



I-11 Corridor

Tier 1 Environmental Impact Statement



WICKENBURG

PHOENIX



TUCSON



NOGALES

Public Information Meeting
May 2017

ADOT

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ADOT Self-identification Surveys

- Self-identification surveys are available at today's meeting
- ADOT asks that you fill one out and turn it in before you leave
- The information you provide helps ADOT determine who attends public meetings
- The information is anonymous
- The information enables ADOT to fulfill federal reporting requirements from the Federal Highway Administration (FHWA)
- **Completing the survey is voluntary**

Thank you!

Presentation Topics

Project
Background

Alternatives
Development
and
Screening

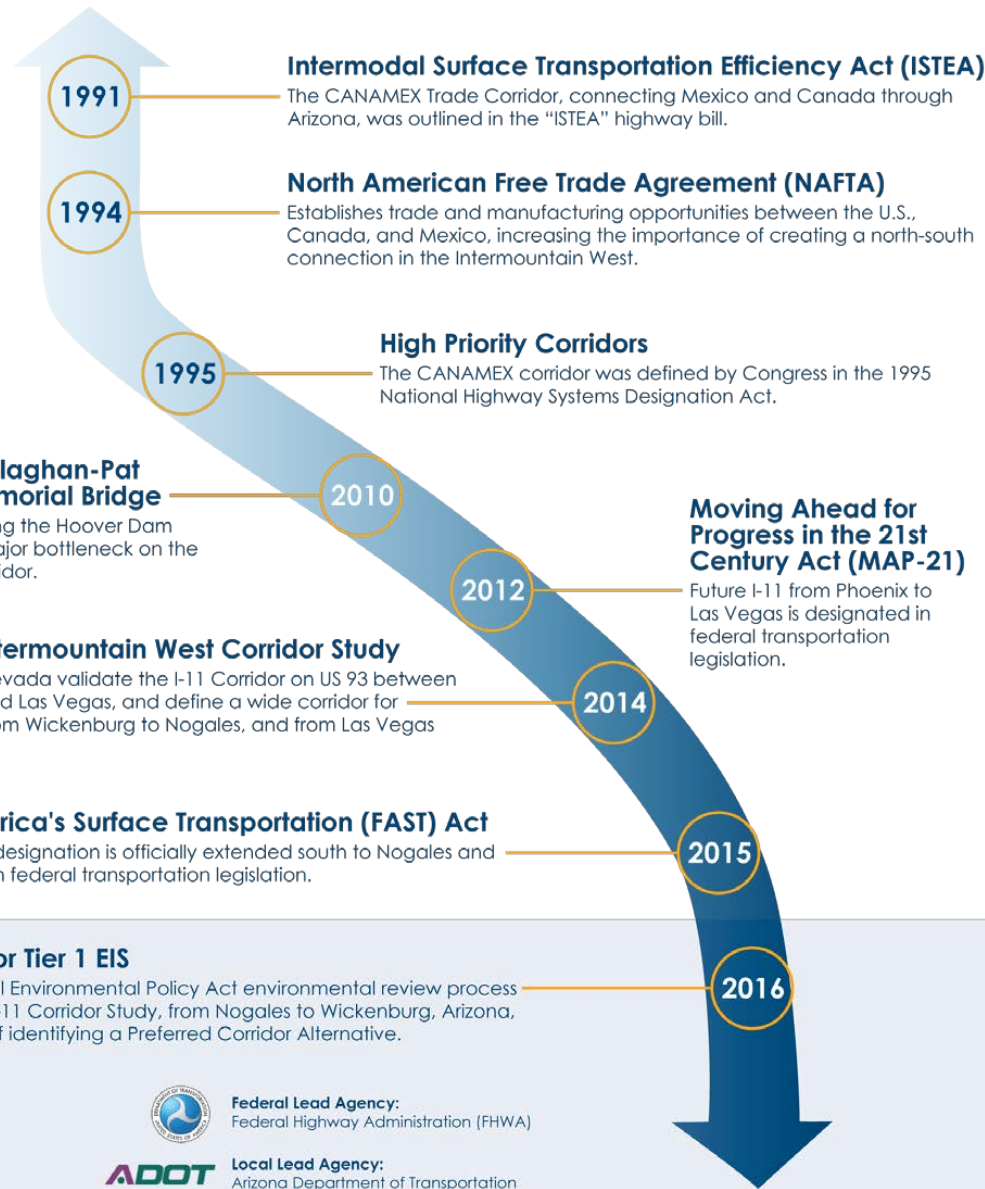
Scope of
Tier 1 EIS

Opportunities
for Comment



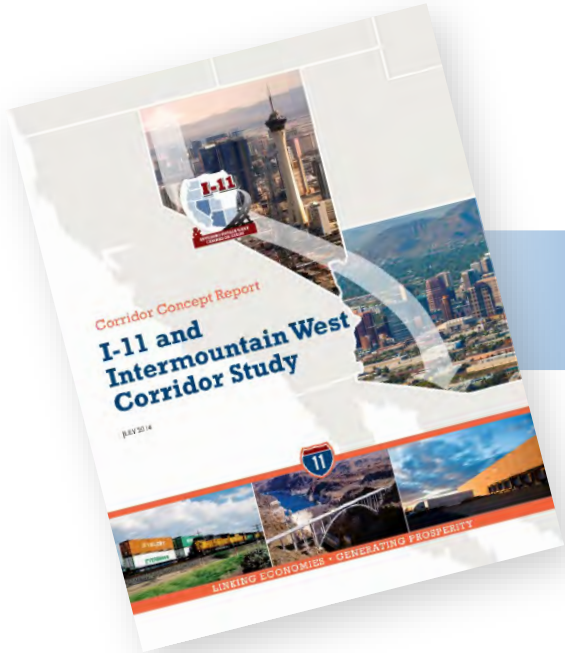
Project Background

The History of the I-11 Corridor

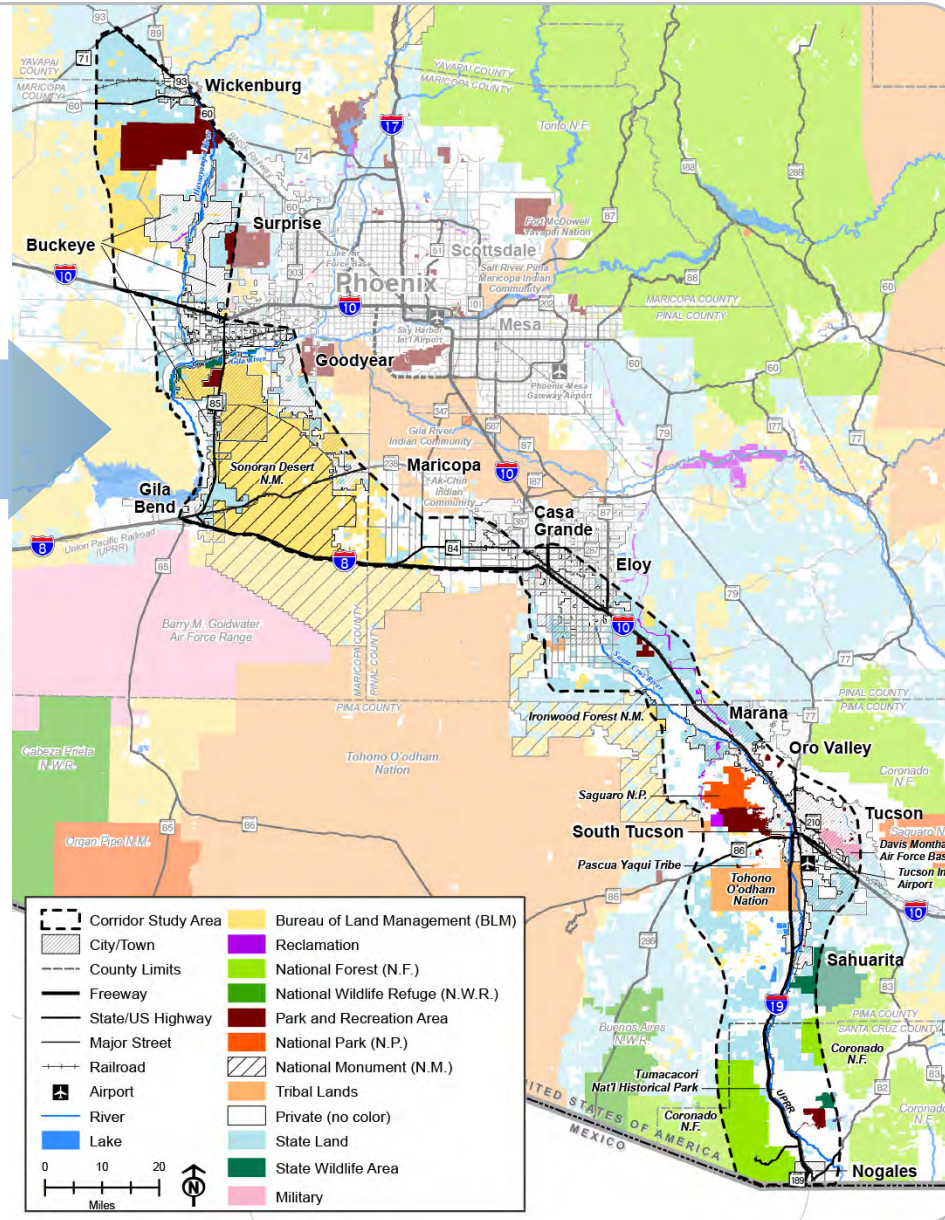


Notes

- The concept of a (generally) north-south trade corridor through Arizona and the western U.S. is not new.
- Various pieces of federal legislation have established the need and general corridor vicinity (ISTEA, NAFTA, High Priority Corridors, MAP-21, FAST Act).
- Legislative actions advanced through various planning studies in Arizona and Nevada.
- Completion of the Mike O'Callaghan-Pat Tillman Memorial Bridge bypassing the Hoover Dam eliminates major bottleneck on the CANAMEX corridor.
- This study initiates the formal environmental review process required under law (NEPA) for the section between Nogales and Wickenburg, Arizona.



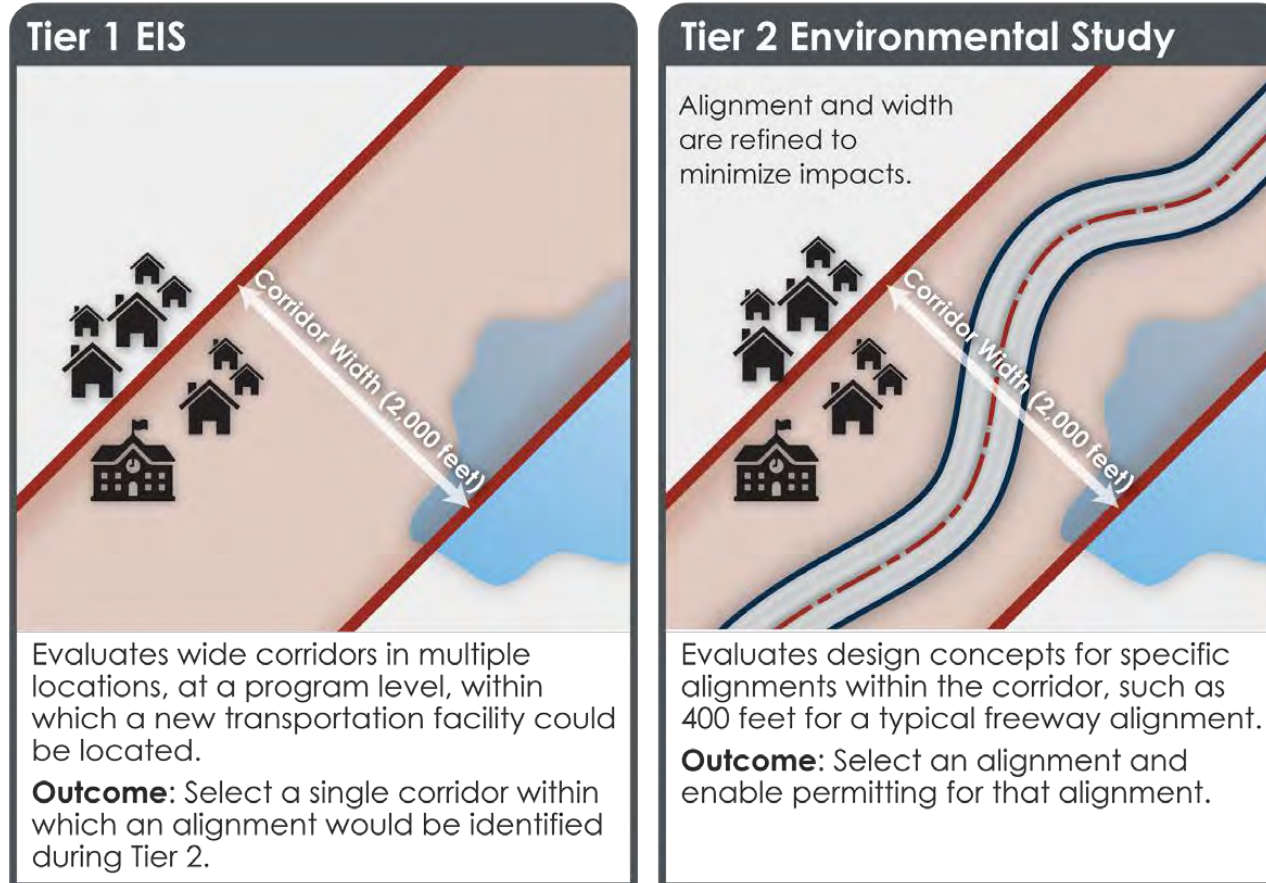
280-mile study area from Nogales to Wickenburg



Notes

- The I-11 and Intermountain West Corridor Study identified a 280-mile study area from Nogales to Wickenburg.

Tier 1 vs Tier 2 Level of Detail



Notes

- The Tier 1 EIS will evaluate wide corridors (approximately 2,000 feet) in multiple locations within which a new transportation facility could be located.
 - » During the Tier 1 EIS stage of study, additional constraints or potential impacts will be analyzed within the 2,000-foot corridors, and alternative corridors will be compared to each other and a No-Build scenario. Depending on surrounding constraints, the 2,000 foot wide corridor could be narrowed.
 - » The ultimate transportation facility would not be 2,000 feet wide, but rather be defined during the Tier 2 process and fit within the 2,000 foot wide selected corridor.
 - » The purpose and outcome of the Tier 1 EIS, if a Build corridor is selected, will be to define one wide corridor to study further during Tier 2. During Tier 2, a specific transportation alignment would be identified within the Tier 1 selected corridor.
- The Tier 2 process may be conducted on smaller segments of independent utility of the I-11 corridor. During this phase, a specific alignment and width would be refined to minimize impacts.

Cooperating Agencies
 Arizona Game and Fish Department (AGFD) • Bureau of Land Management (BLM) • Federal Aviation Administration (FAA) • Federal Railroad Administration (FRA) • National Park Service (NPS) • US Bureau of Reclamation (Reclamation) • US Environmental Protection Agency (USEPA) • US Fish and Wildlife Service (USFWS) • US Forest Service (USFS), Coronado National Forest • **Participating Agencies** • **FEDERAL** • Bureau of Indian Affairs (BIA) • Federal Emergency Corps of Engineers (USACE) • US Customs and Border Protection (CBP) • US Department of Agriculture (USDA) • Western Area Power Administration (Western) • **STATE** • Arizona Department of Corrections (ADOC) • Arizona Department of Environmental Quality (ADEQ) • Arizona Department of Public Safety (ADPS) • Arizona State Land Department (ASLD) • Arizona State Parks (ASP) • Arizona State Historic Preservation Office (SHPO) • **REGIONAL** • Central Arizona Governments (CAG) • Central Yavapai Metropolitan Planning Organization (CYMPO) • Maricopa Association of Governments (MAG) • Pima Association of Governments (PAG) • SouthEastern Arizona Governments Organization (SEAGO) • Sun Corridor Metropolitan Planning Organization (SCMPO) • **COUNTY** • Maricopa County • Flood Control District of Maricopa County • Pima County • Pima County Flood Control • Pinal County • Pinal County Flood Control District • Santa Cruz County • Yavapai County • Yavapai County Flood Control • **LOCAL** • City of Buckeye • City of Casa Grande • City of Eloy • City of Goodyear • City of Maricopa • City of Nogales • City of South Tucson • City of Surprise • City of Tucson • Town of Gila Bend • Town of Marana • Town of Oro Valley • Town of Sahuarita • Town of Wickenburg • **UTILITY** • Central Arizona Irrigation and Drainage District • Cortaro-Marana Irrigation District • Greene Reservoir Flood Control District • Maricopa Flood Control District • San Carlos Irrigation and Drainage District (SCIDD) • Salt River Project (SRP) • Trico

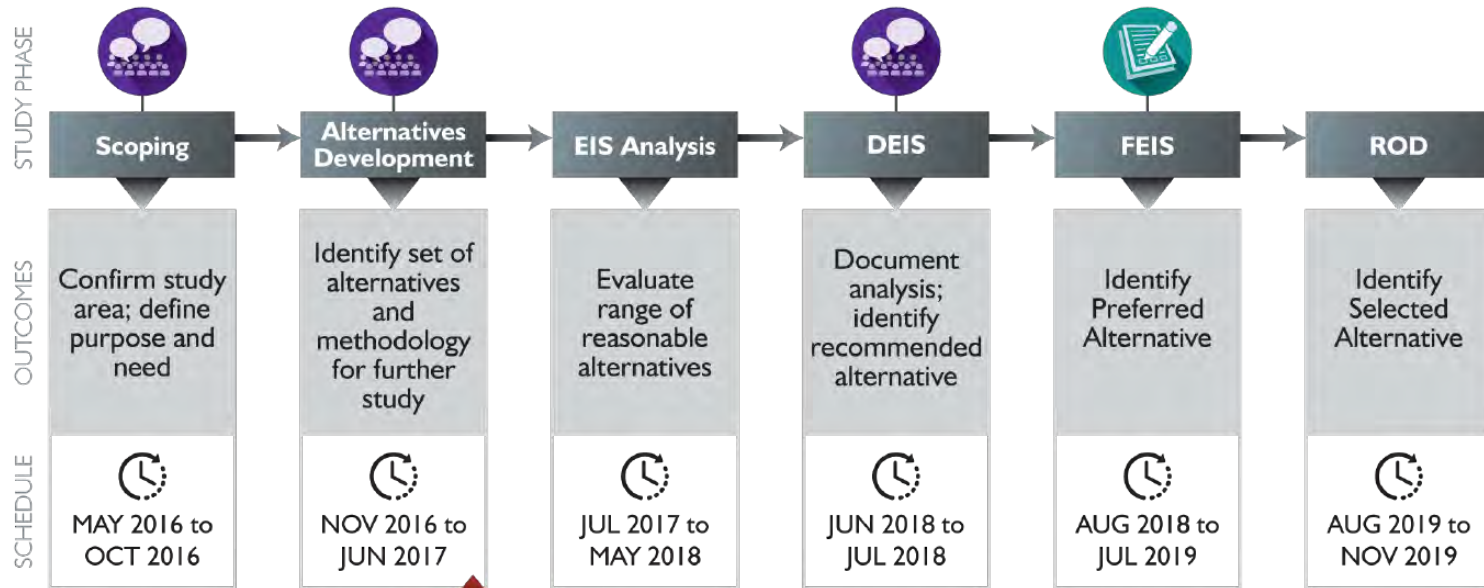
Coordination throughout the NEPA Process



Notes

- This study is being conducted with many partners, who will be engaged throughout the NEPA process:
 - » 9 Cooperating Agencies – comprised of federal/state agencies who will provide data and review analysis of potential environmental impacts
 - » 52 Participating Agencies – comprised of federal, state, regional, county, local, and tribal governments that have a special interest in the I-11 corridor
- Study coordination also includes 91 agencies, tribes, and organizations that will be formally consulted regarding potential cultural and historic resources, in accordance with federal legislation (Section 106 of the National Historic Preservation Act).

Tier 1 EIS Schedule



We are here

Public Meetings
 Public Review Period
 EIS - Environmental Impact Statement
 FEIS - Final EIS
DEIS - Draft EIS
 ROD - Record of Decision

Notes

- The purpose of our current study phase is to identify the range of reasonable alternatives to carry forward for continuing study in the Tier I EIS.
- Future schedule milestones include:
 - » We will come out to the public again with the Draft EIS in mid-2018, in which ADOT and FHWA would identify a recommended alternative and solicit feedback through a public hearing.
 - » Input on the Draft EIS will be factored into the determination of a Preferred Alternative in the Final EIS.
 - » The Final EIS will be issued for review in mid-2019. Consistent with typical NEPA processes, the Final EIS review process will not include in-person public meetings, rather the document will be made publicly available for review of how the comments on the Draft EIS were responded to.
 - » A Record of Decision will identify a Selected Corridor Alternative (Build or No-Build); present the basis for the decision; describe the alternatives considered; and provide strategies to avoid, minimize, and mitigate for environmental impacts.



What did we hear during Scoping?

- Support for use of existing corridors to limit impacts
- Support for new corridors to support economic development objectives and provide faster travel times
- Protect environmentally sensitive resources
- *Scoping Summary Report* available on I-11 website (i11study.com/Arizona)

Notes

- Last June we were conducting a similar series of public meetings across the study corridor for Scoping, with the intent to share ideas and concerns to shape the “scope” or range of issues to be addressed in the Tier I EIS.
- Feedback received:
 - » Support for use of existing corridors to limit impacts
 - » Support for new corridors to support economic development objectives and provide faster travel times
 - » Protect environmentally sensitive resources
- The full Scoping Summary Report is available online: i11study.com/Arizona/Reports

Purpose and Need for I-11

▶▶ THE PURPOSE

The overall purpose of the I-11 Corridor is to:

- Provide a high priority, high capacity, access-controlled, transportation corridor;
- Support improved regional mobility for people, goods, and homeland security;
- Connect major metropolitan areas and markets in the Intermountain West with Mexico and Canada; and
- Enhance access to the high capacity transportation network to support economic vitality.



▶▶ THE NEED

The problems, issues, and opportunities that support the need for a proposed transportation facility are:



Notes

- With input from the scoping comments we developed a Purpose and Need statement to guide our alternatives analysis. The purpose of the I-11 Corridor is to:
 - » Provide a high capacity transportation corridor that improves mobility and connectivity, and enhances economic vitality.
 - » We need I-11 to support a growing population, for access to economic activity centers, to alleviate congestion, for homeland security, and to complete transportation system linkages.
 - » The full Purpose and Need statement is available online: i11study.com/Arizona/Reports



Alternatives Development and Screening

Alternatives Development



Prior Studies



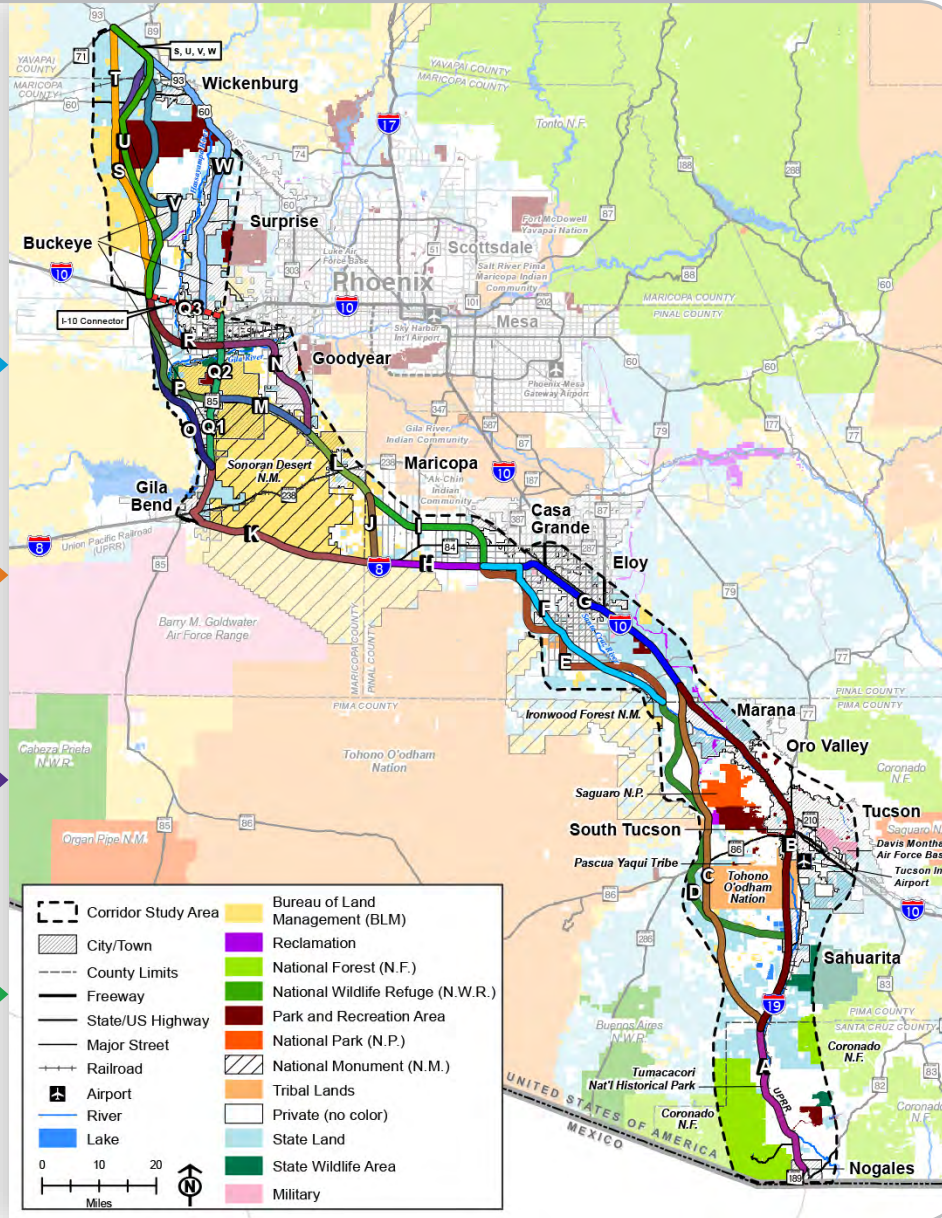
Agency Scoping



Public Scoping



Technical Analysis



Notes

- This map illustrates the universe of alternatives that were screened as part of the alternatives selection process.
- These corridors come from four main sources:
 - » Prior studies
 - » Agency scoping input
 - » Public scoping input
 - » Technical analysis
- The goal of screening these alternatives is to define a reasonable range of alternatives to evaluate in more detail in the Tier I EIS.
 - » At this time, we are not trying to define one recommended corridor.
 - » We are aiming to identify a reasonable range of alternatives that meet our Purpose and Need, and respond to the feedback the public and agencies provided during scoping.

Screening Criteria



Population and employment growth

- Population Growth
- Employment Growth



System linkage and Interstate mobility

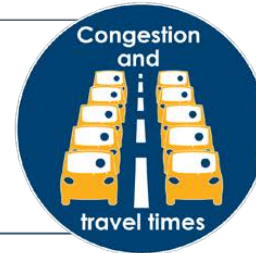
- Multimodal Freight Connections
- Freight Truck Flows



Sensitive environmental resources

- Critical Habitat
- Special Designated Lands
- Wetlands and Lakes
- 100-Year Floodplains/Floodways
- Cultural Resources
- Section 4(f) Resources Afforded Special Protection under Federal Law

- Traffic Volumes
- Congestion
- Incident Management
- Travel Diversion Benefits
- Travel Times
- Average Speeds
- Safety



Congestion and travel times



Economic activity centers

- Existing/Emerging Economic Activity Centers
- Additional Population within 45-Minute Drive (Access)

Notes

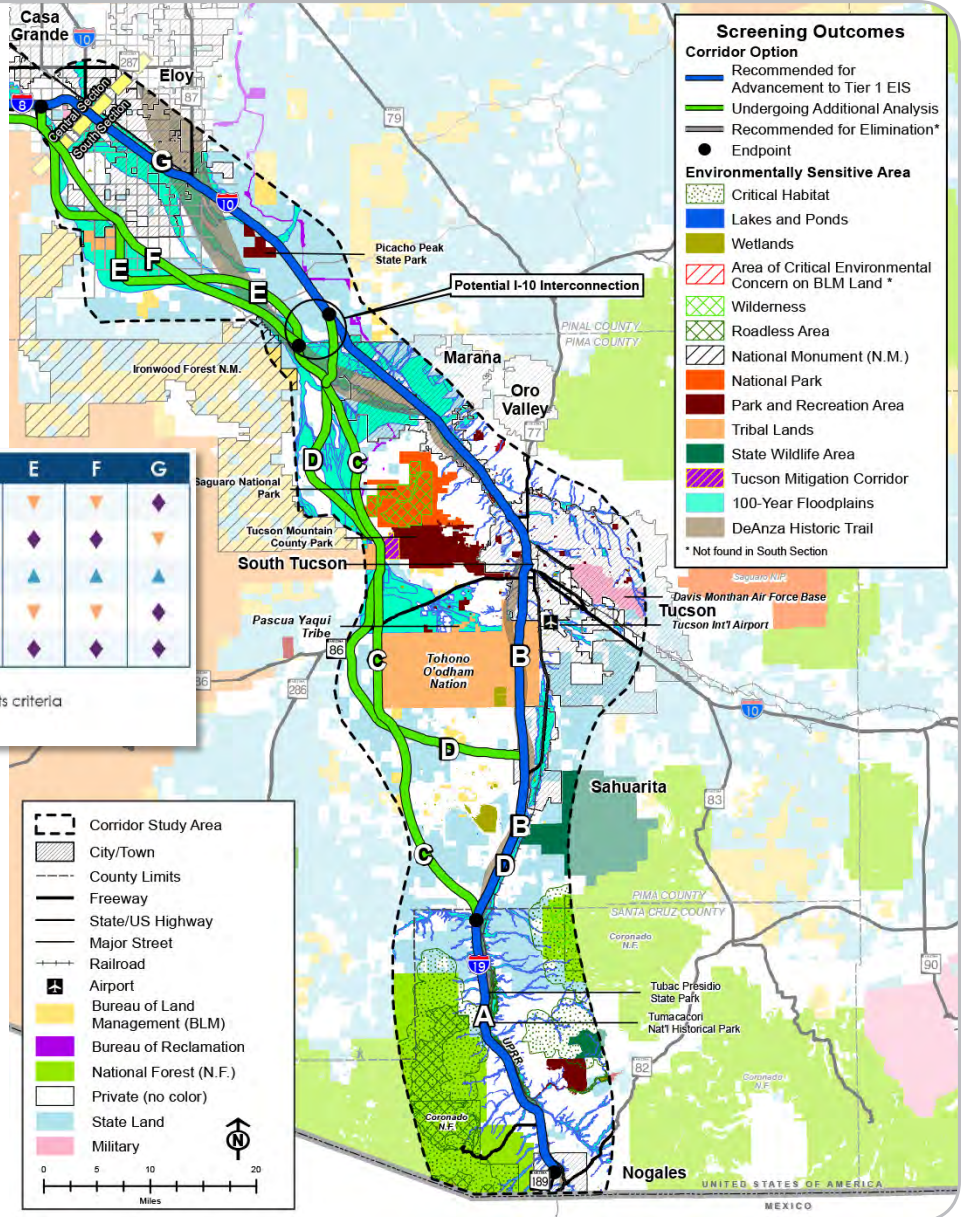
- The universe of alternatives was evaluated, using the criteria shown here, to identify a reasonable range of alternatives for the Tier I EIS analysis.
- These criteria are structured around meeting the Purpose and Need, along with identifying major environmental obstacles, such as avoiding designated protected areas (monuments, national parks, wilderness areas).
 - » As reference, the environmental criteria includes a wide range of sub-criteria, including: critical habitat, special designated lands (e.g., wilderness areas, national monuments, areas of critical environmental concern, etc.), wetlands, 100-year floodplains, cultural resources, and Section 4(f) resources.
- A more detailed evaluation of potential environmental impacts will occur during the Tier I EIS process.

South Section: Screening Results

Criteria	A	B	C	D	E	F	G
Population and Employment Growth	▲	◆	▼	▼	▼	▼	◆
Congestion and Travel Time with Diversion Benefits	▲	▼	◆	◆	◆	▲	▼
System Linkages and Interstate Mobility	▼	▲	◆	▲	▲	▲	▲
Economic Activity Centers	▼	◆	◆	▼	▲	▲	◆
Sensitive Environmental Resources	◆	◆	▲	▼	◆	◆	◆

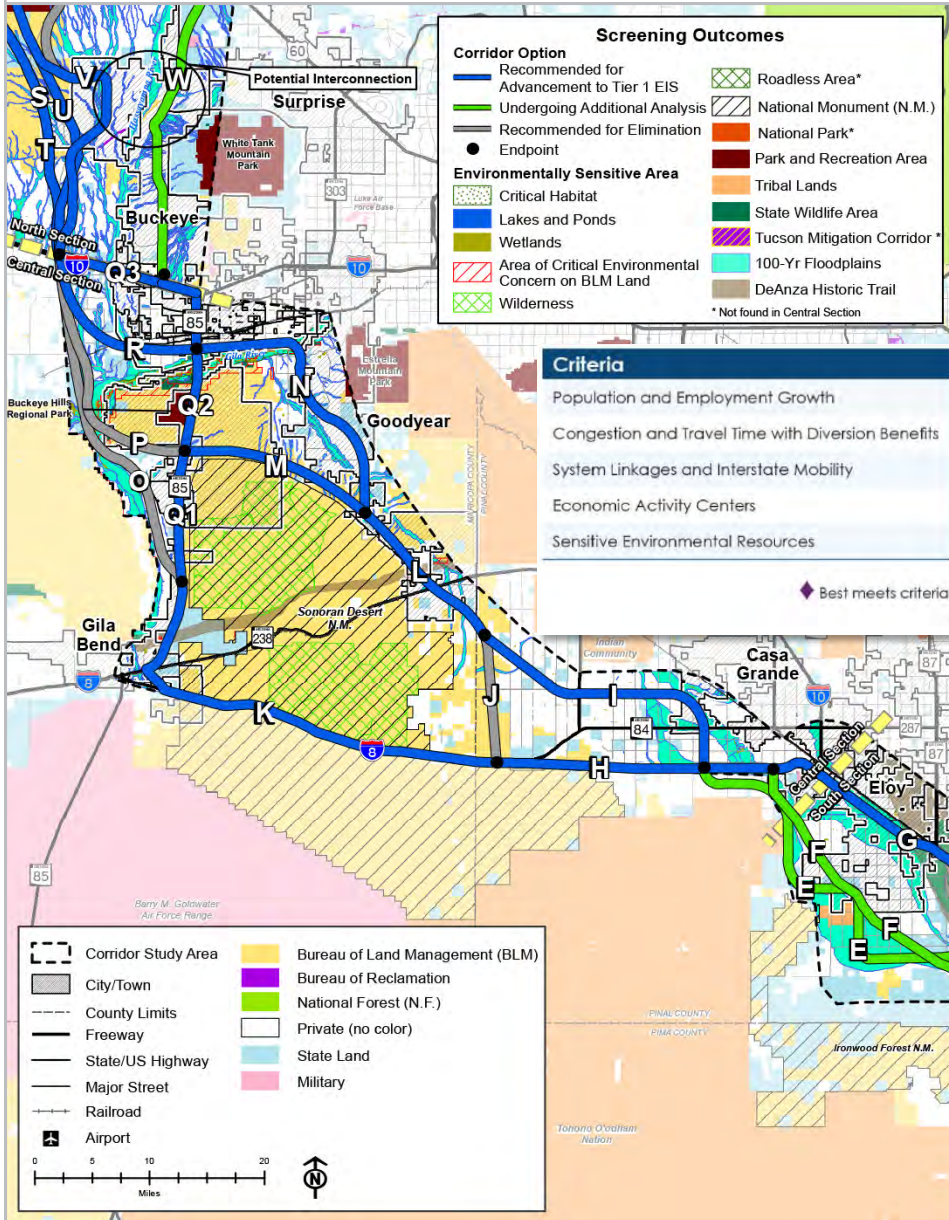
◆ Best meets criteria ▲ Reasonably meets criteria ▼ Least meets criteria

Note: Screening results are comparative to each other.



Notes

- The screening was conducted for alternative corridor options in each of the three sections (south, central, and north).
- The screening results are comparative to each other – ranging from those that best meet the screening criteria to those least meeting the criteria.
- The results are shown in a much larger format on the boards (available for download at: i11study.com/Arizona/Outreach)
- The outcome of the screening led to the sorting of alternatives into three categories:
 - Those recommended to be advanced into the Tier 1 EIS (dark blue)
 - Those recommended for elimination (gray)
 - Those requiring further analysis either to advance or eliminate (green)
- In the south section, the existing corridors (I-19, I-10) are both recommended to be advanced into the Tier 1 EIS.
- We have two sets of alternatives to the west of I-10 – C/D and E/F. These corridor options serve the same purpose of providing an alternate route for I-11. These are under review and input is appreciated. It may be an option to create hybrids – or taking the best parts of each corridor.
 - For C/D, C better meets most criteria, especially the ability to mitigate congestion; D provides a greater buffer between park and tribal lands
 - For E/F, E is proposed in transportation plans in Eloy and Pinal County; F better avoids impacts to floodplains and tribal land



Central Section: Screening Results

Criteria	H	I	J	K	L	M	N	O	P	Q	R
Population and Employment Growth	▼	▼	▼	▼	▼	▼	◆	▼	▼	▼	▼
Congestion and Travel Time with Diversion Benefits	▼	▲	▲	▼	▲	▲	◆	▲	▲	▲	◆
System Linkages and Interstate Mobility	▼	◆	▼	▼	▲	▲	▲	▼	▲	▲	▲
Economic Activity Centers	▲	▲	▼	▼	▲	▲	◆	▼	▲	▲	◆
Sensitive Environmental Resources	◆	◆	◆	◆	◆	◆	▼	▼	▼	▼	◆

◆ Best meets criteria ▲ Reasonably meets criteria ▼ Least meets criteria

Note: Screening results are comparative to each other.

Notes

- In the central section, three corridor options are recommended to be removed from further study; the rest of the corridor options are recommended to remain in for the Tier I EIS. Recommended for elimination are:
 - » J, which forms a connection between I-8 and new corridors to the north, but provides little mobility benefit
 - » O and P, which provide alternative options west of SR 85, but both include major environmental concerns (critical habitat, habitat fragmentation, Important Bird Area, floodplain issues, cultural resource impacts, etc.)
- The remaining options provide a range of (1) co-locating with existing transportation facilities, and (2) new roadways that might provide faster travel times but would represent new impacts on the environment.

North Section: Screening Results

Criteria	S	T	U	V	W
Population and Employment Growth	▲	▲	▲	▲	▲
Congestion and Travel Time with Diversion Benefits	◆	◆	◆	◆	◆
System Linkages and Interstate Mobility	◆	◆	◆	◆	◆
Economic Activity Centers	◆	◆	◆	◆	◆
Sensitive Environmental Resources	◆	◆	▲	▲	▲

◆ Best meets criteria ▲ Reasonably meets criteria ▼ Least meets criteria

Note: Screening results are comparative to each other.

Screening Outcomes

Corridor Option

- Recommended for Advancement to Tier 1 EIS
- Undergoing Additional Analysis
- Recommended for Elimination
- Endpoint

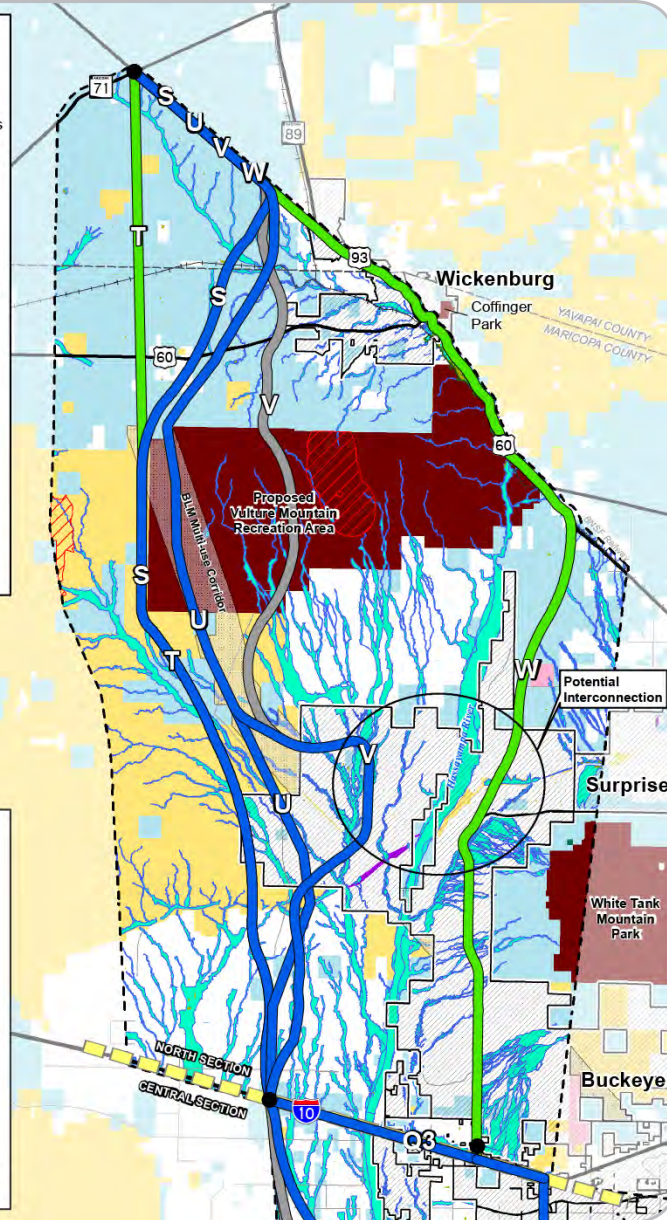
Environmentally Sensitive Area

- Critical Habitat *
- Lakes and Ponds
- Wetlands
- Area of Critical Environmental Concern on BLM Land
- Wilderness *
- Roadless Area *
- National Monument (N.M.) *
- National Park *
- Park and Recreation Area
- Tribal Lands *
- State Wildlife Area
- Tucson Mitigation Corridor *
- 100-Year Floodplains
- DeAnza Historic Trail *

* Not found in North Section

- Corridor Study Area
- City/Town
- County Limits
- Freeway
- State/US Highway
- Major Street
- Railroad
- Airport
- Bureau of Land Management (BLM)
- Bureau of Reclamation
- National Forest (N.F.)
- Private (no color)
- State Land
- Military

0 2.5 5 10 Miles



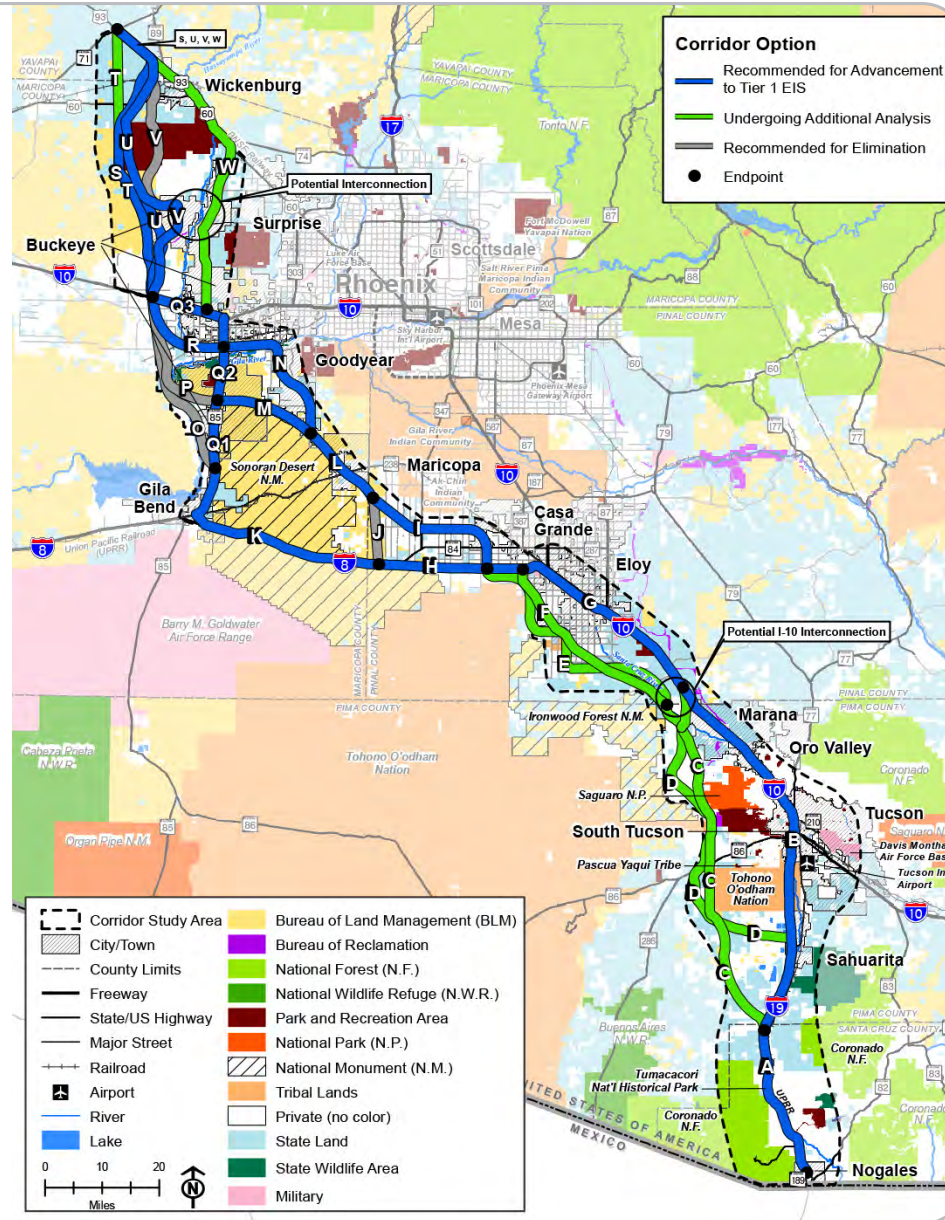
Notes

- In the north section:
 - W is under consideration for potential elimination. Although it utilizes a portion of existing roadway (US 60/US 93), it performs poorly against the screening criteria, would require completely re-building the existing roadway, and is not preferred by some stakeholders due to potential environmental impacts.
 - The north section of V is proposed for elimination, where it enters the Vulture Mountain Recreation Area (not in a BLM-designated corridor) northward.
 - S, U, and potentially a hybrid with U/V are recommended to be carried forward into the Tier I EIS.
 - T serves the same purpose as S/U, but does not support planned employment growth in Wickenburg; is under consideration for elimination.



Scope of Tier 1 EIS

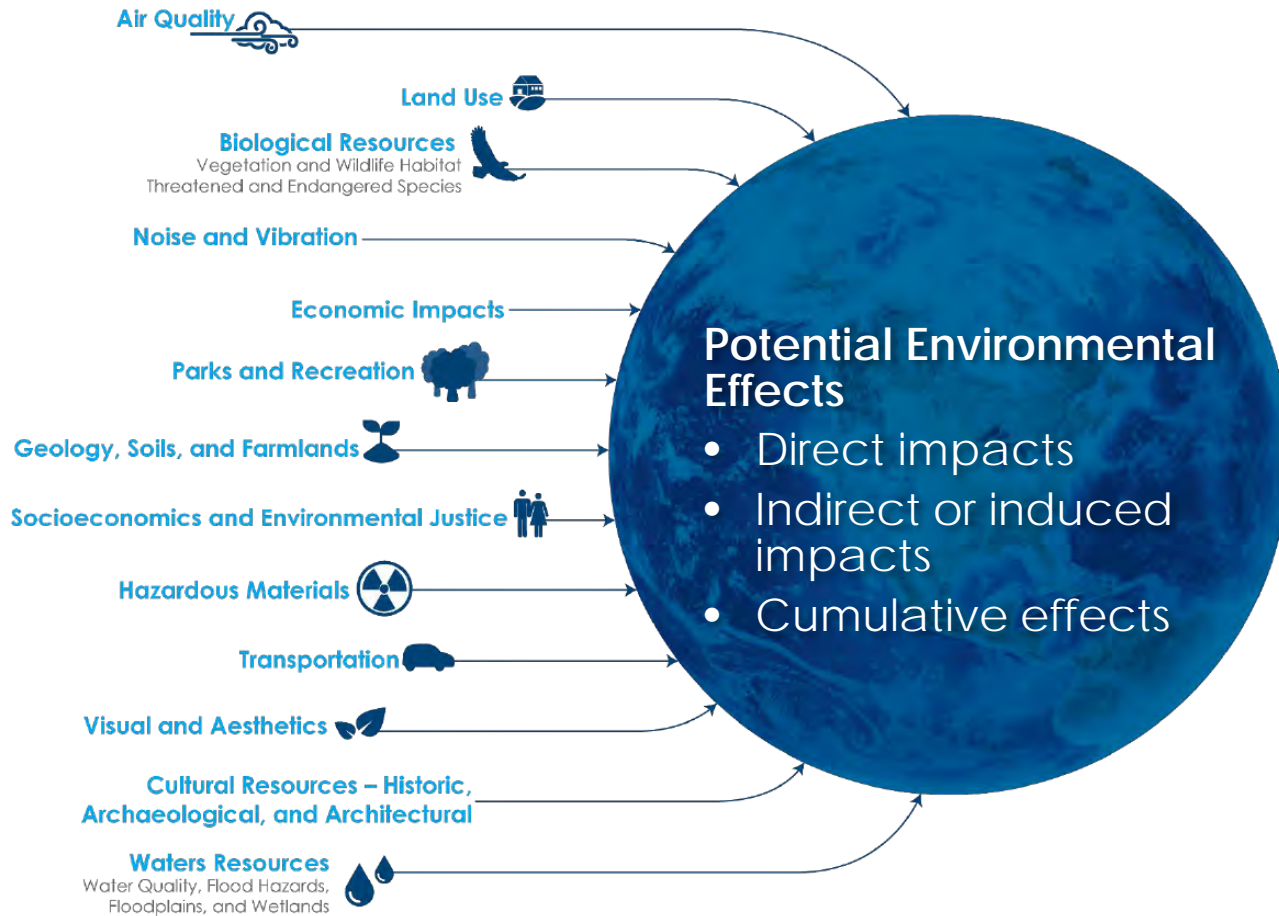
Reasonable Range of Build Corridor Alternatives for Tier 1 EIS Analysis



Notes

- From this high-level screening, a set of corridor options were identified that appear to best support projected growth, improve travel time and system linkages, connect to economic activity centers, and avoid sensitive environmental resources. These are recommended to advance for further study in the EIS.
- Some options are subject to continuing analysis or have been recommended for elimination.
- Please review all of these corridor options more closely and provide feedback via the online survey and mapping tool (i11study.com/Arizona/Outreach).

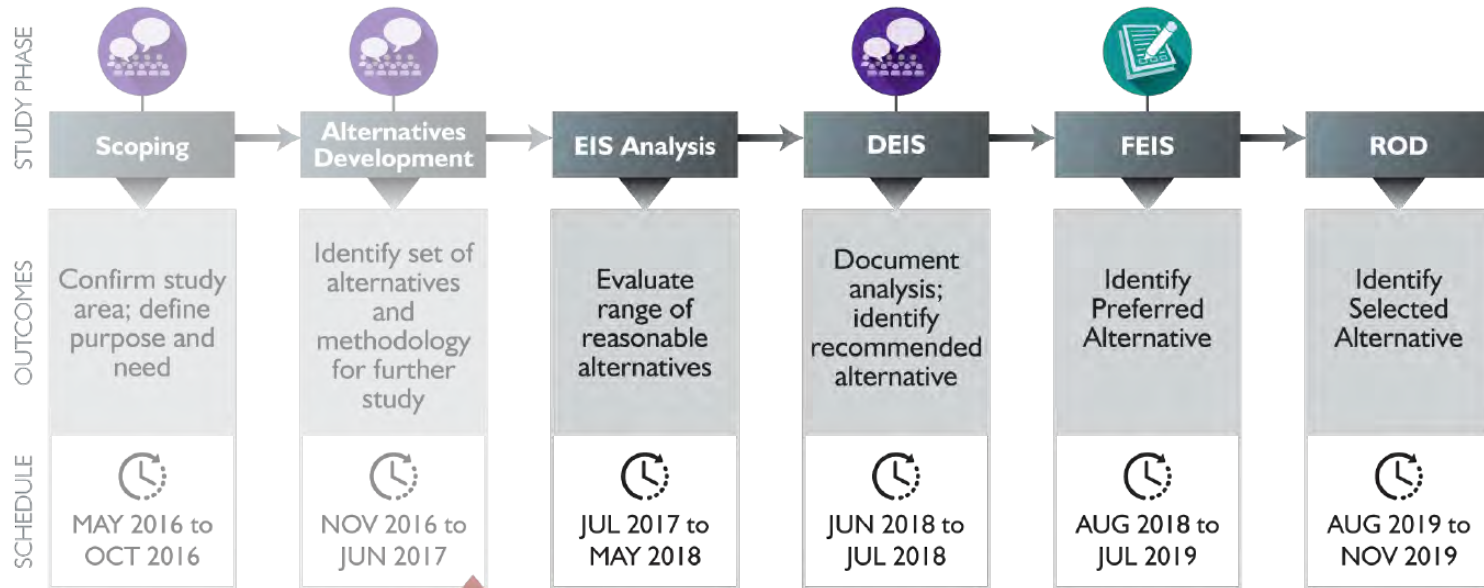
Tier 1 EIS Resource Areas





Notes

- The screening conducted as part of the Alternative Section Report phase was comparative and meant to ensure that all alternatives advanced into the Tier I EIS are feasible and meet the corridor’s Purpose and Need.
- We’re about to begin the Tier I EIS study phase, which will include a more rigorous environmental review of all corridor alternatives – including the topics shown here.

Next Steps



We are here

 Public Meetings	 Public Review Period	EIS - Environmental Impact Statement DEIS - Draft EIS	FEIS - Final EIS ROD - Record of Decision
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Notes

- To summarize, we started this process with extensive scoping, defined the Purpose and Need, and developed corridor alternatives for analysis during the EIS, which comes next.
- After this round of meetings, a summary of the input received will be drafted and posted on the I-11 website for review. Later in the summer, the Alternatives Selection Report (ASR) will be drafted, detailing all the analysis completed and incorporating input received during the outreach process, and also posted on the ADOT website.
- We'll be back out about a year from now with the results of the Tier 1 EIS analysis – presenting a recommended corridor alternative – for your review and comment.
- A revised project schedule splits the FEIS and ROD documents (instead of issuing together as one document) which allows you an additional input opportunity before a Selected Alternative is identified in the Record of Decision.

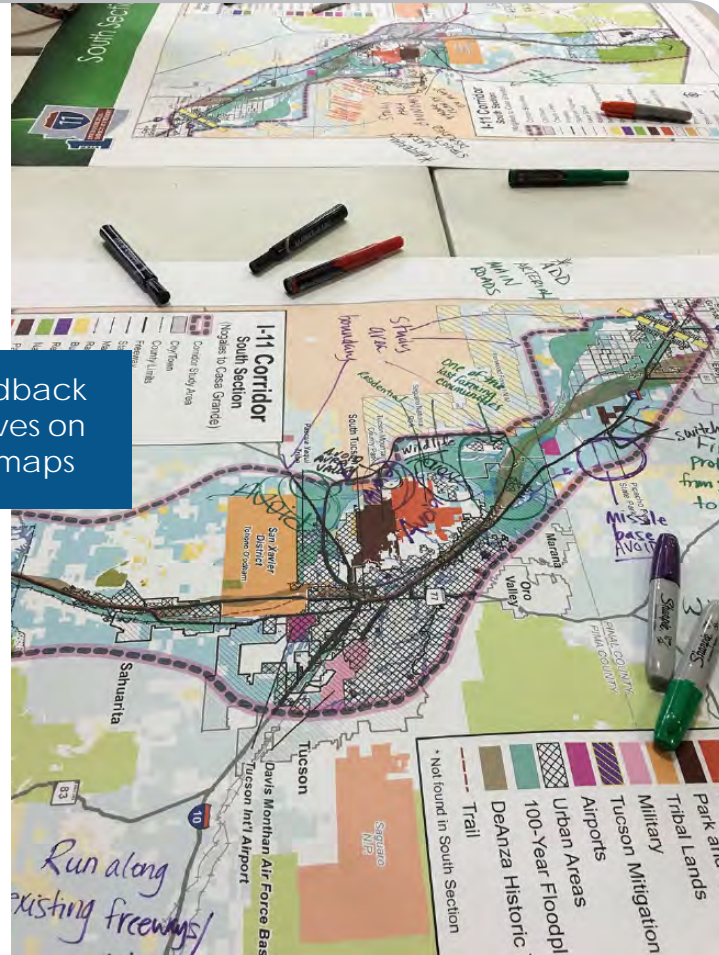
Opportunities for Comment

At Today's Meeting:

Review information on display boards and handouts


Provide written comments on comment forms

Provide feedback on alternatives on large table maps




Throughout the study, everyone can **submit comments** through the following methods:

Email  I-11ADOTStudy@hdrinc.com

Voicemail  1-844-544-8049 (bilingual)

Online survey  i11study.com/Arizona

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

Please submit comments by **Friday, June 2, 2017** so that the project team can include your comment in the meeting summary

Notes

- There are several opportunities for public comment at this meeting, outside of this meeting, and throughout the whole study process.
 - » Review information on display boards and handouts
 - » Provide written comments via letter or email
 - » Complete the online survey or mapping tool
 - » Submit comments anytime online
- Comments are always welcome at any time and will be considered in the study process, however for comments to be included in the meeting summary, they must be received by June 2, 2017.