public about the meetings and the comment period, as described below.

5.4.1.1 Media

Press Releases

ADOT Communications sent out three press releases to statewide media lists and through ADOT’s GovDelivery email alert system. The statewide media lists include English and Spanish language news media, along with some tribal news media. The first press release was sent out on April 20, 2017 announcing the public meetings and providing meeting details and an overview of the study and study schedule. The second press release was sent out on May 9, 2017 and highlighted the three remaining meetings. The third press release was sent out on May 31, 2017, targeting those who did not or were unable to attend a public meeting, to advise of input opportunities. This third press release described how to submit comments through a variety of methods, encouraged public participation, and highlighted the next steps in the Tier 1 EIS process.

Each press release identified June 2, 2017 as the close of the comment period to ensure consideration during this phase of the alternatives selection process. The study and the public meetings also received significant media coverage. Press releases and media coverage received during the outreach period are included in **Appendix D**.



Interviews

The ADOT Communications and Technical I-11 Project Managers were requested to provide interviews to various newspaper, radio and television outlets. **Table 5-2** (Media Interviews) identifies the ADOT representative, date, media outlet, and the topics addressed at each interview.

Table 5-2 Media Interviews

ADOT Representative	Date	Media	Topics
Laura Douglas	May 1, 2017	KOLD – Tucson Channel 13 CBS	Provided I-11 project background information, benefits of the project, effects to the Southern Arizona drivers, meeting details, and emphasized request for public comment and review on the proposed alternatives.
Laura Douglas, Jay Van Echo	May 2, 2017	KVOA – Tucson Channel 4 NBC	Provided I-11 project background information, meeting details, overview of corridor options, and emphasized request for public comment and attendance at the public meetings.
Jay Van Echo	May 2, 2017	Arizona Public Media MetroWeek	Provided I-11 project background information, meeting details, overview of corridor options, and emphasized request for public comment and attendance at the public meetings.
Jay Van Echo	May 2, 2017	Arizona Public Media Radio	Provided I-11 project background information, meeting details, overview of corridor options, and emphasized request for public comment and attendance at the public meetings.
Laura Douglas, Jay Van Echo	May 3, 2017	Arizona Daily Star	Provided I-11 project background information, meeting details, overview of corridor options, and emphasized request for public comment and attendance at the public meetings.
Laura Douglas, Jay Van Echo	May 4, 2017	Nogales International	Provided I-11 project background information, meeting details, overview of corridor options, and emphasized request for public comment and attendance at the public meetings.
Laura Douglas, Jay Van Echo	May 10, 2017	Casa Grande Dispatch	Provided I-11 project background information, meeting details, overview of corridor options, next steps, and benefits of I-11 for passenger and freight traffic, connectivity, competitiveness and emphasized request for public comment and attendance at the public meetings.
Laura Douglas, Jay Van Echo	May 11, 2017	Wickenburg Sun	Provided I-11 project background information, meeting details, overview of corridor options, next steps, and benefits of I-11 for passenger and freight traffic, connectivity, competitiveness and emphasized request for public comment and attendance at the public meetings.
Laura Douglas, Jay Van Echo	May 16, 2017	West Valley View	Provided I-11 project background information, overview of corridor options, directed public to review ADOT I-11 website, emphasized how to submit comments and June 2 as the comment deadline date.

Newspaper Display and Radio Broadcast Notices

Paid print advertisements were placed in 17 Study Area newspapers. Ads included information about the study process; public meeting dates, times, and locations; Study Area map; the study team’s contact information; and ADOT’s standard nondiscrimination language. The ads ran once in each of the 17 general-circulation publications. In addition, the public meeting information was broadcast on two tribal radio stations. A listing of the newspaper and radio ads is included in **Table 5-3** (Print Publications and Radio Broadcasts). Copies of the advertisements are included in **Appendix E**.

Table 5-3 Print Publications and Radio Broadcasts

Newspaper Publications / Radio Broadcasts	Date Printed / Broadcast
South Section	
Arizona Bilingual	April 3, 2017
Desert Times; Tohono O’odham Runner	April 7, 2017
Nogales International	April 11, 2017
The Explorer; Green Valley News; Marana News	April 12, 2017
La Estrella	April 14, 2017
Arizona Daily Star	April 17, 2017
Yaqui Radio (KPYT)	April 17 – May 1, 2017
Tohono O’odham Radio (KOHN 91.9)	April 17 – 30, 2017
Central Section	
Gila River Indian News; Ak-Chin Runner	April 21, 2017
AZ Republic – Community Zone 6 TriValley News – Casa Grande Edition	April 26, 2017
North Section	
Arizona Republic – Community Zones 1, 5, and 20	April 26, 2017
Prensa Hispana	April 27, 2017
Buckeye Star	April 28, 2017
West Valley View; Wickenburg Sun	May 3, 2017

Social Media and Blogs

ADOT Communications used the ADOT Facebook and Twitter social media accounts throughout the comment period to share public meeting details and links to the online comment form and I-11 project website. The ADOT Director posted a blog, “Now is the time to shape the I-11 corridor,” to the ADOT website on May 16, 2017.

Social media postings by ADOT are detailed in **Table 5-4** (Social Media Posts). Press releases, media coverage, and the ADOT Director’s blog posting are included in **Appendix D**.



Table 5-4 Social Media Posts

Date	Media	Shares / Retweets	Message
April 20, 2017	Facebook/ Twitter	17 / 11	Six public meetings have been scheduled in May as part of ADOT's commitment to get input on a 280-mile-long Interstate 11 study corridor stretching from Nogales to Wickenburg. For more information about the I-11 study, please visit www.i11study.com/Arizona
April 22, 2017	Twitter	0 / 0	Six public meetings planned in May to present I-11 corridor alternatives. (http://bit.ly/2o9h63i)
April 29, 2017	Facebook	2 / 0	Public meetings begin next week to present Interstate 11 corridor alternatives
April 30, 2017	Twitter	0 / 3	I-11 public meetings to comment on proposed alternatives start Tuesday, May 2. (bit.ly/2qnAHTY)
May 1, 2017	Twitter	0 / 19	I-11 public meetings start tomorrow 5/2 in Tucson!. Watch a new video on the proposed interstate here. (bit.ly/2qnOa9R)
May 1, 2017	Facebook	43 / 0	Make sure you attend a meeting or comment here, http://www.i11study.com . Want to learn more about proposed Interstate 11? Check out the video. Read more on blog. (http://bit.ly/2qnOa9R)
May 2, 2017	Facebook/ Twitter	0 / 4	Thank you to everyone in #Tucson who joined us tonight for our first of six Interstate 11 meeting. The next one is tomorrow, May 3rd in Marana from 5 to 7 p.m. (bit.ly/2qwVQSW)
May 3, 2017	Facebook	1 / 0	You're invited to the Interstate 11 meeting tonight, May 3 from 5 to 7 p.m.in Marana. Let us know what you think of the proposed corridor options and learn more about the proposed interstate.
May 3, 2017	Twitter	0 / 3	Jay Van Echo discusses the I-11 study with Andrea Kelly. Tune into Metro Week on Friday at 6:30 on Arizona Public Media in Tucson.
May 5, 2017	Twitter	0 / 3	Public meetings next week in Casa Grande, Wickenburg and Buckeye to discuss I-11 corridor alternatives. (bit.ly/2qwVQSW)
May 6, 2017	Facebook	1 / 0	Three more meetings on I-11 are on the calendar? Which one will you attend? All meetings, which will have an open house format, run from 5 to 7 p.m., with presentations beginning at approximately 5:15 p.m.
May 8, 2017	Twitter	0 / 3	Meetings Wednesday in Casa Grande, Thursday in Wickenburg will present update on I-11 corridor options (bit.ly/2qsVQSW)
May 9, 2017	Facebook	2 / 0	Three more public meetings are scheduled over the next week to present proposed Interstate 11 corridor alternatives from Nogales to Wickenburg. That includes meetings Wednesday in Casa Grande and Thursday in Wickenburg.
May 9, 2017	Twitter	0 / 2	Want to learn more about I-11?. Attend a public meeting on corridor alternatives between Wickenburg and Nogales. (bit.ly/2ptQSEx)

Date	Media	Shares / Retweets	Message
May 14, 2017	Facebook	28 / 0	Here's a video update on Interstate 11 and our process of studying potential corridors between Nogales and Wickenburg. There's one more public meeting scheduled for on this stage of the process: Tuesday, May 16 in Buckeye.
May 15, 2017	Twitter	0 / 5	There's still time to attend a public meeting on I-11 corridor alternatives. Join us Tuesday in Buckeye. Details: (bit.ly/2pEkioC)
May 16, 2017	Facebook	14 / 0	Read the blog from ADOT Director Halikowski inviting you to join us for tonight's public meeting on Interstate 11 in Buckeye. We want to hear from you on the proposed interstate, please join us.
May 16, 2017	Twitter	0 / 1	Join the I-11 corridor alternative meeting in Buckeye tonight! Details: (bit.ly/2pEkioC)
May 31, 2017	Facebook	15 / 0	Time is running out to get your opinion in on Interstate 11 corridor alternatives. June 2 is the comment deadline for the latest study phase of the proposed Nogales to Wickenburg corridor. Here's where you can submit your comments: http://bit.ly/2qCodyq
May 31, 2017	Twitter	0 / 2	Only a few days remain to give input on I-11 corridor alternatives. More: (bit.ly/2sokXY2)

E-Blasts

On April 20, 2017, the study team sent an E-blast (mass email) to the email addresses in the study's stakeholder database, along with ADOT's GovDelivery contact list. The E-blast included information about the study process, meeting details, how to comment, and contact information for the study team. A copy of the E-blast invitation is included as **Appendix F**. The full list of E-blast recipients is included in the Administrative Record.

5.4.2 Meeting Content

Each public meeting was conducted in an open house format, including an approximate 30-minute presentation on study background, status, methodology, and next steps. During the open house portions of the meetings (before and after the presentation), study team members were available to talk with attendees and answer their questions. A copy of the presentation and materials used in the



Public Meeting in Tucson

meetings is provided in **Appendix G**.

Each public meeting was arranged to include six main areas of information/activity:

1. Sign-in
2. Display Boards (split into three stations of information)
3. Large Scale Roll Plot Maps
4. Online Comment Map Stations
5. Court Reporter
6. Comment Tables

Each of these areas is described in more detail below.

Sign-in

At the sign-in table, meeting attendees were greeted by members of the study team, asked to sign in and given two documents: a study fact sheet and a comment form – both of which were produced in English and Spanish (see **Appendix G**). Attendees were encouraged to visit each of the stations and ask questions of study team members. Also at the sign-in station, ADOT Communications provided Title VI materials in both English and Spanish, and self-identification cards that could be voluntarily filled out by attendees.



Sign-In Table in Wickenburg

Display Boards

Fifteen display boards, shown in **Appendix G**, were positioned around the meeting rooms for attendees to view. Study team members were stationed near the boards to talk to attendees and answer their questions.



Roll Plot Station in Buckeye

Roll Plot Maps

Roll plot maps of the Study Area were split into three sections: South, Central, and North. The roll plot maps showed the corridor options at a larger scale for ease of wayfinding and readability. Participants could provide comments on the maps via post-its or draw directly on the maps.

A copy of the roll plot maps with comments are included in **Appendix H**. These maps allowed meeting participants to identify



potential opportunities, constraints, corridor alternative preferences, and other issues within the Study Area, to be considered in the environmental review process.

Online Comment Map Stations

An online comment map station was established at each meeting to facilitate attendees' completion of the online comment form. Laptops were set up and staged with the online comment map tool ready to be accessed. A study team member was stationed near the laptops to assist attendees with using the online comment tool if needed.

Court Reporter

A court reporter was available to document verbal comments at each of the six meetings. Those attendees submitting a verbal comment were requested to keep their comments to a three-minute duration. A copy of the court reporter transcripts are included in **Appendix H**.

Comment Tables

Written comment forms were available for all attendees, with instructions that completed forms could be submitted at the meeting or afterwards via mail or email. Comment forms were also available online that could be downloaded and mailed or scanned and emailed to the project team. For attendees who wished to complete a written comment form during the public meeting, tables and chairs were set up in a designated area. Staff circulated nearby to answer any questions.

5.5 Public Comments

Public feedback is an essential component in the study team's efforts to obtain information about the alternatives screening process and recommended range of reasonable alternatives to advance into the Tier 1 EIS for further study. The FHWA and ADOT provided the public with multiple opportunities to submit both written and verbal comments over the course of the outreach period, from April 28 through June 2, 2017. The public could submit comments through the following options:

- **Comment form** provided at public information meetings (or mailed after meeting).
- **Transcribed verbally** at public information meetings via a court reporter.
- **Roll plot map comments** at public information meetings.
- **Online comment mapping tool** on study website at i11study.com/Arizona.
- **Email** at I-11ADOTStudy@hdrinc.com.
- **Mail** to Interstate 11 Tier 1 EIS Study Team c/o ADOT Communications, 1655 W. Jackson St., Maildrop 26F, Phoenix, AZ 85007.
- **Voicemail** on toll free hotline at 1-844-544-8049 (bilingual).

In total, 2,302 public comments were received, with the majority of the comments received through the online survey, emails and mail, as shown in **Table 5-5** (Summary of Public Comments Received). Of the 571 letters received, 532 pieces were a form letter-style postcard. Similarly, of the 408 total emails received, 138 emails were in a form letter-style email.

Table 5-5 Summary of Public Comments Received

Comment Type	Study Area Section ⁽¹⁾			Total Number
	North	Central	South	
Comments Submitted at Meetings ⁽²⁾				
Comment Form	5	7	61	73
Transcribed Verbally	4	0	22	26
Sub-Total	9	7	83	99
Other Comments Submitted				
Online Comment Map Tool				1,165
Email				408 (138 = form e-mail) ⁽³⁾
Mail				570 (532 = form postcard) ⁽⁴⁾
Comment Form - Mailed				21
Voicemail				39
TOTAL				2,302

NOTES: (1) Comments submitted by people who attended meetings within South (Nogales, Tucson, Marana), Central (Buckeye, Casa Grande), or North (Wickenburg) sections of Study Area; (2) Comments written on maps at meetings are not included in total, but are included in the summaries below and maps are included in **Appendix H**; (3) All submitted email text can be found in **Appendix H**, form e-mails were sent by KnowWho as a service provider only, on behalf of the individual; (4) form postcards were submitted in two templates (347 individuals submitted one template; 185 individuals submitted another template) for which an example of each are included in Appendix H, pages H-567 to H-570.

The online comment map tool garnered the largest number of comments (1,165). The online comment map and the hard copy comment form mirrored each other in terms of content and format, asking for the same information, such as feedback on:

- Individual corridor alternatives and a ranking of favorable, neutral, or unfavorable;
- Particular geographic area(s) within the Study Area; and
- The study or the alternatives in general.

Section Rankings

Outreach participants were offered the opportunity to provide comments on specific corridor options within the Study Area. In addition to providing general comments about that specific option, they were asked to rank the option as favorable, neutral, or unfavorable. **Figure 5-4** includes a map of all corridor options. As shown in **Figures 5-5, 5-6** and **5-7**, the results of those rankings included the following:

- South Section commenters ranked corridor option B as most favorable and options C and D as most unfavorable.
- Central Section commenters were fairly evenly split between favorable and unfavorable for options I, K, L and Q1. Option N had a higher favorable ranking than an unfavorable ranking.
- North Section commenters ranked corridor option T as most favorable, largely based on the consideration that T appeared comparable to S, but with no impact to the Vista Royale community. Corridor options V and W tied for most unfavorable. Sections Q3 and U were evenly split.



Figure 5-5 Corridor Option Preference Rankings: South Section

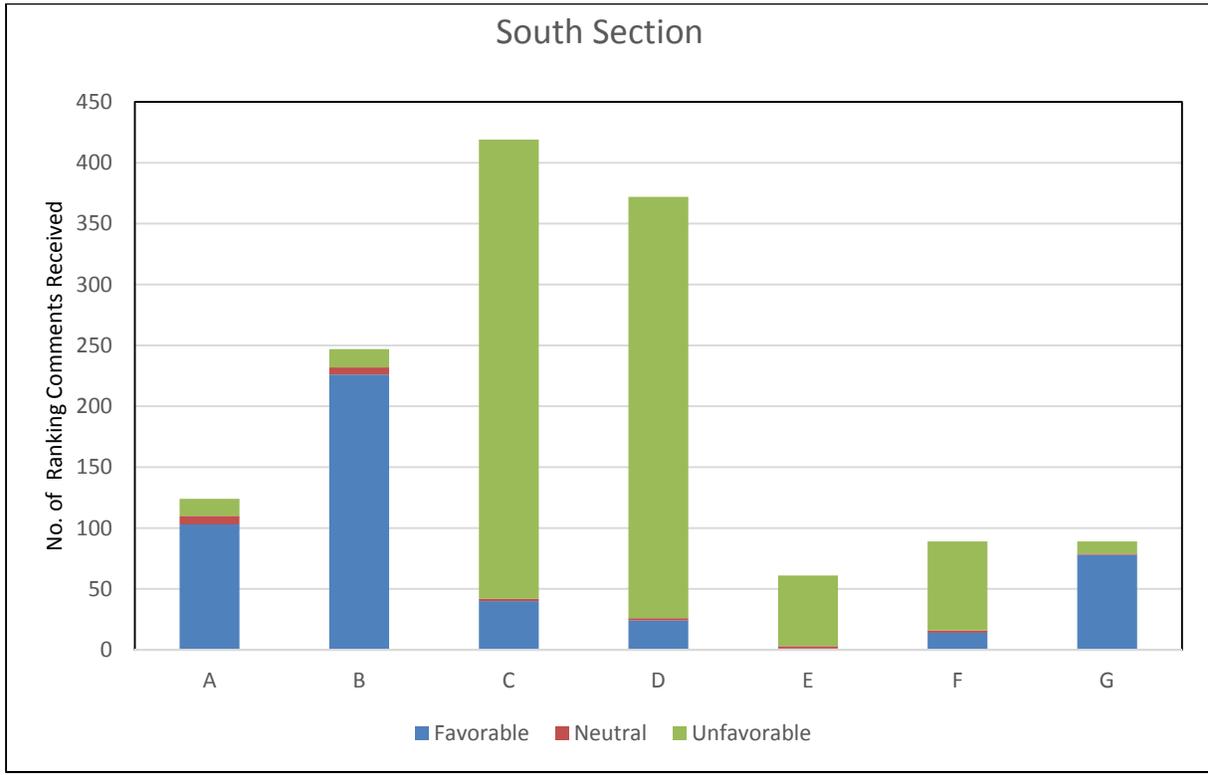


Figure 5-6 Corridor Option Preference Rankings: Central Section

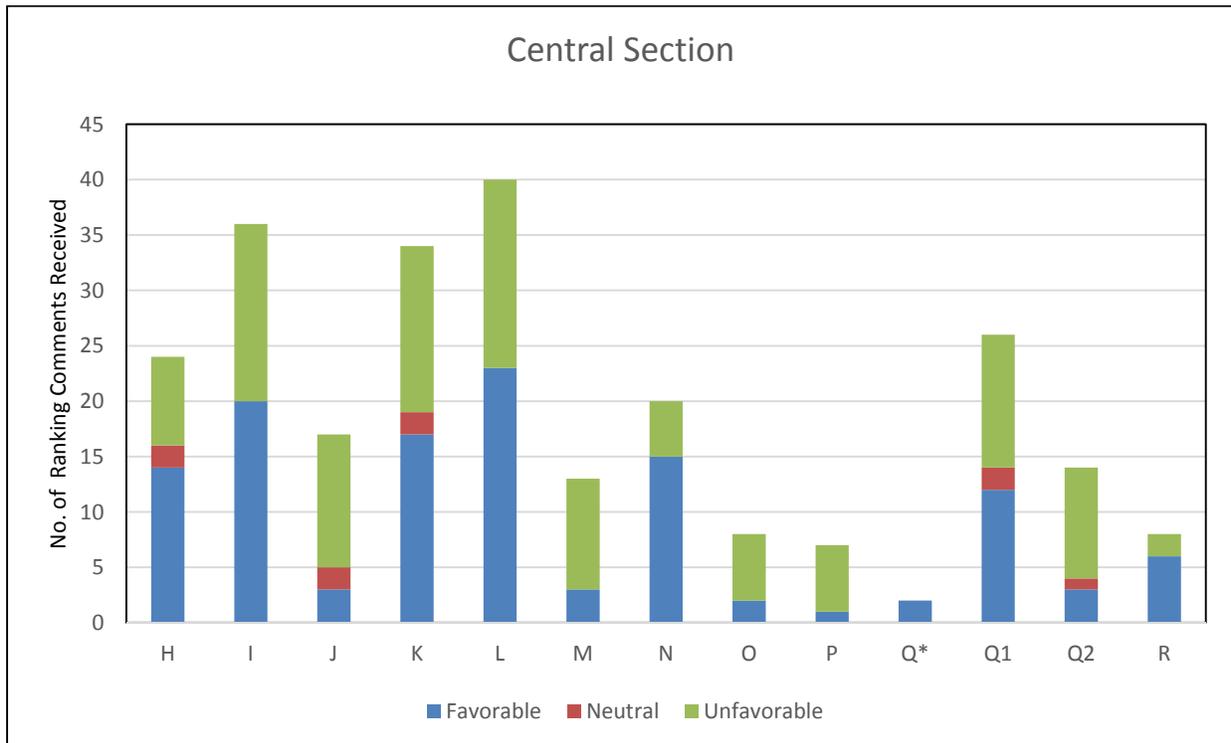
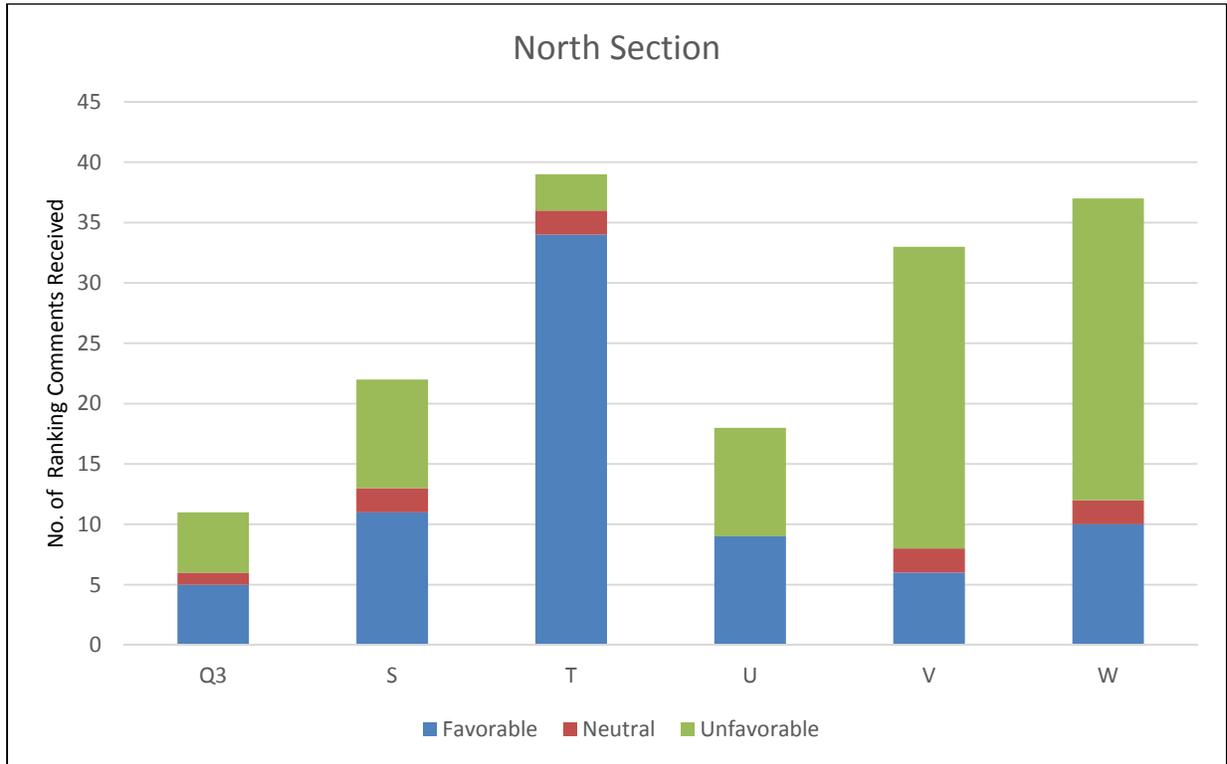


Figure 5-7 Corridor Option Preference Rankings: North Section



5.5.1 Section Specific Comment Summary and Analysis

Incorporating the section structure utilized by the study team, input was organized by geographic section. A summary of comments, by section and by general topic, is provided below. The original comments received are provided in **Appendix H**, with personal information redacted. The ASR document will outline how this input factored into the alternatives screening and evaluation process.

5.5.1.1 South Section

Corridor Options

- Support for expanding I-10 from Tucson to Phoenix.
- Support for I-19 upgrades.
- Opposition to any route through Avra Valley.
- Inadequate right-of-way between BLM Tucson Mitigation Corridor and Tohono O'odham Nation for a route through Avra Valley.
- Prefers alternate corridor west of Green Valley.
- Double-deck I-10 from Ina Road to Kino traffic interchange.

Congestion

- A bypass to Tucson is needed due to high levels of current interstate congestion.
- Add a truck lane to I-10 to accommodate truck traffic and relieve congestion.
- Congestion on I-19 at border check point is a concern.

Environmental Considerations

- Concerns about potential for adverse impacts on Avra Valley, including potential environmental and recreational impacts, quality of life issues, and traffic concerns.
- Put the effort into reducing traffic and utilizing more efficient and cleaner transportation options including electric rail to reduce air pollution.
- Concerns about existing dust storms in Manville Road area.
- All future roads must include under- and over-passes for animals.
- A new interstate route would have negative impacts on view sheds, natural quiet, dark skies and other wilderness values.
- There is a viable population of bighorn sheep that would no longer be able to migrate across their territory in Saguaro, Ironwood, the Tohono O'odham Nation and preserves to west including Organ Pipe Cactus National Monument, Kofa, and Cabeza Prieta national wildlife refuges. Other large mammals including mountain lions, bobcats and deer would suffer from habitat fragmentation and increased harassment.
- The benefits of ecotourism should be considered and routes through valuable environmental areas avoided.
- Will create urban sprawl.
- Sensitive archeological resource concerns.
- The Central Arizona Project (CAP) Canal and Tucson's water supply need to be protected from the pollution and hazards that interstate traffic would bring.
- Do not take homes and property and displace families by building a new route.
- A bypass of Tucson would cost jobs and reduce income for existing businesses along I-10.
- Noise walls will be needed in Green Valley.
- A new route is far more expensive than expanding an existing interstate.

Safety and Security

- Current high levels of congestion and truck traffic result in unsafe driving conditions.
- Congestion and back-ups on, and approaching, I-19 are not safe. Improvements are needed.
- An interstate through Avra Valley would become a drug trafficking route.

Public Process

- Appreciation for the opportunity to comment and to do so by email.
- Public meetings should be conducted in Green Valley during the day to avoid an elderly population driving to Tucson or Nogales.
- Information at public meetings should include exactly what the impact would be to individual properties.
- Questions should be taken from the audience and provided responses.
- Should run public service announcements on TV and radio and reopen comment period for an additional six months.

5.5.1.2 Central Section

Corridor Options

- Support to utilize and improve existing infrastructure, such as I-10, I-8 and SR 85. Suggestions for improvements include double-decking.



- Opposition to alternatives that are near residential areas and communities.
- Strong support to not impact area farms and ranches.
- Preference for a direct path. Commenters noted that option E seems indirect and winding.
- Support for eliminating options J, O, and P.
- Consider current development plans and emerging economic developments; future population growth in the areas of Pinal County, central Arizona, and the west side of Phoenix. Commenters noted that having the appropriate infrastructure will facilitate future growth and economic development and contribute to a better quality of life.
- Preference to serve existing communities.
- Provide connectivity between Pinal and Maricopa counties.
- Maintain consistency with Pinal County, Maricopa Association of Governments, and City of Goodyear approved plans.
- Support for a “No Build” Alternative.

Congestion

- Create method for interstate traffic to bypass Phoenix.
- Recognize need to alleviate congestion on existing roadways.

Environmental Considerations

- Minimize negative impacts on agricultural infrastructure.
- Considerations needed for water distribution, major floodways, and minimizing flooding.
- Consider a planned regional park on the west side of Pinal County. Park is identified in Pinal County’s Master Plan.
- Minimize negative impacts on the Sonoran Desert National Monument, Santa Cruz Flats, and Ironwood Forest as well as wildlife, plants, and natural habitats.
- Consideration for Hohokam Village site with large petroglyph assemblage.
- Impacts to air quality.

Safety and Security

- Building a new freeway reduces Department of Public Safety, Border Patrol, Drug Enforcement Administration, and Homeland Security resources.
- Concerns about undocumented immigrants and drugs travelling more freely into and through Arizona if I-11 is built.

Public Process

- Some comments received by the study team question whether the public process met the standards of environmental justice; commenters said not all residents have access to computers and other news sources and; therefore, some communities could be viewed as greatly underrepresented.

5.5.1.3 North Section

Corridor Options

- Improving existing corridors through the Town of Wickenburg would negatively impact existing business and residential properties.
- Opposition to alternatives that are near residential areas.



- Corridor options connecting into US 93 would negatively impact Vista Royale subdivision.
- Option Q3 favored because uses existing routes, minimizing impact compared to new routes; not favored because puts too much pressure on I-10.
- Support for eliminating northern portion of option V to avoid traversing Vulture Mountain Recreation Area.
- Options S, T, U, and V: strong support for the proposed recommended in the Sonoran Institute study which avoids Vista Royale and other developments, and yet is close enough to Wickenburg.
- Option W: opposition because of environmental impacts south of US 60, and community impacts through the Town of Wickenburg; impacts on private property and destruction of existing structures, businesses and homes (including downtown Wickenburg).
- Consider alternatives that positively impact Wickenburg and Buckeye economic activity and vitality, and minimize negative impacts to desert and natural environment.

Congestion

- Utilize existing rail systems for freight and passenger hauling, more cost effective and less traffic congestion on roadways.
- Recognize need to alleviate congestion, however prefer existing roads to minimize environmental impacts.
- Options that are further west make more sense to alleviate existing congestion, especially for freight movement.

Environmental Considerations

- Minimize negative impacts on Hassayampa River and related riparian areas, Vulture Mountains, parks, recreation areas, and national monuments.
- Do not block wildlife migration paths.
- Do not create future opportunities for urban sprawl.
- Minimize negative impacts on riparian areas within Buckeye and Wickenburg areas.
- Locate near existing utility/transmission infrastructure in order to avoid impacts.
- New corridor options not going directly through the Town of Wickenburg would negatively impact washes, wildlife corridors, and parks.

Safety and Security

- Concerns about undocumented immigrants and drugs travelling more freely into and throughout Arizona if I-11 is built.

Public Process

- Appreciate opportunity to provide input.

5.5.2 Summary of General Feedback

In addition to alternative section-specific and geographic-specific feedback, public outreach included opportunities for the public to provide comments on the study in general. Of those who provided feedback, the majority oppose developing a new roadway corridor due to the negative impacts to the natural environment and surrounding communities.

Most respondents support improving and using the existing roadway infrastructure, such as I-10, I-8, and I-19 and other state routes to minimize and avoid negative impacts to the natural environment. Respondents also raised concerns about development costs, purpose and need, traffic congestion, and safety. A summary of the most common, substantive comments received from the public is provided in this section, with a complete compilation of the public comments found in **Appendix H**.

Corridor Options

- Support for I-11 as a separate facility.
 - Use as a bypass to Tucson and Phoenix.
 - Use Sandario and San Joaquin Road alignments.
- Improve existing freeways and interstates (e.g., I-10, I-8, I-19).
 - Widen and improve existing I-19.
 - Double-deck I-10 through Tucson, and widen elsewhere, where needed.
 - Concern regarding the environmental impacts of a new interstate corridor through Avra Valley.
 - Improve SR 85 to I-8 as a more direct route.
- Spot improvement suggestions and considerations.
 - Route I-11 south to Maricopa, then east to Chandler and then parallel SR 87, then SR 287 to SR 79 to Tucson, would solve problems for Pinal County and support future growth.
 - Route I-11 out of Nogales avoiding Tucson and Phoenix areas.
 - Route I-11 from Nogales to the northwest through the tribal lands straight to Gila Bend and from there proceed north to Wickenburg, avoids duplication of I-19 and I-10.
 - Do not move forward with the flyover at Mariposa Road, instead route from DeConcini Road Port of Entry to connect at Ruby Road.
- Future connectivity considerations.
 - Consider using another port of entry further west as the start of I-11 and not Nogales.
- Multiple comments favor new alignments further to the west in the North Section, especially west of Wickenburg.

Congestion

- Favor diverting large, heavy duty truck traffic away from urban areas to decrease congestion and traffic impacts.
- Oppose new roadway as a means to decrease traffic congestion, as it will only relocate negative noise and air quality impacts to a new area.

Environmental Considerations

- Concern regarding impacts to environment, specifically potential irreparable damage to Sonoran Desert.
 - Concern regarding negative environmental impacts to historical and archeological sites.
 - Concern for habitats, habitat linkages, and wildlife migration corridors.
 - Concern for impacts to environmental sustainability, wilderness, air quality, riparian habitat along the Santa Cruz, Hassayampa, Gila Rivers, washes, visual viewsheds,

- dark skies and light emissions to Kitt Peak Observatory, noise, water quality, tribal lands, and floodplains.
- Minimize and avoid negative impacts to farmland or agricultural lands.
 - Minimize disturbances to undeveloped lands and natural resource areas.
 - Consider the biological and ecological diversity of the Sonoran Desert.
 - Minimize the dependency on fossil fuels and use alternative modes or technology.
- Avoid parks, forests, monuments, and tribal lands.
 - Avoid Coronado National Forest.
 - Protect Saguaro National Park West.
 - Avoid National Monuments, National Parks, cultural resources; specific mention of Vulture Mountain Park, Ironwood Forest National Monument, Tohono O’odham Nation, Tucson Mountain District of Saguaro National Park, Tucson Mountain County Park, and Arizona-Sonora Desert Museum.
 - Concern regarding socioeconomic impacts.
 - Concerns regarding property values, right-of-way acquisitions, and residential and commercial business relocations.
 - Concern that I-11 will hurt tourism and decrease the number of existing jobs.
 - Concern that I-11 is an example of developers and politicians having a major influence on transportation decisions.
 - Use I-11 to grow business development in the area just south of Casa Grande and I-10.
 - I-11 will bring economic benefit to state and surrounding communities.
 - Avoidance of Tucson and Phoenix metropolitan areas will decrease existing business and revenues.

Safety and Security

- I-11 opens the door for increase in drug trafficking, gun runners, and other illegal activities, will impact highway patrol and control of highways.
- Favor maintaining large, heavy truck traffic on a separate roadway system to decrease the number of traffic accidents.
- Consider installing dust storm avoidance monitoring technology along I-11 Corridor.
- Obtain regulations information for heavy, high, wide, long loads that would be traveling this Corridor and use overpasses, variable messaging signs and safety pullouts, reach out to heavy haul industry to accommodate requirements.

Public Process

- Request for information/added to mailing list.
- Request for information regarding whether email comments are accepted.
- 500 character limit was not sufficient to write a lengthy comment on the online comment submission form.
- Request the ability to have a question and answer session at the public meetings with the main presenter.
- Improve maps to show more details.
- Adapt to future environmental limits and impacts.
- Corridors already predetermined.



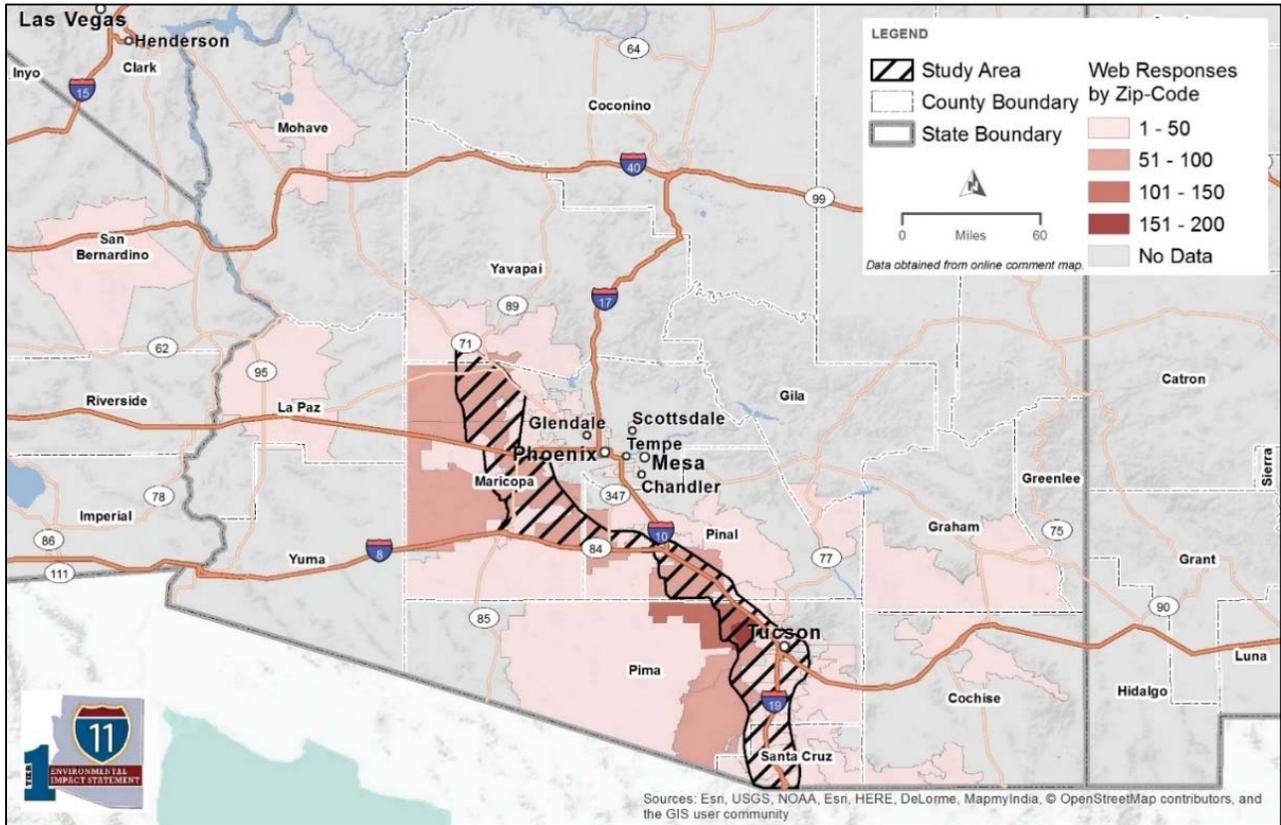
General/Miscellaneous

- Questions regarding future alignments and potential property impacts.
- Consider use of high speed rail for passenger and freight movements.
- Consider use of waterways (Roosevelt Lake, Colorado River, Verde River, Aqua Fria River, Salt River, Gila River, Santa Cruz River, CAP Canal) to transport passengers and freight.
- All routes need to be refined further to reduce impacts on resources.
- Optimize the corridor for multiple uses including energy transmission and freight.
- Project is not needed and is a waste of taxpayer money.
- Cost of building a new freeway.
- Cost of reconstructing an existing highway.
- Cost of maintenance and repair of a new freeway.
- I-11 Corridor will only assist Mexican trade and farmers and not benefit the United States.
- Inquiry regarding how I-11 will be paid (public or private partnership), highway taxes will increase, is a toll road being considered, build from the south end to the north end, no connections to publicly funded highways should be allowed.
- Request that ADOT revise the purpose and need statement to be more explicit about multimodal and multi-use as a fundamental purpose for the proposed I-11 Corridor.
- Purpose and need statements are vague, no analysis to support any of the items.
- Meet the needs of future communities that may transition from rural to urbanized due to growth.
- Consideration for autonomous driving vehicles and effects to volume, pricing and toll roads, commuter rail or high speed rail removing traffic from I-10, look at technology improvements.

5.5.3 Demographic Information of Comment Form Respondents

Respondents were asked to provide a home ZIP code both on the comment forms (filled out at the meetings or mailed in) and the online comment map tool. The majority (79%) of comments that provided a ZIP code were received from 85743, which is located in the Avra Valley area. Responses by ZIP code are shown in **Figure 5-8** with the Avra Valley area shown in the darkest shade. Demographic information was not solicited from commenting via unstructured methods (e.g., phone calls, emails, letters).

Figure 5-8 Comment Form Respondents by ZIP Code Area



6 TITLE VI, ENVIRONMENTAL JUSTICE, AMERICANS WITH DISABILITIES ACT, AND LIMITED ENGLISH PROFICIENCY

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

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

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

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

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

To meet the intent, guidelines, and requirements of Title VI, environmental justice, the ADA, and LEP, the following standards were in place for each public meeting:

- An ADOT Communications team representative attended the public meetings and provided Title VI brochures (in both English and Spanish) to attendees.
- The opportunity was provided for attendees to complete the voluntary Title VI Self Identification Survey card.
- ADA accommodations were provided in all public meeting advertising.
- Spanish translation was available at each meeting, with other translation services available upon request.

Following an evaluation of the Study Area’s demographic data related to Title VI, LEP, and environmental justice, ADOT and FHWA identified techniques to address and reduce linguistic, cultural, institutional, geographic, and other barriers to meaningful participation. Exhibits of bilingual meeting notifications and materials are included in **Appendix E** and **Appendix G**,



respectively. Many of these overlap with tools that also reach the public at large, with a goal of providing access so everyone can participate:

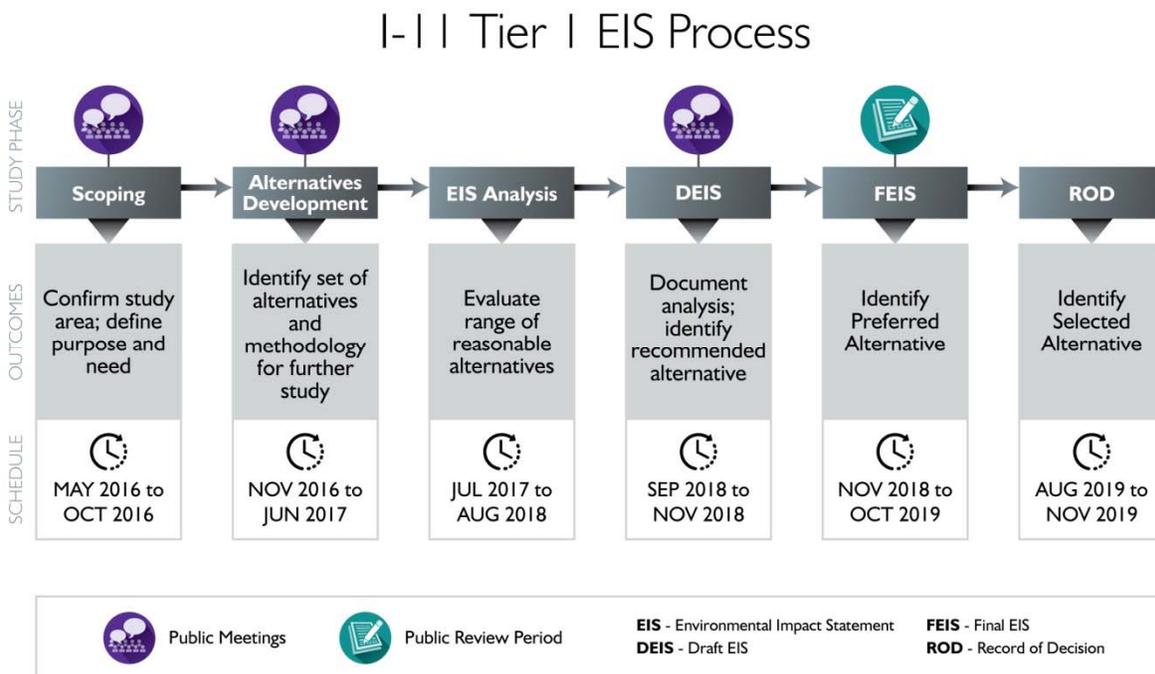
- Translating all public involvement materials into Spanish, as well as other languages such as Chinese upon request.
- Providing Spanish interpretation at all public meetings and hearings, as well as other languages upon request.
- Adding “Google Translate” to the study website, allowing translation of website text into approximately 100 languages, including Chinese and Vietnamese for populations found within the Study Area.
- Including Spanish language graphics for download on the study website, as well as other languages upon request.
- Establishing a bilingual study hotline both in English and Spanish (1-844-544-8049).
- Integrating elected officials, intergovernmental liaisons, and special interest groups into the process.
- Coordinating, implementing, and documenting communications protocols with the four adjacent and 22 statewide tribal governments.
- Using advertising and graphics to reach illiterate or environmental justice populations.
- Holding public meetings in locations that are easily accessible and ADA compliant.
- Holding public hearings along transit lines (as possible) for those who are transit dependent.
- Providing reasonable accommodations such as for sign-language interpreters upon request.

7 SUMMARY AND NEXT STEPS

The outreach process documented in this *Agency and Public Information Summary Report* provides the agencies, tribal governments, and public an opportunity for input into the alternatives analysis review process for the I-11 Corridor. During the outreach period, FHWA and ADOT conducted four agency meetings (including a webinar) and six public meetings between May 2, 2017 and May 16, 2017. These meetings were held throughout the Study Area, including Buckeye, Casa Grande, Marana, Nogales, Phoenix, Tucson, and Wickenburg. Meeting attendees were encouraged to share verbal and written comments, as well as mark suggestions and concerns on maps of the Study Area. Agencies and tribal governments were encouraged to send in their input. This report documents the process followed and the comments received. The FHWA and ADOT will consider these comments as part of the alternatives selection process for the I-11 Corridor and in the next phase of the environmental review process.

A general process schedule is illustrated on **Figure 7-1** (Corridor Alternatives Development and Environmental Review Process).

Figure 7-1 Corridor Alternatives Development and Environmental Review Process



7.1 Alternatives Selection Report

Following this outreach period, the comprehensive range of corridor options will be documented in the ASR, including the development of alternatives, screening criteria and outcomes, and the recommended range of alternatives to advance into the Tier 1 EIS for further study.



7.2 Draft Tier 1 EIS

The FHWA and ADOT will prepare a Draft Tier 1 EIS to more fully assess the reasonable range of Build Corridor Alternatives and No Build Alternative that emerge from the ASR. The Draft Tier 1 EIS will:

- Identify the Purpose and Need for the I-11 Corridor;
- Describe the screening process and each of the Build Corridor Alternatives for a proposed high capacity transportation facility;
- Evaluate the affected environment and potential environmental impacts based on agreed-upon assessment methodologies for the environmental resource areas;
- Identify the recommended corridor alternative(s) that best meets the Purpose and Need and minimizes potential environmental impacts; and
- Provide the public, agencies, and tribal governments opportunities to review and comment on the I-11 Corridor Draft Tier 1 EIS.

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

7.3 Final Tier 1 EIS and Record of Decision

FHWA and ADOT will complete the environmental review process with the preparation of a Final Tier 1 EIS and Record of Decision (ROD).

Based on the impacts analysis and the comments received on the Draft Tier 1 EIS, the Final Tier 1 EIS will identify and define a Preferred Corridor Alternative. The issuance of the Final Tier 1 EIS will be followed with a public review period.

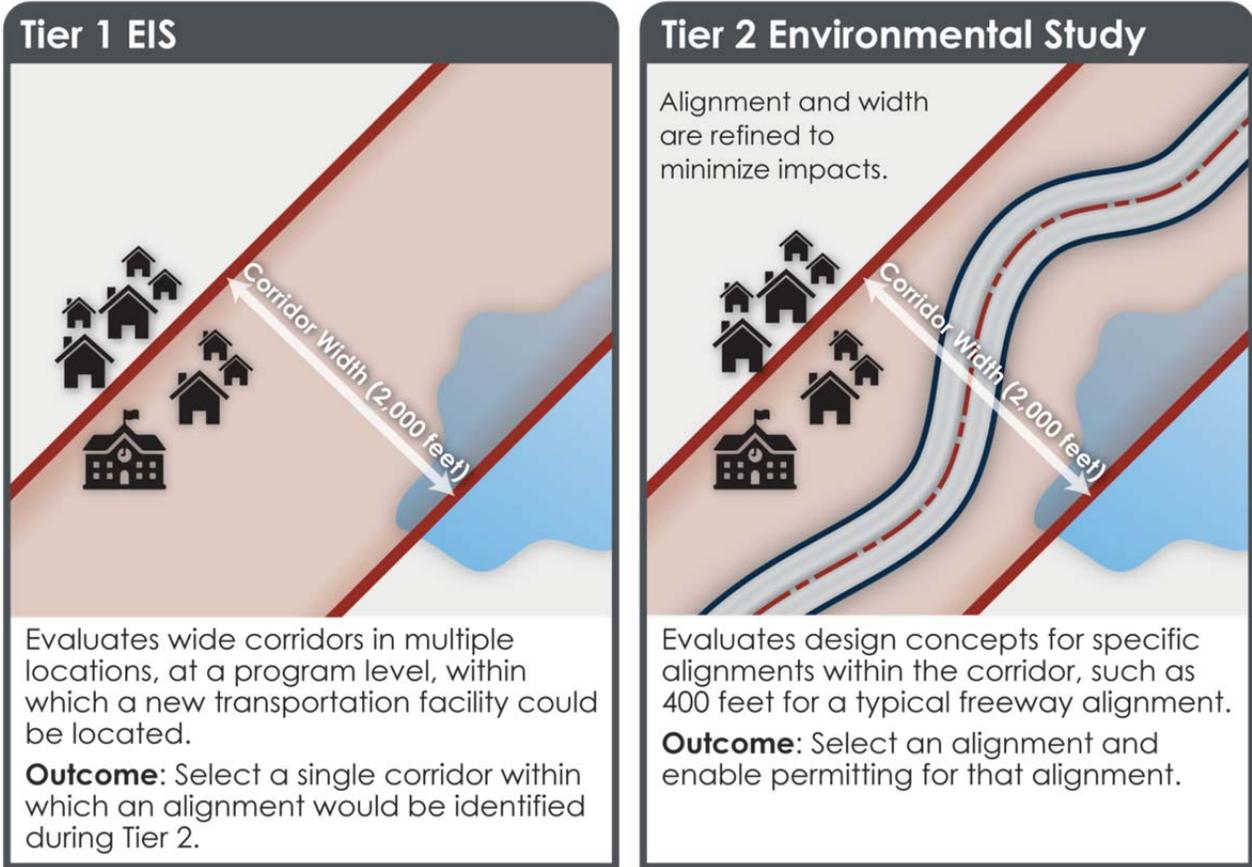
After consideration of all final comments received, the ROD will:

- Identify a Selected Corridor Alternative (Build or No Build);
- Present the basis for the decision;
- Describe the corridor alternatives considered; and
- Provide strategies to avoid, minimize, and mitigate for environmental impacts.

As the federal Lead Agency under NEPA, the FHWA will issue the ROD pursuant to Moving Ahead for Progress in the 21st Century Act (MAP-21) and the FAST Act.

The Tier 1 EIS will provide a roadmap for advancing projects to the next phase – called a Tier 2 environmental review. In a tiered process, a Tier 2 would be similar to a traditional project-level NEPA review. During the future Tier 2 environmental reviews, FHWA and ADOT would conduct detailed environmental and engineering studies for the proposed projects within the 2,000-foot-wide Selected Corridor Alternative (**Figure 7-2**, Tier 1 vs Tier 2 Level of Detail), to establish the footprint and needed right-of-way for that portion of Interstate 11.

Figure 7-2 Tier 1 vs Tier 2 Level of Detail





APPENDICES