I-11 and Intermountain West Corridor Study

Stakeholder Partners Meeting: Level 1 Screening

Phoenix Metropolitan Area: October 8, 2013
Northern Arizona: October 9, 2013
Southern Arizona: October 10, 2013
Northern Nevada: October 16, 2013
Las Vegas Metropolitan Area: October 17, 2013

The Arizona and Nevada departments of transportation are working together on the two-year Interstate 11 (I-11) and Intermountain West Corridor Study (Corridor) that includes detailed corridor planning of a possible high priority Interstate link between Phoenix and Las Vegas (the I-11 portion), and high-level visioning for potentially extending the Corridor north to Canada and south to Mexico. Congress recognized the importance of the portion of the Corridor between Phoenix and Las Vegas and designated it as future I-11 in the recent transportation authorization bill, Moving Ahead for Progress in the 21st Century Act (MAP-21).

As part of the study, interested public agencies, non-profit organizations and private interests groups are invited to participate in a Stakeholder Partners group that will be asked to provide data and other input, and to share their opinions and ideas on decision points throughout the process. As part of this effort, Stakeholder Partners were invited to participate in a series of meetings for Phase 3 of the project. In October, the third meeting series occurred to review the results of the Level 1 Screening of alternatives. Five meetings were held throughout the study area, each beginning at 2 p.m. MST/PDT: Tucson, Arizona for the Southern Arizona Future Connectivity Corridor; Avondale, Arizona for the Phoenix Metropolitan Priority Corridor Segment; Kingman, Arizona for the Northern Arizona Priority Corridor Segment; Las Vegas, Nevada for the Las Vegas Priority Corridor Segment; and Carson City, Nevada for the Nevada and Beyond Future Connectivity Corridor. Additionally, individuals could call-in and log-on to participate in a live webinar for each of the five meetings. A total of 166 individuals signed in and participated in this series. The following report summarizes the results of these meetings.

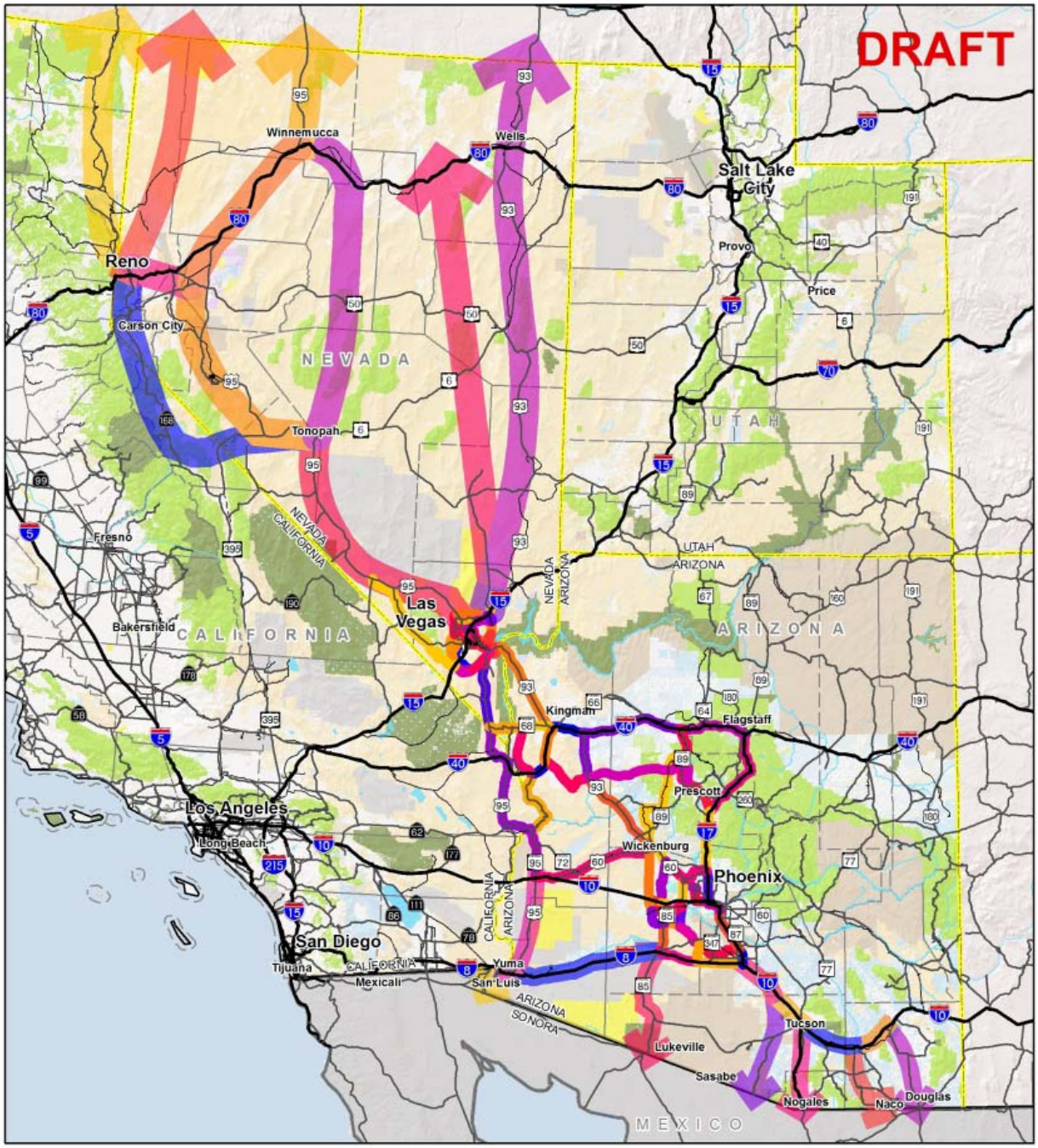
Photo 1: Participants of the Southern Arizona Stakeholder Partners meeting.

The comments presented in this report represent input from Stakeholder Partners that participated and will be reviewed and considered by the study team.

The purpose of this series of meetings was to receive feedback from Stakeholder Partners regarding the Level 1 Screening of alternatives. Participants were provided access to the PowerPoint presentation prior to the meetings.

The meeting was initiated by a detailed, narrated PowerPoint presentation viewed on location and online. Project team members provided a review of the segment universe of alternatives (see Figure 1), the evaluation process and the results of the Level 1 Screening of those segment alternatives. Attendees were invited to provide feedback relative to the Screening.

Figure 1: Revised Universe of Alternatives Evaluated in Level 1 Screening



Phoenix Metropolitan Area Meeting Summary

October 8, 2013; 2 p.m. PDT/MST
Avondale City Council Chambers
11465 W. Civic Center Dr.
Avondale, AZ

Meeting Feedback

Following a brief PowerPoint presentation, project co-manager Mike Kies led participants in a facilitated dialogue. The following feedback was provided by participants as part of that discussion.

General Questions and Comments

- It appears that this study is only looking at roadways. What about alternate modes? *This study is looking at the possibility of the Corridor being multimodal (e.g., highway, railroad, major utility). This first level of analysis looked at the opportunity to accommodate multiple modes in one corridor footprint; the next level will delve into how different multimodal options (passenger rail, freight rail, major utilities, passenger and freight on roadways, etc.) can be accommodated, and conduct travel demand projections to inform where different modes are most appropriate.*
- Is there the possibility that one alternative could actually split into different routes that utilize different modes (but generally travel in the same direction)? *Absolutely. Exploring multimodal routing will be a result of the Level 2 analysis, and that is why the corridor footprints under consideration are so large.*
- None of the alternative maps show the MCDOT parkway corridors.
- Is this study process trying to get to one preferred alternative? *This study is following the Planning and Environmental Linkages (PEL) process, which will feed project elements into the federal environmental clearance process (NEPA). As part of PEL, the study team will recommend all feasible alternatives. This could include one or more corridors.*
- Instead of only identifying major constraints, this study should identify opportunities for environmental mitigation and provide a menu of mitigation options. *AGFD and The Nature Conservancy are working together to provide the team such options.*
- How can broader environmental health be assessed? For example, looking at the balance of economic health, environmental health, and quality of life. *A combination of the factors in the PEL and NEPA processes, as well as the Business Case, are designed to do this.*

Level 1 Screening Question and Comments

- Please consider a modification to Alternative MM: Stay on SR-85 to SR-30 west, then transition to the proposed Hassayampa Freeway to the north. This avoids an environmentally-sensitive area surrounding the Buckeye Hills.
- Look at a modification to Alternative LL to respond to the placement of Pinal County regional parks.
- The Yuma alternatives can really be seen as more supportive to California, not as supportive to the Arizona economy.
- Why are any segments of I-10 used, if the whole interstate will eventually be congested? *Generally, I-10 is utilized west of the Phoenix metropolitan area, where severe congestion is not anticipated. For alternatives that traverse the metropolitan area, using an existing interstate highway provides a better option than proposing a new high-capacity facility through the dense core. These alternatives, however, have not been recommended to move forward for various*

reasons, including projected congestion and the fact that most of these corridors are at a "build out" condition or will be there within the next 10-15 years.

- Why did alternative alignments through the Hassayampa Valley get straightened out between I-10 and US-93 (versus earlier maps)? *This segment requires additional consultation with various stakeholders regarding a planned park area, and as a result has been simplified graphically until these issues are resolved.*

Level 2 Evaluation Criteria Questions and Feedback

- Are we weighting the Tier 2 analysis? *No, weights will not be applied to specific evaluation criteria.*
- In the Tier 2 evaluation, consider evaluating all the segments north of I-10 and south of I-10 separately. There may be major constraints that require a hybrid combination of alternative alignments north and south of I-10. *We are planning to evaluate each numbered segment separately as a part of the Tier 2 analysis to more narrowly identify the constraint areas and better understand how to refine the preferred alternative(s).*
- The I-11 and Intermountain West Corridor has a lot of renewable energy transmission (solar) potential that can be quantitatively assessed to determine eligible acres for renewable energy development. Consider incorporating that into the Level 2 evaluation.
- An "area of critical environmental concern" is quite a detailed evaluation measure. Are you looking at identifying other means of environmental measurement? *The team will be holding an environmental stakeholder meeting in November to coordinate on data availability relative to the Level 2 analysis.*
- Consider how to best evaluate environmental and economic development impacts of induced and cumulative development – need to understand the impact on each other, not just independently.

Phoenix Metropolitan Area Webinar Meeting Summary

October 8, 2013; 2 p.m. PDT/MST
Meeting conducted via Live Meeting and teleconference

Meeting Feedback

Following a brief PowerPoint presentation, team member Dan Andersen led participants in a facilitated dialogue. The following feedback was provided by participants as part of that discussion.

General Questions and Comments

- Andrew Laurenzi, Archaeology Southwest: I see there are three priority segments and two connectivity segments being studied; are there different levels of planning occurring as part of this study? *Yes. A two-phased, more detailed analysis will occur of the Congressionally-designated portion of a future I-11: the portion that connects Phoenix and Las Vegas. Because a future I-11 could have impacts beyond the two metropolitan areas, we are conducting an initial, single-level screening to produce future study recommendations for those connectivity areas.*
- Andrew Laurenzi, Archaeology Southwest: What are the boundaries for the priority corridor segments? *Priority segment #1 covers the greater Phoenix Metropolitan Area; priority segment #2 covers the corridor between the Phoenix and Las Vegas metropolitan areas; and priority segment #3 covers the greater Las Vegas Metropolitan Area.*
- Andrew Laurenzi, Archaeology Southwest: Does the segment that connects I-10 to SR 85 on alternative G align with Maricopa County's proposed Hidden Valley Parkway? *The alternative reflected is a component of the Maricopa Association of Government's I-10/Hassayampa Valley Transportation Framework Study, which recommended the need for both the freeway and the parkway, as different corridors.*
- Andrew Laurenzi, Archaeology Southwest: To what extent are cultural resources considered as part of your environmental sustainability criteria? *This is an initial corridor study, and while this is not a NEPA study, we will be conducting high-level environmental analysis of available data. Future studies would include a more detailed assessment of environmental impacts.*
- Andrew Laurenzi, Archaeology Southwest: How defined will alternatives be in future studies? *The results of this study will be used to inform the more detailed, NEPA-necessitated study of alternatives; depending on the Level 2 Screening, this could include a distinct set of corridors or include specific alignments within a corridor. This study will document potential constraints of the alternatives.*
- Andrew Laurenzi, Archaeology Southwest: In conjunction with cultural resource specialists throughout the state, we are currently identifying "cultural hot spots"; we would be pleased to share this information with the study team.

Level 1 Screening Questions and Comments

- Andrew Laurenzi, Archaeology Southwest: I would recommend that you carefully evaluate whether the Hidden Valley Parkway and a proposed I-11 alternative could serve the same purpose as there is limited available land but high right of way demand (for purposes of transportation and various utility demands). *You make a good point; MAG and the county are stakeholders in this process. As of right now, however, the parkways aren't planned to accommodate the capacity of a major trade corridor as defined for the future I-11.*
- Andrew Laurenzi, Archaeology Southwest: As someone who travels a lot, I observe little traffic on I-8 between SR 85 and Casa Grande; it would be an oversight to not seriously consider this

existing infrastructure as an alternative to incurring the expense to build redundant infrastructure. *Traffic analysis and high-level travel demand modeling will be conducted to assist in the evaluation of these corridors.*

- Doug Hansen, Pinal County: Based on the earlier conversation, I'm confused—is the Hassayampa Freeway (as proposed in the I-8 & I-10/Hidden Valley Transportation Framework Study) still being considered as a freeway facility or as a parkway? *Yes, the proposed Hassayampa Freeway facility is still being recommended as a freeway facility. The Hidden and Hassayampa studies also identified a series of parkways that were in the vicinity of the proposed Hassayampa Freeway.*
- Doug Hansen, Pinal County: As part of our East-West study, we've evaluated connectivity to and with a future I-11 that, among other things, indicate potential constraints of a corridor to the north and west of Casa Grande; we can share the results of our study with the study team.

Level 2 Evaluation Criteria Questions and Feedback

- Jim Dickey, Arizona Transit Association: When considering multimodal potential, how do the criteria evaluate these proposed corridors against current rail infrastructure? Does the alignment that was informed by the I-10/Hassayampa Valley Transportation Framework Study (referenced earlier) assume a combined highway/rail corridor as was recommended in that study? *In Level 2 Screening, we will be exploring whether rail currently exists within our alternative alignments, whether new rail infrastructure could be accommodated within the same corridor, or if a new rail infrastructure could provide a similar connection, but perhaps in a parallel the corridor. Yes; the rail corridor as proposed in MAG's transportation framework studies is assumed to share the same segment footprint for purposes of this study.*

Northern Arizona Meeting Summary

October 9, 2013; 2 p.m. PDT/MST
Mohave County Public Works, Turquoise Room
3715 Sunshine Dr.
Kingman, AZ

Meeting Feedback

Following a brief PowerPoint presentation, Mike Kies led participants in a facilitated dialogue. The following feedback was provided by participants as part of that discussion.

General Questions and Comments

- Will routes around Wickenburg be considered? *The existing US 93 corridor and a western bypass are being considered, however, at the level of detail this study is considering, we might not be able to make a recommendation without a full NEPA study.*
- Are there different design criteria for passenger versus freight rail? *Yes. Freight rail has 1.5% maximum grades (2% for short distances). Some high-speed rail has grade rates in the 3 to 4% range. By comparison, interstates usually have a maximum grade rate of 6%.*
- Is there a need for passenger rail between Phoenix and Las Vegas? *FRA is studying that; we are waiting for their draft report.*
- Have you considered the effects of an expanded Port of Guaymas? *Yes. That is briefly addressed in the Corridor Justification Report.*
- Will you create typical sections to determine the footprint of various segments? *Yes; they will be developed for the Level 2 analysis.*

Level 1 Screening Questions and Comments

- Would Alternative UU use the new West Kingman TI? *The TI is being planned and designed to freeway standards and will be a part of any future I-11 plans.*
- Alternative UU has significant environmental concerns.
- Alternative UU provides better access to economic activity centers in the Lake Havasu area, in addition to the industrial/intermodal district south of Kingman.
- Alternative UU, over the Chicken Springs pass, is not conducive to rail—grades are too steep.
- Alternative Q makes the most sense.
- The grades on SR 68 are bad between Golden Valley and Bullhead City. There were lots of truck related crashes when trucks were not allowed over the Hoover Dam.

Northern Arizona Webinar Meeting Summary

October 9, 2013; 2 p.m. PDT/MST
Meeting conducted via Live Meeting and teleconference

Meeting Feedback

Following a brief PowerPoint presentation, team member Audra Koester Thomas led participants in a facilitated dialogue. The following feedback was provided by participants as part of that discussion.

General Questions and Comments

- Lisa McCabe, Bullhead Regional Economic Development Authority: Regarding alternative UU, after traversing south of Kingman/I-40 to Chicken Springs Road, where does the alternative then connect? *The alternative traverses south on I-40 to approximately Proving Ground Road, connecting to Alamo Road south to Chicken Springs Road, east to US 93 near Wickiup. The exact alignment would vary depending on terrain, land use and other factors.*
- Scott Higginson, CAN-DO Coalition: What percentage of the US 93 roadway improvements have been made to Interstate standards (excluding interchanges, access management, etc.)? *It's difficult to answer that question; while US 93 will be a divided, four lane roadway, the facility in whole is not built to Interstate standards.*
- David Wessel, FMPO: A recent political cartoon showed the rising economic tides now raising only yachts. Seems like the I-11 yacht is Phoenix. Makes looking at statewide economic influences as important. When you run the model this is the chance to look at impacts to I-17. Yes we want it to operate effectively. No, we don't want to see traffic levels decline as a result of I-11.

Level 1 Screening Questions and Comments

- Scott Sprague, Arizona Game and Fish Department: When I attended the meeting yesterday in Avondale, I was under the impression that the economic development criteria was measured based on *existing* development plans and not the *potential* for development; are their existing development plans supporting alternative UU? *We will have to get back to you regarding this question.* [NOTE: According to Mohave County, development plans do exist; details have been provided to the study team.]
- Lisa McCabe, Bullhead Regional Economic Development Authority: Per alternative UU, there is a lot of economic development potential in the Alamo Road/Chicken Springs Road area.
- Scott Higginson, CAN-DO Coalition: Using the Chicken Springs Road alignment would require entirely new infrastructure compared to utilizing US 93, where important improvements are already being made.

Southern Arizona and Beyond Meeting Summary

October 10, 2013; 2 p.m. PDT/MST
Albert J. Garcia Auditorium
Pascua Yaqui Reservation
7777 S. Camino Huivism
Tucson, AZ

Meeting Feedback

Following a brief PowerPoint presentation, project co-manager Mike Kies led participants in a facilitated dialogue. The following feedback was provided by participants as part of that discussion.

General Questions and Comments

- Why is double decking I-10 not being considered? This solution could save taxpayers money by double decking rather than creating an alternative through the Avra Valley. *At this phase of study, we are looking to make broad corridor connections. The specific manner of implementation will be explored in a more detailed follow-on study.*
- Isn't there an ongoing study of implementing light rail transit between Phoenix and Tucson, and would that help relieve congestion issues on I-10? *There is an ongoing study exploring intercity passenger rail between Phoenix and Tucson. Such a recommendation will feed into the next phase of this study as a potential element of the multimodal component of an I-11 and Intermountain West Corridor, and will likely provide some future travel demand capacity.*
- Would an EIS explore all reasonable alternatives through and around Tucson? *Yes. And that is the logical next step in the process.*
- What happens next? Will there be a more detailed planning effort with local partners, exploring options within "Alternative C"? When would that occur? *Yes, the process outlined is correct. The timeline is unsure due to an undefined funding source for the follow-on study. ADOT would like to initiate such a study as soon as possible with local partners such as Pima County, Tucson, Sahuarita, tribal communities, etc., after this study is complete next summer.*
- Are you coordinating with government agencies in Mexico? *ADOT is in regular communication with Mexican government agencies regarding current projects via the Arizona-Mexico Commission. Additionally, a joint study was recently completed (Arizona-Sonora Border Master Plan) to recommend a prioritized list of critical border transportation infrastructure. Also, ADOT Director Halikowski currently chairs the Transportation and Trade Corridor Alliance, which serves as the state's freight task advisory committee. Led by representatives from the Governor's Office, ADOT, the Arizona Commerce Authority, and the Arizona-Mexico Commission, key stakeholders include state and local governments, planning organizations, transportation and logistics companies, port authorities and others.*
- Are there any discussions ongoing within the state to increase allowable truck loads to 130,000 pounds? *Not as part of this study, and I am not aware of such a study or discussion at ADOT, but we'll investigate.*
- Have any jurisdictions other than Pima County officially weighed in regarding a preferred I-11 corridor? *No, we've only received input from agencies on potential constraints (e.g., environmental issues and opportunities) and individual comments from residents.*
- What are the impacts to Native American nations and don't they have to approve the use of their lands? *We evaluate impacts to all tribal lands as part of our evaluation process.*

Additionally, all Native American communities are stakeholder partners. ADOT has also facilitates a separate consultation process with tribal nations.

- Will this study look at specific land ownership (at the parcel level) and consider land speculation? *No, this study is reviewing major land ownership patterns, such as large tracts of public or tribal lands. In future detailed studies, coordination with individual land owners will occur. Land speculation is not considered.*
- What is the status of potential funding, and when could this Corridor be built? *There is no identified funding source for this project yet. Once funding is identified and the Corridor is incorporated state and regional metropolitan transportation plans, the environmental clearance and preliminary design processes can commence, taking up to eight to ten years before any project implementation.*
- All local agencies should be invited as "cooperating agencies" in subsequent environmental clearance processes.

Level 1 Screening Questions and Comments

- Has the trucking industry been surveyed on the alternatives? *Not specifically, although many trucking industry representatives and organizations to which they belong are part of this project's Stakeholder Partners group.*
- Highly supportive of Alternative C. [received five similar comments]
- Strongly concur that the Corridor recommendation would spur economic development within the Sun Corridor, providing long-term economic benefit for Pima County.
- Alternative C has strong multimodal opportunities. These should be leveraged with the I-10 and I-19 corridors to become the I-11 and Intermountain West Corridor.
- Strongly oppose the Avra Valley bypass based on environmental grounds (e.g., wildlife migration), land use impacts, and the potential to spur undesirable economic development. [received seven similar comments]
- There is a group of 15 business organizations supporting Alternative C in Pima County. They are moving forward with a more detailed analysis of the economic impact/benefits of this Corridor.

Southern Arizona and Beyond Webinar Meeting Summary

October 10, 2013; 2 p.m. PDT/MST
Meeting conducted via Live Meeting and teleconference

Meeting Feedback

Following a brief PowerPoint presentation, team member Dan Andersen led participants in a facilitated dialogue. The following feedback was provided by participants as part of that discussion.

General Questions and Comments

- Tiffany Sprague, Sierra Club: Are the alternatives being considered exclusively for rail or exclusively for highway? Railroads often cannot follow the same alignment as a road. *The alternatives being considered will be reviewed for possible multimodal connectivity. Subsequent studies will further evaluate footprints for various modal alignments and linkages of modal alternatives.*
- Kevin Dahl, National Parks Conservation Association: You might consider connectivity from I-19 to I-10 to allow traffic heading east to avoid the Tucson metropolitan area.

Level 1 Screening Questions and Comments

- Kevin Dahl, National Parks Conservation Association: Has the Avra Valley alternative been eliminated? *The alternatives are wide corridor swaths for purposes of initial study, not specific alignments. As noted in the presentation, alternative "C" is recommended for further study in Southern Arizona; it connects Phoenix and Nogales through Tucson. Specific alignments aren't being considered or evaluated as part of this study; future studies would evaluate options in further detail.*
- Scott Sprague, Arizona Game and Fish Department: I would assume future environmental (NEPA) studies would require review of more than a single alternative. Would alternative "C" be a single alternative, or would future studies evaluate various alignments within this corridor? *Future studies (e.g., NEPA) would consider multiple alternatives within the alternative "C" corridor swath; alternative "C" simply provides context for connectivity between the Phoenix metropolitan area and Mexico.*
- Kevin Dahl, National Parks Conservation Association: If I understand you correctly, Avra Valley has not been removed from further consideration; if this is the case, I'd suggest you properly depict the area of study on mapping so that individuals understand the scope of study.
- Kevin Dahl, National Parks Conservation Association: Avra Valley is a protected area; building a new facility through this area would affect neighborhoods. This option is dramatically different than simply expanding the existing infrastructure that already traverses through the metropolitan area.

Northern Nevada and Beyond Meeting Summary

October 16, 2013; 2 p.m. PDT/MST
Carson City Community Center
Bonanza Room
851 E. William St.
Carson City, NV

Meeting Feedback

Following a brief PowerPoint presentation, Sondra Rosenberg led participants in a facilitated dialogue. The following feedback was provided by participants as part of that discussion.

General Questions and Comments

- Have you considered truck traffic on I-15? *Yes, in this study and a previous study (I-15 Corridor System Master Plan). There is a lack of north-south interstate corridors in the Intermountain West—there are many hundreds of miles between I-5 and I-15—and a need for something in between. Because I-5 is significantly more congested and has higher truck volumes than I-15, we believe a future I-11 should be closer to I-5 (for that and other reasons).*
- Have you considered the economic impact of I-11 on small communities? *That level of analysis is not feasible in this study as precise alignments in the Northern Nevada Future Connectivity Segment are not being considered. However, we have considered county plans where available.*
- Are you coordinating with BLM on their resource management plans? *They are partners on this study and have been invited to all meetings. They provided some input during our focus meetings early in 2013. We are in the process of scheduling a coordination meeting with resource agencies along the Corridor.*
- Valley Electric in Pahrump was unaware of this study. *If you have contact information for someone at Valley Electric we would like to contact them. We have been coordinating with the Nevada State Energy Office.* [NOTE: two individuals from Valley Electric have been (and are) on our Stakeholder Partners contact list.]
- What is the ultimate right of way width that will be needed? *We are not sure at this point in the study, but will develop various alternative footprints for the priority segments as part of the Level 2 analysis.*
- Nye County conducted a study that projected a $2.7 Billion boost to its economy as a result of a high capacity transportation corridor.
- The RTC sees a clear benefit to the I-11 corridor, and a need to engage Oregon and Idaho stakeholders soon to get their input. The RTC can help to facilitate those discussions.

Level 1 Screening Questions and Comments

- Alternatives SS and DD lead to Oregon, and FF to Boise. Has Oregon voiced any opinions? *We have not had recent communications with Oregon DOT, and will reach out to them again.*
- Are there any fatal flaws with any of the recommended alternatives? *None at this phase or level of analysis. Certain portions of alternatives could have flaws that would restrict that portion of the alternative but not fully eliminate that entire alternative.*

Northern Nevada and Beyond Webinar Meeting Summary

October 16, 2013; 2 p.m. PDT/MST
Meeting conducted via Live Meeting and teleconference

Meeting Feedback

Following a brief PowerPoint presentation, team member Audra Koester Thomas led participants in a facilitated dialogue. The following feedback was provided by participants as part of that discussion.

General Questions and Comments

- Dennee Alacla, Caltrans: It appears that alternative "DD" may be the only one that traverses into California at this time; however, even if a future alternative does not extend into California, proximate alternatives could impact our network. We look forward to continued coordination regarding this project. *NOTE: Alternative SS also goes through a portion of California.*

Las Vegas Metropolitan Area Meeting Summary

October 17, 2013; 2 p.m. PDT/MST
NDOT, District 1
Main Training Room
123 E. Washington St.
Las Vegas, NV

Meeting Feedback

Following a brief PowerPoint presentation, Sondra Rosenberg led participants in a facilitated dialogue. The following feedback was provided by participants as part of that discussion.

Level 1 Screening Questions and Comments

- There is a lot of residential development along parts of the eastern bypass that will be opposed by the property owners.
- Do not pass through the I-15/US 95 Spaghetti Bowl.
- There are opportunities for intermodal and freight logistics centers at the north end of the eastern bypass.
- Pahrump needs better connectivity to provide economic development. Alternative U would provide that connectivity, and enable I-11 to avoid the overly congested Spaghetti Bowl.
- An eastern bypass would benefit air quality conformity issues. Through-town options pose air quality threats due to volume and congestion.

There were several comments regarding Alternative BB going through the proposed National Monument and portion of Nellis Air Force Base. The study team met with Nellis Air Force Base and had a good discussion regarding the strengths and constraints of alternatives BB and QQ, following which they recommended combining the most favorable portions of these alternatives.

Las Vegas Metropolitan Area Webinar Meeting Summary

October 17, 2013; 2 p.m. PDT/MST
Meeting conducted via Live Meeting and teleconference

Meeting Feedback

Following a brief PowerPoint presentation, team member Dan Andersen led participants in a facilitated dialogue. The following feedback was provided by participants as part of that discussion.

General Questions and Comments

- Irene Bustamante Adams, Nevada State Representative: What are the next steps of this study? Will these five alternative be further narrowed? *Yes; we will be moving those five alternatives into a more detailed ("Level 2 Screening") analysis. We anticipate hosting another round of meetings in January 2014 to present and discuss those findings.*
- Irene Bustamante Adams, Nevada State Representative: Will any new infrastructure relative to I-11 impact existing projects planned for Clark County? *No; I-11 is a potential future project.*

Level 1 Screening Questions and Comments

- Irene Bustamante Adams, Nevada State Representative: Do I understand correctly that alternatives have been evaluated and some are being recommended for further study? *Yes, five alternatives within the Las Vegas metropolitan area are being recommended for further study.*
- Irene Bustamante Adams, Nevada State Representative: These recommendations seem reasonable and sufficient.

Post-Meeting Submitted Feedback

The following are comments and feedback received via e-mail and the project website from stakeholder partners through November 1, 2013. Additionally, four organizations submitted letters which can be found in their originally-submitted format in the appendix of this report.

- Walt Gray, West Side Town Hall Steering Committee: I am out of state and had problems with the website address. Please share my views with the MAG Transportation Policy and Economic Development Committee staffs and the appropriate staff in ADOT. Thanks. I am concerned about I-11 being looked at primarily as a route from Phoenix to Las Vegas and the northwest. I have been out of state and unable to attend the open houses. This means I have not had access to the maps and other information for I-11. It also means that I have been unable to protest current open house format. I believe open houses for major public works projects should be held in the publiblic hearing format, with public rather than private testimony. I also believe the open houses should be publicized better to attract as large an audience as possible. A public hearing format alone would bring more people. My concern about I-11 is that it will become more than a travel corridor, but also an economic development asset. This means we, as a region and state, will be investing in an asset that will be moving economic development away from low income neighborhoods in Phoenix, Glendale & Peoria. MAG and its member cities need to plan now for more workforce development and economic development in low income neighborhoods so that these people can take advantage of job opportunities in their communities and the region, thereby producing more fair, balanced and stimulating development in the region. This will reduce infrastructure costs; produce better community building, and boost the region's economy. I hope there will be future opportunities for public hearings on this project. *NOTE: a virtual public meeting will be facilitated on the study website during February 2014, and traditional public meetings will be held in Phoenix and Las Vegas in the summer of 2014.*
- Marla Lewis, Maricopa Chamber of Commerce: As a strategic partner for the growth and development of Pinal County in Arizona, the Maricopa Chamber of Commerce supports the study of the Interstate 11 freeway system that will link Las Vegas to the southern corner of Arizona. Positive growth and economic development for our community and the state of Arizona are constant determining factors for the businesses and organizations that we partner with, and the life-blood of our existence. We are in support of the new proposed interstate system, and welcome the opportunity to be informed in an ongoing basis with the progress of the initiative. Please keep the Maricopa Chamber of Commerce informed of your initiative and upcoming meeting dates.
- Chris Giunchigliani, Clark County Commissioner: The I-11 project is integral to creating a hub that would benefit Az and NV. It could help us move goods and people. Jobs and economic development are direct benefits. We must improve our infrastructure. Thank you and good luck. This is an exciting project that could interconnect the region.
- Pete Konesky, Nevada State Office of Energy: I have reviewed the presentations for tomorrows discussion that I will not be able to attends due to a commitment in rural Nevada. I was surprised that the Priority Section 3 going through Las Vegas still has the routings going through downtown Las Vegas. These routings are going to have an impact with trucking going through an already congested traffic pattern and widening these routes through town will get more and more expensive as we move toward 2050. The best interstate routings that I have seen routed traffic around large metro areas with access routes into the metro area. The time factor of bypassing the in-city congestion would be an advantage to truckers and those en-route to

another destination. These are personal comments, but with limited highway funding this is going to be a continued problem. If we could keep politicians and those with agendas out of the planning, it would make things much more unbiased. Too many decisions are made looking at today's needs and not 20 or more years downstream.

Appendices

List of Attendees by Agency

PowerPoint Presentation

Stakeholder Post-Meeting Submitted Letters

- Lincoln County
- Sierra Club, Grand Canyon Chapter
- Town of Wickenburg
- Wickenburg Chamber of Commerce
- White Pine County

List of Attendees by Agency

Attendance Designations

A=Avondale, AZ C= Carson City, NV K=Kingman, AZ T=Tucson, AZ V=Las Vegas, NV

W=Webinar/conference call

October 8 Phoenix Metro	October 9 Northern Arizona	October 10 Southern Arizona	October 16 Northern Nevada	October 17 Las Vegas Metro	First Name	Last Name	Organization
		T			Oscar	Garcia	
		T			Waylon	Honga	
			C		Bev	McMahen	
		T			Jamison	Sumner	
A	W	W			Thor	Anderson	ADOT
A		T			Brock	Barnhart	ADOT
A					Randy	Blake	ADOT
W					Joanie	Cady	ADOT
A	K	T			Michael	Kies	ADOT
	K				Michael	Kondelis	ADOT
A					Tricia	Lewis	ADOT
A	K	T	W	W	Carlos	Lopez	ADOT
		T			Paki	Rico	ADOT
A					Alvin	Stump	ADOT
A		T	W	W	Jaclyn	Kuechenmeister	AECOM
A	W	T	W	W	John	McNamara	AECOM
		T			Sherie	Steele	Altar Valley Conservation Alliance
				V	Ryan	Arnold	ARC Consulting
W					Andy	Laurenzi	Archaeology Southwest
A					Helen	Heiden	Arizona Chamber of Commerce and Industry
		T			Mike	Holmes	Arizona Forward
A	W	W			Scott	Sprague	Arizona Game and Fish Department
A					Dana	Warnecke	Arizona Game and Fish Department
		T			Tim	Bolton	Arizona State Land Department
A					Michelle	Green	Arizona State Land Department
	W				Gordon	Taylor	Arizona State Land Department
W					Jim	Dickey	Arizona Transit Association
A					Val	Morrill	Arizona Wildlife Federation

October 8 Phoenix Metro	October 9 Northern Arizona	October 10 Southern Arizona	October 16 Northern Nevada	October 17 Las Vegas Metro	First Name	Last Name	Organization
A					Tice	Supplee	Audubon Arizona
		T			Judith	Malen	Avra
		T			Curtis	Clark	Bario Sapo Community
		T			Robin	Clark	Bario Sapo Community
			C		Brenda	Gilbert	BEC Environmental
			C		Denee	Alacla	Caltrans
		W			Richard	Dennis	Caltrans
A	W	T			Scott	Higginson	CAN-DO Coaltion
			C		Patrick	Pittenger	Carson Area Metropolitan Planning Organization
			C		Graham	Dollarhide	Carson City
		T			Allan	Jackson	Casita Luminosa
			C		Ron	Rudden	CCRD
	K				Chris	Bridges	Central Yavapai Metropolitan Planning Organization (CYMPO)
		T			George	Farela	Century Link
		T			Guillermo	Figueroa	CenturyLink
W	K	W	C	V	Dan	Andersen	CH2M HILL
			C	V	Bardia	Nezhati	CH2M HILL
		T			Alberta	Johnson	Citizens for Picture Rocks
		T			Carol	Owens	Citizens for Picture Rocks
		T			Duane	Eitel	City of Casa Grande
A					Joe	Schmitz	City of Goodyear
				V	Robert	Herr	City of Henderson
	K				Jen	Miles	City of Kingman
	K				Rob	Owen	City of Kingman
				V	Jorge	Cervantes	City of Las Vegas
				V	Andy	Reed	City of Las Vegas
A					Tim	Blake	City of Litchfield
		T			Juan	Guerra	City of Nogales
A					Stephen	Chang	City of Surprise
A					Martin	Lucero	City of Surprise
		T			Maximiliano	Torres	City of Tucson
				V	Sue	Baker	Clark County
				V	Dan	Kezar	Clark County

October 8 Phoenix Metro	October 9 Northern Arizona	October 10 Southern Arizona	October 16 Northern Nevada	October 17 Las Vegas Metro	First Name	Last Name	Organization
				V	Rodney	Langston	Clark County Department of Air Quality and Environmental Management
		T			Cynthia	Lester	Cynthia Lester Consulting
		T			Priscilla	Storm	Diamond Ventures
		T			Diane	Mattison	Dueling Gardens Community Gardens
		T			Greg	Mattison	Dueling Gardens Community Gardens
A					Jim	Kenny	El Dorado Holdings
		T			William	Carroll	Engineering & Environmental Consultants
			C		Ralph	Keyes	Esmeralda County
			C		Susan	Klekar	Federal Highway Administration, Nevada Division
	W				Dave	Wessel	Flagstaff Metropolitan Planning Organization
		T			Matthew	Capalby	G&C Consulting LLC.
A					Irene	Kovala	Glendale Community College
A					Janet	Langley	Glendale Community College
		T			Bonnie	Medler	Governor's Office (Arizona)
			C		Britta	Kuhn	Governor's Office (Nevada)
		W			Zak	Royse	House of Representatives-Rep. Ann Kirkpatrick
				W	Irene	Bustamante Adams	IBA & Associates
		T			Esther	Corbett	Inter Tribal Council of Arizona
		T			Alida	Montiel	Inter Tribal Council of Arizona
		T			Roger	McManus	IUCN
		T			David	Perkins	Kimley-Horn Associates
	K				Robert	Riley	Kingman Airport Authority, Inc.
				V	Brian	McAnallen	Las Vegas Chamber of Commerce
				V	Paul	Moradkhan	Las Vegas Chamber of Commerce
			C		Sean	Whaley	Las Vegas Review Journal
				V	Sondra	Cosgrove	League of Women Voters
			C		Ed	Higbee	Lincoln County Commission
A					Bob	Hazlett	Maricopa Association of

October 8 Phoenix Metro	October 9 Northern Arizona	October 10 Southern Arizona	October 16 Northern Nevada	October 17 Las Vegas Metro	First Name	Last Name	Organization
							Governments
A					Leigh	Johnson	Maricopa County
A					Denise	Lacey	Maricopa County
		T			Allyson	Solomon	Metropolitan Pima Alliance
	K				Steven	Latoski	Mohave County
	K				Gary	Watson	Mohave County
		T			Darla	Sidles	National Park Service, Saguaro National Park
		W			Kevin	Dahl	National Parks Conservation Association
			W		Natalie	Caffaratti	NDOT
				V	Bill	Harty	NDOT
				V	David	Moreno	NDOT
			C		Tim	Mueller	NDOT
				V	Eric	Reed	NDOT
W	W	W	C	V	Sondra	Rosenberg	NDOT
			C		Kent	Steele	NDOT
			C		Mark	Freese	Nevada Department of Wildlife
				V	Shawn	Arnold	NV Energy
				V	Doug	Gibson	NV Energy
				V	Cash	Jaszczak	Nye County
			C		Jesus	Martinez	Paiute Pipeline Company
		T			Allan	Jackson	Picture Rocks Community
		T			Jamison	Brown	Pima Association of Governments
		T			Patrick	Cavanaugh	Pima Country
		T			John	Bernal	Pima County
		T			Priscilla	Cornelio	Pima County
		T			John	Moffatt	Pima County
		T			Robert	Young	Pima County
		T			Jennifer	Wong	Pima County Board of Supervisors, District 4
W					Doug	Hansen	Pinal County
A					Anthony	Smith	Pinal County
W					Greg	Stanley	Pinal County
		T			Stefan	Baumann	Port of Tucson

October 8 Phoenix Metro	October 9 Northern Arizona	October 10 Southern Arizona	October 16 Northern Nevada	October 17 Las Vegas Metro	First Name	Last Name	Organization
W	W	W	W	W	Audra	Koester Thomas	PSA
		T			Tom	McGovern	Psomas
		T			Albert	Lannon	Rancho del Conejo Community Water Co-op, Inc.
		T			Priscilla	Huff	Rancho Sahuarita
				V	Andrew	Kjellman	Regional Transportation Commission of Southern Nevada
				V	Amber	Stidham	Regional Transportation Commission of Southern Nevada
			C		Lee	Gibson	Regional Transportation Commission of Washoe County
			C		Jeff	Hale	Regional Transportation Commission of Washoe County
			C		Michael	Moreno	Regional Transportation Commission of Washoe County
			C	W	Lissa	Butterfield	Reno-Tahoe Airport Authority
		T			Shawn	Cote	SAHBA
		T			Hector	Valenzuela	SALEO
A	W	W			Tiffany	Sprague	Sierra Club
A					Haylie	Hewitt	Sonoran Audubon Society
A	K				Ian	Dowdy	Sonoran Institute
A		T			John	Shepard	Sonoran Institute
				V	Lawrence	Garcia	Southwest Gas
			C		Mindi	Dagerman	Southwest Gas Corporation
				V	Telma	Lopez	Southwest Gas Corporation
A					Kevin	Thompson	Southwest Gas Corporation
A					Sharolyn	Hohman	Southwest Valley Chamber of Commerce
			C		Marshall	McBride	Storey County
		T			Kurt	Wadlington	Sundt Construction
		T			J.	Pierson	SX Allottees Association
		T			Marisa	Guarinello	The Nature Conservancy
		T			Marcos	Robles	The Nature Conservancy
		T			Mark	Pugh	Tohono O'odham Nation
		T			Steve	Tipton	Tohono O'odham Nation
A					Sean	Banda	Town of Buckeye

October 8 Phoenix Metro	October 9 Northern Arizona	October 10 Southern Arizona	October 16 Northern Nevada	October 17 Las Vegas Metro	First Name	Last Name	Organization
		T			Keith	Brann	Town of Marana
		T			Joe	Hornat	Town of Oro Valley
		T			Jose	Rodriguez	Town of Oro Valley
		T			Lou	Waters	Town of Oro Valley
		T			Victor	Gonzalez	Town of Sahuarita
		T			Dave	Pfordt	Town of Sahuarita
A					Joshua	Wright	Town of Wickenburg
A					Gayle	Cooper	Town of Youngtown
		T			Robert	Medler	Tucson Metro Chamber of Commerce
		T			Daniela	Gallagher	Tucson Regional Economic Opportunities
A					Mike	Quigley	TWS
				V	Faye	Streier	U.S. Bureau of Reclamation, Lower Colorado Regional Office
				V	Michael	Naft	U.S. Representative Dina Titus
		T			Erin	Besold	University of Arizona
	K				Michael	Gibelyou	UNS Electric, Inc
				V	Nohemi	Brewer	US Department of Energy
			C		Bonnie	Weber	Washoe County

I-11 & Intermountain West Corridor Study

Stakeholder Partners

Level 1 Evaluation Results

In partnership with

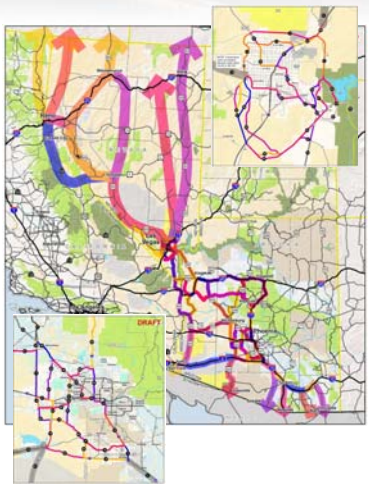
Southern Arizona Future Connectivity Segment: October 10, 2013
Priority Section #1: Phoenix Metro Area: October 8, 2013
Priority Section #2: Northern Arizona/Southern Nevada: October 9, 2013
Priority Section #3: Las Vegas Metropolitan Area: October 17, 2013
Northern Nevada Future Connectivity Segment : October 16, 2013

Agenda

- Progress update
- Summary of last meeting
- Purpose of this meeting
  - Revised Universe of Alternatives with Stakeholder Partners' input
  - Review / discuss preliminary results of L1 Screening of Alternatives
  - Review / discuss Next Steps

Summary of Last Round of Meetings (August 12 – 15, 2013)

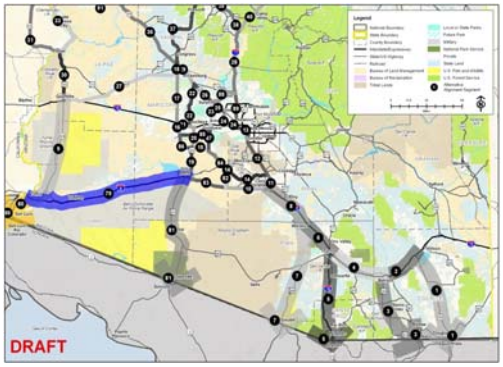
- 5 Meetings – 193 attendees
- Presented revised Level 1 evaluation criteria
  - Various changes per Stakeholder Partners' meetings and input
- Presented universe of alternatives
  - Southern Arizona Future Connectivity Segment: ***6 alternatives***
  - Priority Section #1: ***9 alternatives***
  - Priority Section #2: ***8 alternatives***
  - Priority Section #3: ***11 alternatives***
  - Northern Nevada Future Connectivity Segment: ***5 alternatives***



3

Revised Universe of Alternatives (with Stakeholder Partners' input)

- Southern Arizona Future Connectivity Segment: ***+2 alternatives***
  - **Alt II: Per request to use I-8 as a connection to the Phoenix area**
  - *Alt JJ: Removed, and then reinserted per YMPO request*



4

Revised Universe of Alternatives
(with Stakeholder Partners' input)

- Southern Arizona Future Connectivity Segment: ***+2 alternatives***
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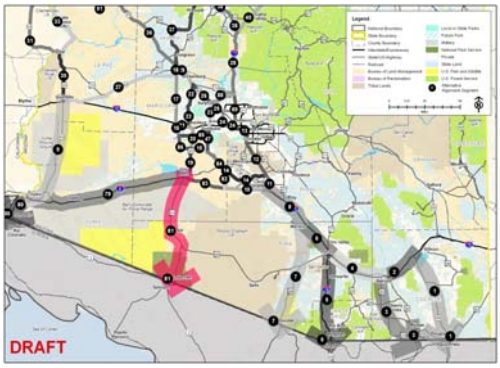
  - ***Alt JJ: Removed, and then reinserted per YMPO request***



5

Revised Universe of Alternatives
(with Stakeholder Partners' input)

- Priority Section #1: ***+4 alternatives***
  - **Alt KK: Per request to connect to Southern Arizona using I-8**
  - Alt LL: Per request to use proposed AZ-801 as reliever to I-10
  - Alt MM: Per request to study new alignment using existing segments
  - Alt NN: Per request to use more components of AZ-303L

6

Revised Universe of Alternatives
(with Stakeholder Partners' input)

- Priority Section #1: ***+4 alternatives***
  - Alt KK: Per request to connect to Southern Arizona using I-8
  - **Alt LL: Per request to use proposed AZ-801 as reliever to I-10**
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7

Revised Universe of Alternatives
(with Stakeholder Partners' input)

- Priority Section #1: ***+4 alternatives***
  - Alt KK: Per request to connect to Southern Arizona using I-8
  - Alt LL: Per request to use proposed AZ-801 as reliever to I-10
  - **Alt MM: Per request to study new alignment using existing segments**
  - Alt NN: Per request to use more components of AZ-303L

8

Revised Universe of Alternatives
(with Stakeholder Partners' input)

- Priority Section #1: ***+4 alternatives***
  - Alt KK: Per request to connect to Southern Arizona using I-8
  - Alt LL: Per request to use proposed AZ-801 as reliever to I-10
  - Alt MM: Per request to study new alignment using existing segments
  - **Alt NN: Per request to use more components of AZ-303L**

9

Revised Universe of Alternatives
(with Stakeholder Partners' input)

- Priority Section #2: ***+2 alternatives***
  - **Alt OO: Per request to study CYMPO and Mohave County connections**
  - Alt PP: Per request to study CYMPO connection
  - Alt UU: Per request to study Mohave County connection

10

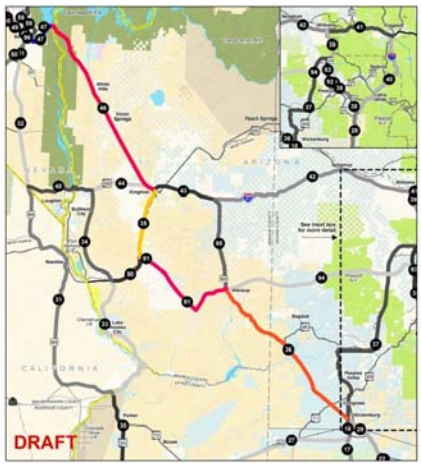
Revised Universe of Alternatives
(with Stakeholder Partners' input)

- Priority Section #2: ***+2 alternatives***
  - Alt OO: Per request to study CYMPO and Mohave County connections
  - **Alt PP: Per request to study CYMPO connection**
  - Alt UU: Per request to study Mohave County connection

11

Revised Universe of Alternatives
(with Stakeholder Partners' input)

- Priority Section #2: ***+2 alternatives***
  - Alt OO: Per request to study CYMPO and Mohave County connections
  - Alt PP: Per request to study CYMPO connection
  - **Alt UU: Per request to study Mohave County connection**



12

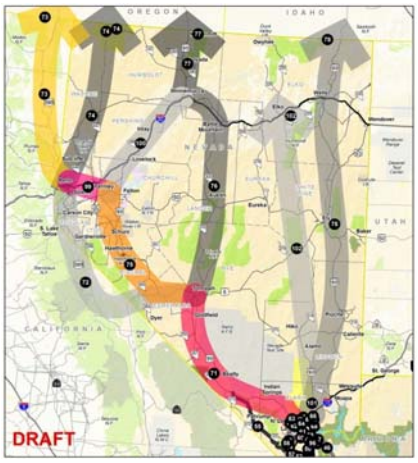
Revised Universe of Alternatives
(with Stakeholder Partners' input)

- Priority Section #3: ***Same number of alternatives***
  - Reconfiguration of alternatives to incorporate Boulder City Bypass

13

Revised Universe of Alternatives
(with Stakeholder Partners' input)

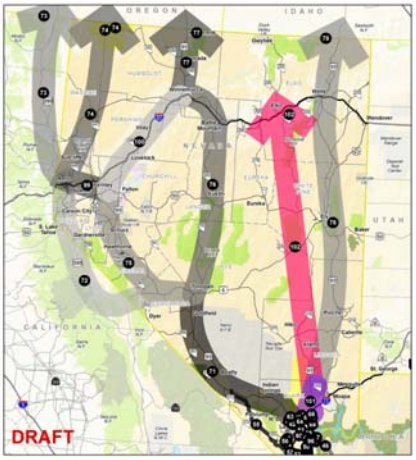
- Northern Nevada Future Connectivity Segment: ***+2 alternatives***
  - **Alt SS: Per request to use USA Parkway/I-80/US-50 corridor connection between Fernley/Fallon and Reno**
  - Alt TT: Per request to better serve Elko area



14

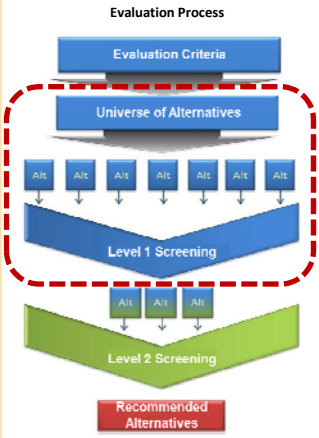
Revised Universe of Alternatives
(with Stakeholder Partners' input)

- Northern Nevada Future Connectivity Segment: ***+2 alternatives***
  - Alt SS: Per request to use USA Parkway/I-80/US-50 corridor connection between Fernley/Fallon and Reno
  - **Alt TT: Per request to better serve Elko area**



15

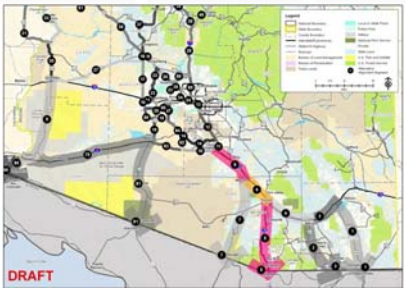
Level 1 Evaluation Criteria



Evaluation Category		Proposed Criteria
Legislation	1	How well does the alternative meet the intent of legislative actions, including MAP-21 and the 1995 National Highway Systems Designation Act?
System Linkage	2	How well does this alternative connect major national and international activity centers from Mexico to Canada through the Intermountain West?
	3	How well does this alternative most directly close gaps and/or develop missing linkages in the regional and national transportation network?
	4	How well does this alternative connect with adjacent segments/sections?
Trade Corridor	5	How well does this alternative connect major freight hubs and high-capacity transportation corridors?
Modal Interrelationships	6	How well does this alternative maximize opportunities for intermodal connectivity (highway, rail/transit, aviation)?
	7	How well does this alternative accommodate multiple modes in a shared alignment footprint (highway and rail)?
Capacity/Congestion	8	How well does this alternative relieve existing and projected congestion between and within the major activity centers in Nevada and Arizona?
	9	How well does this alternative align with existing conditions or proposed improvements at land ports of entry (as appropriate)?
Economic Vitality	10	How well does this alternative support regional, state and national economic development goals?
Project Status / Transportation Policy	11	How well does this alternative comply with corridor-related actions taken to date?
	12	How well does this alternative conform to locally adopted transportation plans?
Environmental Sustainability	13	How compatible is this alternative with regional open space, conservation, and land management agency planning?
	14	How well does this alternative minimize environmental impacts (such as drainage, topography, species, and biological connectivity)?
Land Use and Ownership	15	How consistent is this alternative with regional land use and growth strategies?
	16	How compatible is this alternative with major land ownership patterns?
Community Acceptance	17	How well is this alternative accepted by the local communities?
Cost	18	What is the overall relative cost of this alternative, where 1 is the highest relative cost and 5 the lowest?

Alternative C – Recommended for Further Analysis

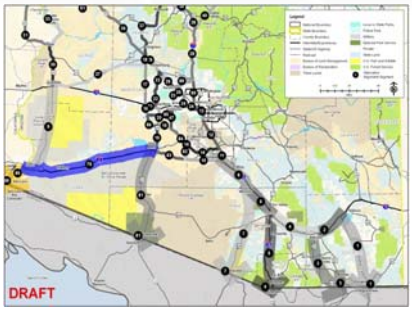
Alternative C



- Opportunities
  - Connects major freight and economic activity centers within Arizona and Mexico (e.g., Phoenix, Tucson, Hermosillo and Mexico City)
  - Mariposa and DeConcini LPOEs have capacity/can be expanded to accommodate passenger and freight traffic
  - Strong multimodal and intermodal opportunities
- Constraints
  - Potential environmental constraints

Alternative II – NOT Recommended for Further Analysis

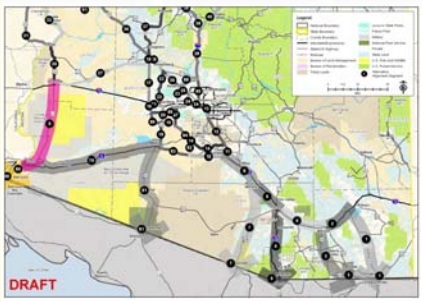
Alternative II



- Opportunities
  - Freight activity/multimodal opportunities in Yuma
- Constraints
  - Does not connect to high capacity trade corridor in Mexico; no plans for Sonora to implement a high capacity trade corridor connecting to San Luis II POE
  - Potential environmental constraints

Alternative A – NOT Recommended for Further Analysis

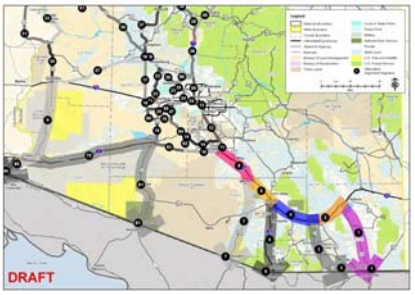
Alternative A



- Opportunities
  - Freight activity/multimodal opportunities in Yuma
- Constraints
  - Does not connect to Phoenix and Tucson metropolitan area economic activity centers
  - Does not connect to high capacity trade corridor in Mexico; no plans for Sonora to implement a high capacity trade corridor connecting to San Luis II POE
  - Potential environmental constraints

Alternative E – NOT Recommended for Further Analysis

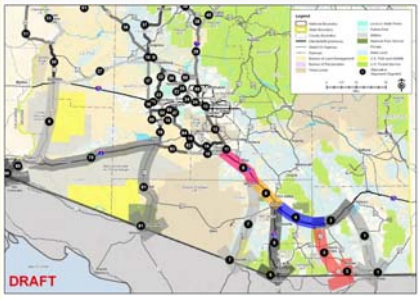
Alternative E



- Opportunities
  - Freight activity/multimodal opportunities in Douglas
- Constraints
  - Limited connectivity to economic activity centers in Mexico
  - Does not connect to high capacity trade corridor in Mexico; no plans for Sonora to implement a high capacity trade corridor connecting to Douglas POE
  - Long corridor length could result in highest cost

Alternative D – NOT Recommended for Further Analysis

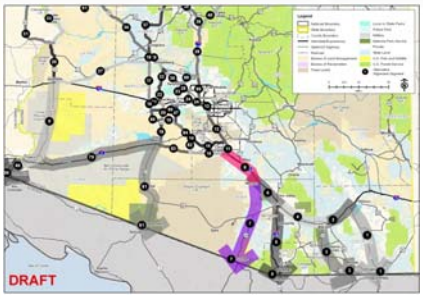
Alternative D



- Opportunities
  - Potential for rehabilitated rail crossing at Naco LPOE
- Constraints
  - Limited connectivity to economic activity centers in Mexico
  - Naco LPOE and connecting transportation infrastructure not conducive to major freight traffic
  - Potentially significant watershed, critical habitat, and other environmental constraints

Alternative B – NOT Recommended for Further Analysis

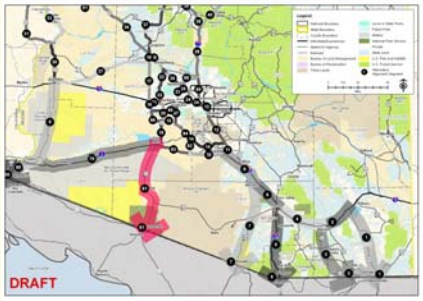
Alternative B



- Opportunities
  - Serves Phoenix and Tucson activity centers
- Constraints
  - Sasabe LPOE and connecting transportation infrastructure not conducive to major freight traffic
  - Limited connectivity to economic activity centers in Mexico
  - Significant environmental and land ownership constraints

Alternative JJ – NOT Recommended for Further Analysis

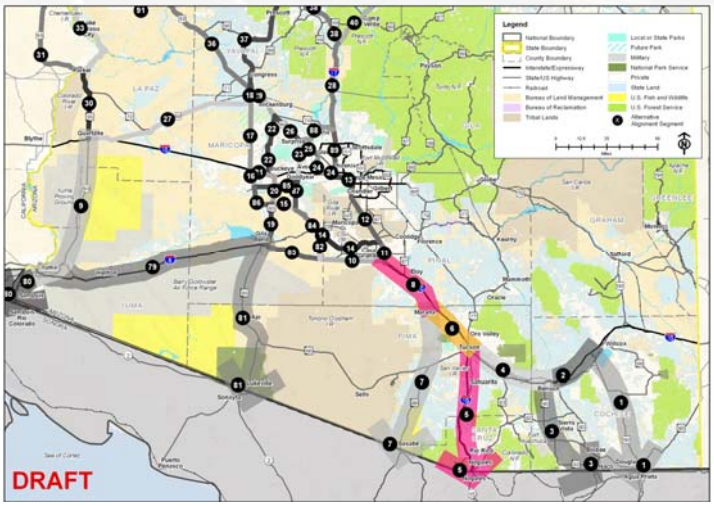
Alternative JJ

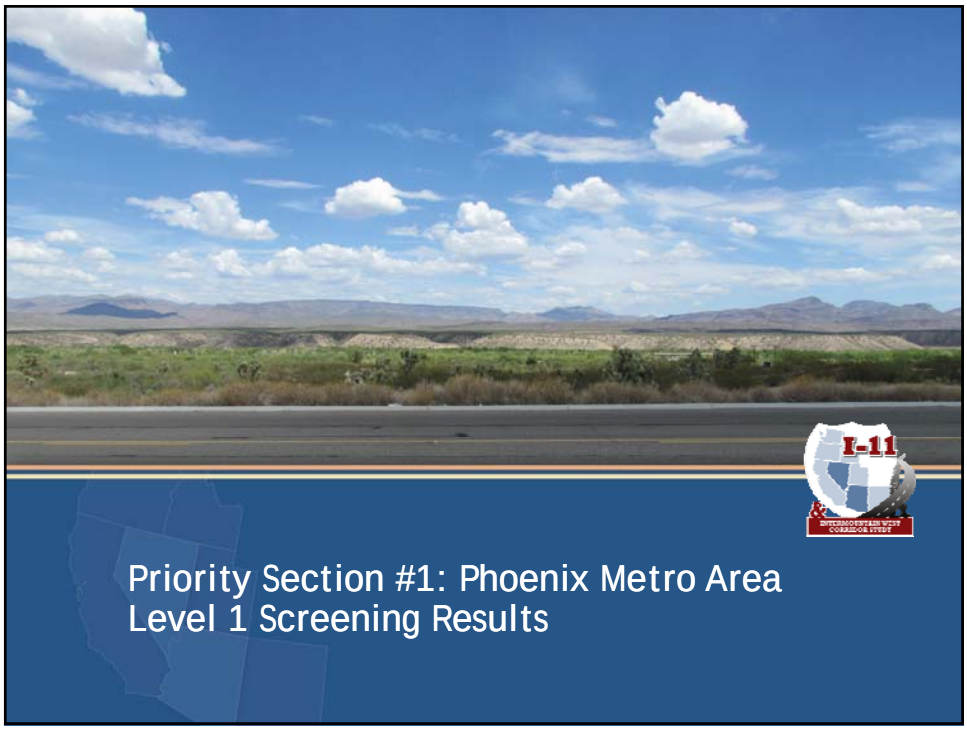


- Constraints
  - Significant environmental, land ownership, and right-of-way constraints
  - Does not connect to high capacity trade corridor in Mexico; Lukeville LPOE and connecting transportation infrastructure not conducive to major freight traffic

Alternative Recommended for Further Analysis

Alternative C





Alternative G – Recommended for Level 2 Analysis

Alternative G

- Opportunities
  - Creates missing linkage in CANAMEX designation
  - Contributor to the regional transportation system that provides relief to congested corridors
  - Consistent with documentation of local and regional growth strategies and transportation plans
- Constraints
  - Potential environmental constraints

Alternative H – Recommended for Level 2 Analysis

Alternative H

- Opportunities
  - Creates missing linkage in CANAMEX designation
  - Contributor to the regional transportation system that provides relief to congested corridors
  - Consistent with documentation of local and regional growth strategies and transportation plans
- Constraints
  - Potential environmental constraints

Alternative MM – Recommended for Level 2 Analysis

Alternative MM

- Opportunities
  - Creates missing linkage in CANAMEX designation
  - Contributor to the regional transportation system that provides relief to congested corridors
- Constraints
  - Potential environmental constraints

Alternative I – Recommended for Level 2 Analysis

Alternative I

- Opportunities
  - Creates missing linkage in CANAMEX designation
  - Contributor to the regional transportation system that provides relief to congested corridors
- Constraints
  - Potential environmental constraints
  - Not fully consistent with local transportation plans

Alternative LL – Recommended for Level 2 Analysis

Alternative LL

- Opportunities
  - Creates missing linkage in CANAMEX designation
  - Contributor to the regional transportation system that provides relief to congested corridors
- Constraints
  - Potential environmental constraints

Alternative KK – NOT Recommended for Level 2 Analysis

Alternative KK

- Opportunities
  - Creates missing linkage in CANAMEX designation
- Constraints
  - Does not connect to Tucson metropolitan area, or major economic hubs in Mexico
  - Potential environmental constraints

Alternative J – NOT Recommended for Level 2 Analysis

Alternative J

- Opportunities
  - Opportunity to connect several freight hubs
- Constraints
  - Not fully consistent with regional growth strategies and transportation plans; previous studies have noted issues with the SR-303L corridor as a major trade route
  - Widening existing corridors may not be practical; additional trade flows could contribute to congestion

Alternative NN – NOT Recommended for Level 2 Analysis

Alternative NN

- Opportunities
  - Opportunity to connect several freight hubs
- Constraints
  - Not fully consistent with regional growth strategies and transportation plans; previous studies have noted issues with the SR-303L corridor as a major trade route
  - Widening existing corridors may not be practical; additional trade flows could contribute to congestion

Alternative K – NOT Recommended for Level 2 Analysis

Alternative K

- Opportunities
  - Utilizes existing transportation corridors
- Constraints
  - Utilizing existing corridors as major trade route not consistent with regional growth strategies and transportation plans; includes potential right-of-way issues
  - Widening existing corridors may not be practical; additional trade flows could contribute to congestion

Alternative L – NOT Recommended for Level 2 Analysis

Alternative L

- Opportunities
  - Utilizes existing transportation corridors
- Constraints
  - Widening the existing I-17 and I-10 corridors to support additional freight traffic may not be practical, therefore additional trade flows would contribute to existing congestion
  - Not as direct a connection to Las Vegas

Alternative F – NOT Recommended for Level 2 Analysis

Alternative F

- Constraints
  - Bypasses Phoenix metropolitan area as a major economic activity center
  - Not consistent with regional growth strategies, economic development, and transportation plans; existing corridors not anticipated to handle capacity of major trade corridor
  - Potential environmental constraints

Alternatives Recommended for Level 2 Analysis

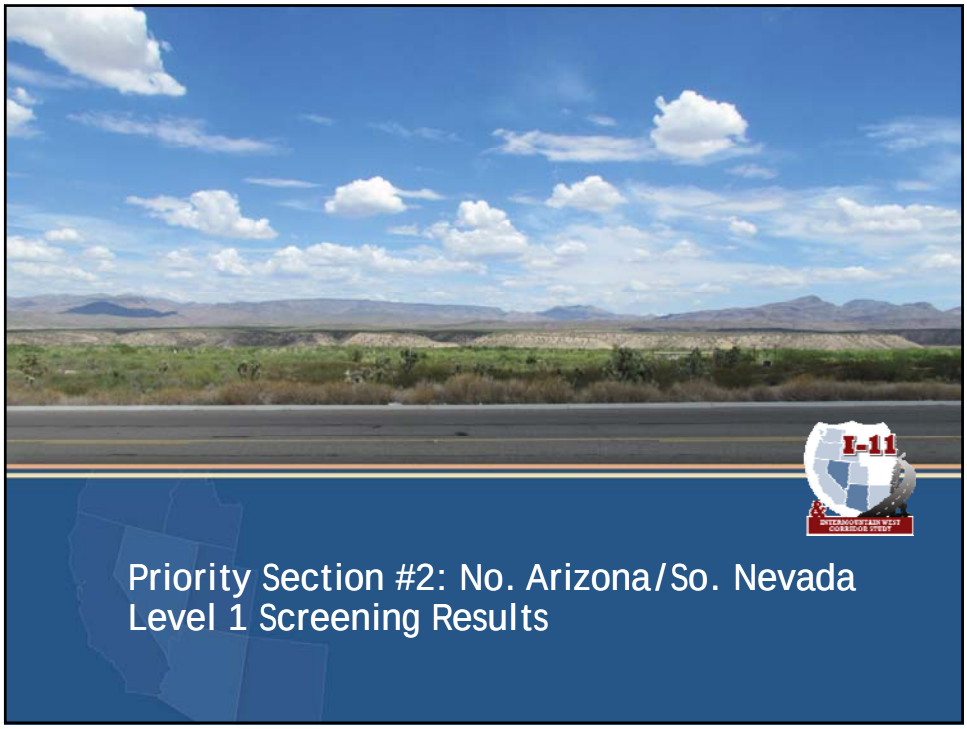
Alternative G

Alternative H

Alternative LL

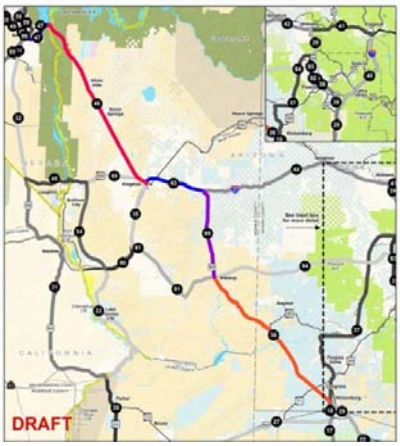
Alternative MM

Alternative I



Alternative Q – Recommended for Further Analysis

Alternative Q



- Opportunities
  - Provides most direct connection between Phoenix and Las Vegas, and to major activity centers and freight hubs
  - Utilizes an existing high capacity corridor and crossing of the Colorado River, as well as the proposed Boulder City Bypass
  - Supports high number of economic industry cluster targets for the state/region
- Constraints
  - Possible environmental constraints

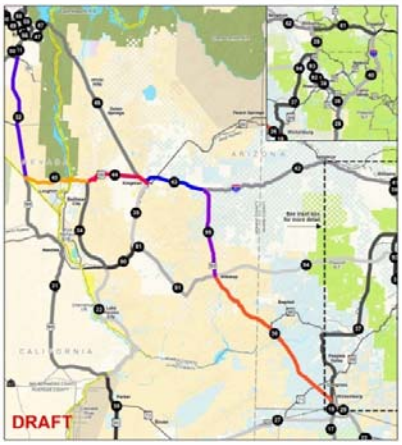
Alternative UU – Recommended for Further Analysis

Alternative UU

- Opportunities
  - Provides direct connection between Phoenix and Las Vegas, and to major activity centers and freight hubs
  - Supports multimodal connectivity south of Kingman and economic development
- Constraints
  - Environmental constraints

Alternative P – NOT Recommended for Further Analysis

Alternative P



- Opportunities
  - Utilizes improved US-95 in Nevada with possible improved opportunities for multiple uses
- Constraints
  - Potential environmental constraints (traverses and/or borders the Black Mountains – prime habitat for bighorn sheep and Sonoran Desert tortoise. Also, traverses areas identified by AGFD as priority areas for maintaining wildlife connectivity)

Alternative T – NOT Recommended for Further Analysis

Alternative T

- Opportunities
  - Uses existing high capacity corridors
- Constraints
  - Significant environmental constraints and potential right-of-way issues to widen I-17
  - Not as direct a route, less likely to be used, especially for freight

Alternative S – NOT Recommended for Further Analysis

Alternative S

- Opportunities
  - Topography more conducive to major freight flows
- Constraints
  - Significant environmental constraints (passes through mountain ranges with considerable connectivity challenges. Also, bisects Chino Valley – important American pronghorn habitat)
  - Potential open space and land ownership constraints traversing Prescott National Forest land.

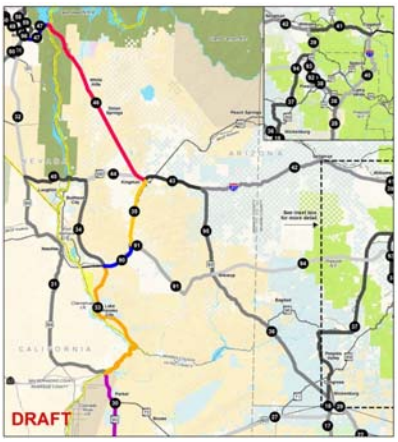
Alternative R – NOT Recommended for Further Analysis

Alternative R

- Opportunities
  - Potential alternative high capacity corridor to I-17
- Constraints
  - Significant environmental constraints (passes through mountain ranges with considerable connectivity challenges. Also, bisects Chino Valley – important American pronghorn habitat)
  - Land ownership and open space constraints traversing Prescott National Forest land.

Alternative O – NOT Recommended for Further Analysis

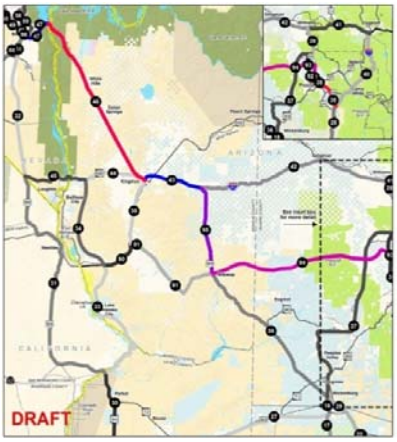
Alternative O



- Opportunities
  - Supports economic activity in western Arizona
- Constraints
  - Does not connect to major activity center or freight hubs in Phoenix metropolitan area
  - Potential environmental constraints
  - Does not support economic industry targets for the state/region

Alternative PP – NOT Recommended for Further Analysis

Alternative PP



- Opportunities
  - Potential alternative high capacity corridor to I-40
- Constraints
  - Significant environmental constraints (passes through mountain ranges with considerable connectivity challenges. Also, bisects Chino Valley – important American pronghorn habitat)
  - Land ownership and open space constraints traversing Prescott National Forest land.

Alternative OO – NOT Recommended for Further Analysis

Alternative OO

- Opportunities
  - Potential alternative high capacity corridor to I-40
- Constraints
  - Significant environmental constraints (passes through mountain ranges with considerable connectivity challenges. Also, bisects Chino Valley – important American pronghorn habitat)
  - Land ownership and open space constraints traversing Prescott National Forest land.

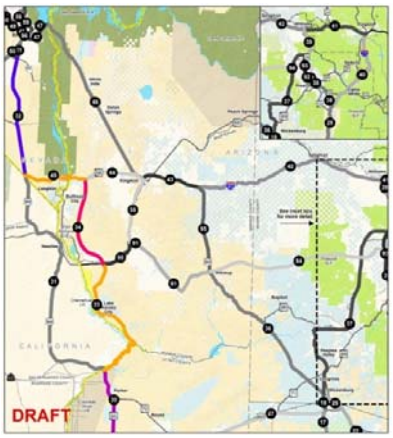
Alternative M – NOT Recommended for Further Analysis

Alternative M

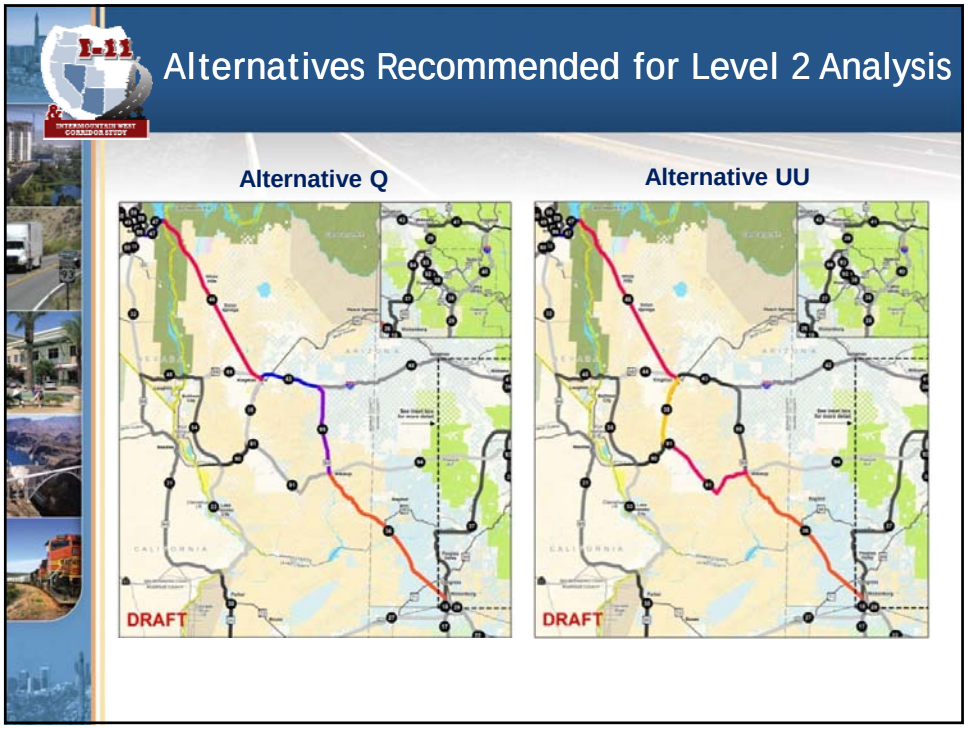
- Opportunities
  - Supports economic activity in western Arizona
- Constraints
  - Does not connect to major activity center or freight hubs in Phoenix metropolitan area
  - Potential environmental and land ownership constraints

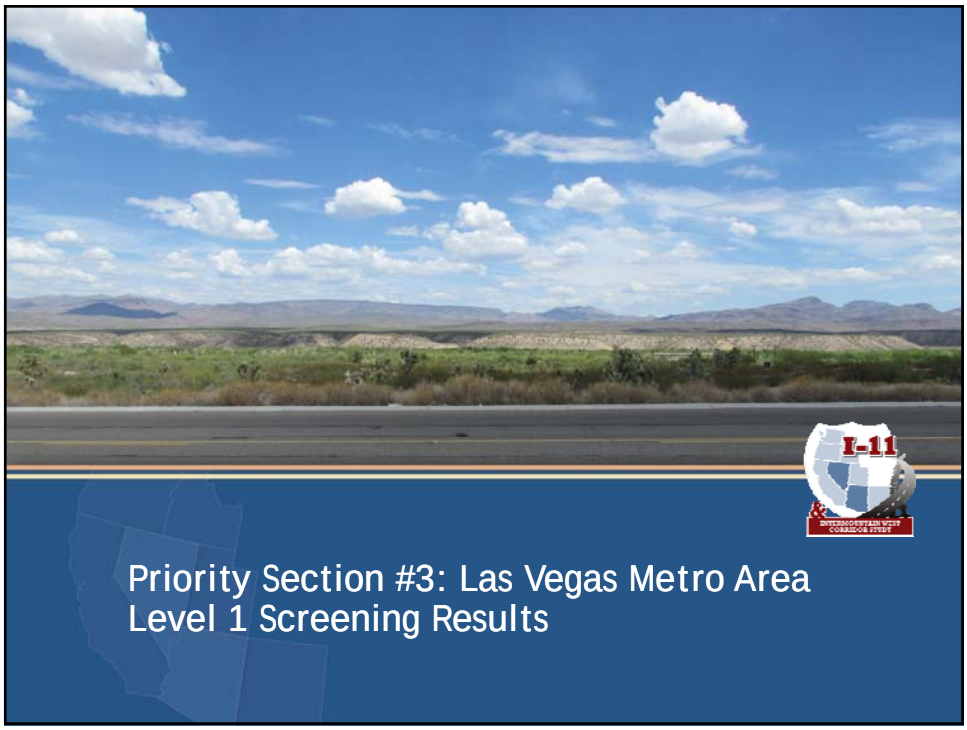
Alternative N – NOT Recommended for Further Analysis

Alternative N



- Opportunities
  - Supports economic activity in western Arizona
- Constraints
  - Does not connect to major activity center or freight hubs in Phoenix metropolitan area
  - Potential environmental and land ownership constraints


Alternatives Recommended for Level 2 Analysis
Alternative Q
Alternative UU
DRAFT
DRAFT


Priority Section #3: Las Vegas Metro Area
Level 1 Screening Results

Alternative AA – Recommended for Further Analysis

Alternative AA

- Opportunities
  - Supports Las Vegas metropolitan area activity center and economic development goals
  - Connection to major freight hubs, existing highway, rail and intermodal yard
  - Minimal environmental impacts
- Constraints
  - Will aggravate already congested corridor with widening constraints

Alternative QQ – Recommended for Further Analysis

Alternative QQ

- Opportunities
  - Provides missing link; completes the system around Las Vegas metropolitan area
  - Provides relief to congested corridors through the metropolitan area
  - Supports Las Vegas metropolitan area activity center and provides connection with major freight hubs/areas
- Constraints
  - Traverses environmentally sensitive areas

Alternative BB – Recommended for Further Analysis

Alternative BB

- Opportunities
  - Provides missing link; completes the system around Las Vegas metropolitan area
  - Provides relief to congested corridors through the metropolitan area
  - Supports Las Vegas metropolitan area activity center and provides connection with major freight hubs/areas
- Constraints
  - Traverses environmentally sensitive areas with land ownership constraints

Alternative Y – Recommended for Further Analysis

Alternative Y

- Opportunities
  - Supports Las Vegas metropolitan area activity center and economic development goals
  - Relatively direct route
  - Minimal environmental impacts with sufficient right-of-way if widening is needed
- Constraints
  - Does not provide missing linkages
  - Contributes additional traffic to congested corridors

Alternative Z – Recommended for Further Analysis

Alternative Z

- Opportunities
  - Supports Las Vegas metropolitan area activity center
  - Most direct route that follows congressionally designated high priority corridors
  - Minimal environmental impacts
- Constraints
  - Will aggravate already congested corridor with widening constraints

Alternative CC – NOT Recommended for Further Analysis

Alternative CC

- Opportunities
  - Provides missing link in system and relief to congested corridors through the metropolitan area
- Constraints
  - Traverses environmentally sensitive areas with land ownership constraints
  - Difficult grades
  - Does not efficiently connect to Boulder City Bypass

Alternative RR – NOT Recommended for Further Analysis

Alternative RR

- Opportunities
  - Provides partial missing link in system and relief to congested corridors through the metropolitan area
- Constraints
  - Out of direction travel
  - Traverses environmentally sensitive areas

Alternative X – NOT Recommended for Further Analysis

Alternative X

- Opportunities
  - Provides missing link in system and bypasses congested "Spaghetti Bowl"
- Constraints
  - Limited connectivity to Las Vegas metropolitan area activity center or major existing or planned freight hubs
  - Potential environmental impacts

Alternative W – NOT Recommended for Further Analysis

Alternative W

- Opportunities
  - Provides missing link in system and bypasses congested "Spaghetti Bowl"
- Constraints
  - Limited connectivity to Las Vegas metropolitan area activity center or major existing or planned freight hubs
  - Potential environmental impacts

Alternative V – NOT Recommended for Further Analysis

Alternative V

- Opportunities
  - Provides missing link in system and bypasses congested "Spaghetti Bowl"
- Constraints
  - Limited connectivity to Las Vegas metropolitan area activity center or major existing or planned freight hubs
  - Potential environmental impacts

Alternative U – NOT Recommended for Further Analysis

Alternative U

- Opportunities
  - Provides missing link in system and bypasses congested "Spaghetti Bowl"
  - Partially follows proposed rail corridor
- Constraints
  - Very limited connectivity to Las Vegas metropolitan area activity center or major existing or planned freight hubs
  - Potential environmental impacts

Alternatives Recommended for Level 2 Analysis

Alternative AA

Alternative QQ

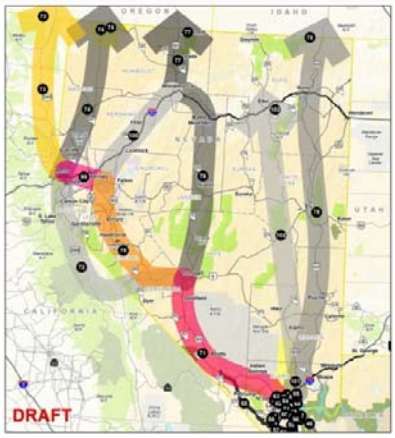
Alternative Z

Alternative BB

Alternative Y

Alternative SS – Recommended for Further Analysis

Alternative SS



- Opportunities
  - Supports Las Vegas and Reno metropolitan area activity centers and regional/state economic development goals
  - Connection to major freight hubs, existing highway, rail and intermodal yard
  - Closes gaps between two Congressionally-designated corridors and aligns with corridor-related actions taken to date
- Constraints
  - Potential environmental constraints

Alternative FF – Recommended for Further Analysis

Alternative FF

- Opportunities
  - Supports major economic activity centers and regional/state economic development goals
  - Connection to major freight hubs, existing highway, rail and intermodal yard
  - Provides opportunity to connect to high priority corridor (US-95 from Oregon to Canada)
- Constraints
  - Potential environmental constraints

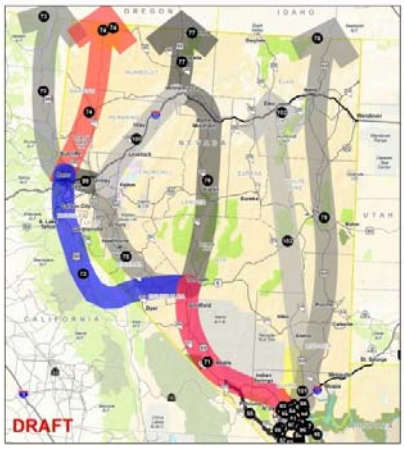
Alternative DD – Recommended for Further Analysis

Alternative DD

- Opportunities
  - Supports Las Vegas and Reno metropolitan area activity centers and regional/state economic development goals
  - Connection to major freight hubs, existing highway, and rail yard
  - Closes existing gaps between I-580 and US-95
- Constraints
  - Not compatible with major land ownership – traverses U.S. Forest Service land

Alternative EE – NOT Recommended for Further Analysis

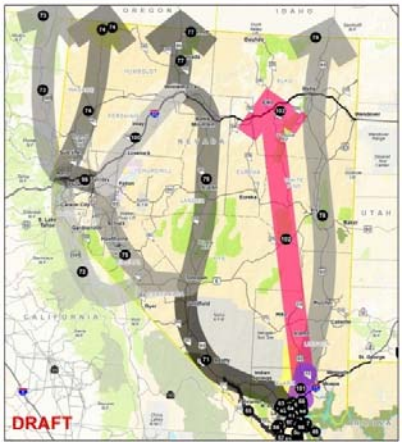
Alternative EE



- Opportunities
  - Supports Las Vegas and Reno metropolitan area activity centers and regional/state economic development goals
  - Closes existing gaps between I-580 and US-95
- Constraints
  - Significant environmental constraints
  - Traverses National Conservation Area
  - Land ownership constraints traversing U.S. Forest Service and tribal lands

Alternative TT – NOT Recommended for Further Analysis

Alternative TT



- Opportunities
  - Connections to existing highway, freight hubs, intermodal yards and airport in Elko
- Constraints
  - Limited connections to major freight and economic activity centers
  - Potential environmental constraints
  - Does not fully support regional/state economic development goals (limited connectivity)

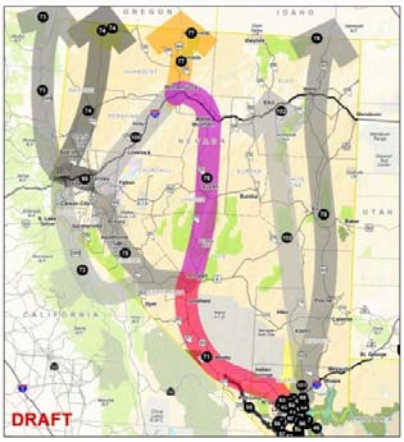
Alternative HH – NOT Recommended for Further Analysis

Alternative HH

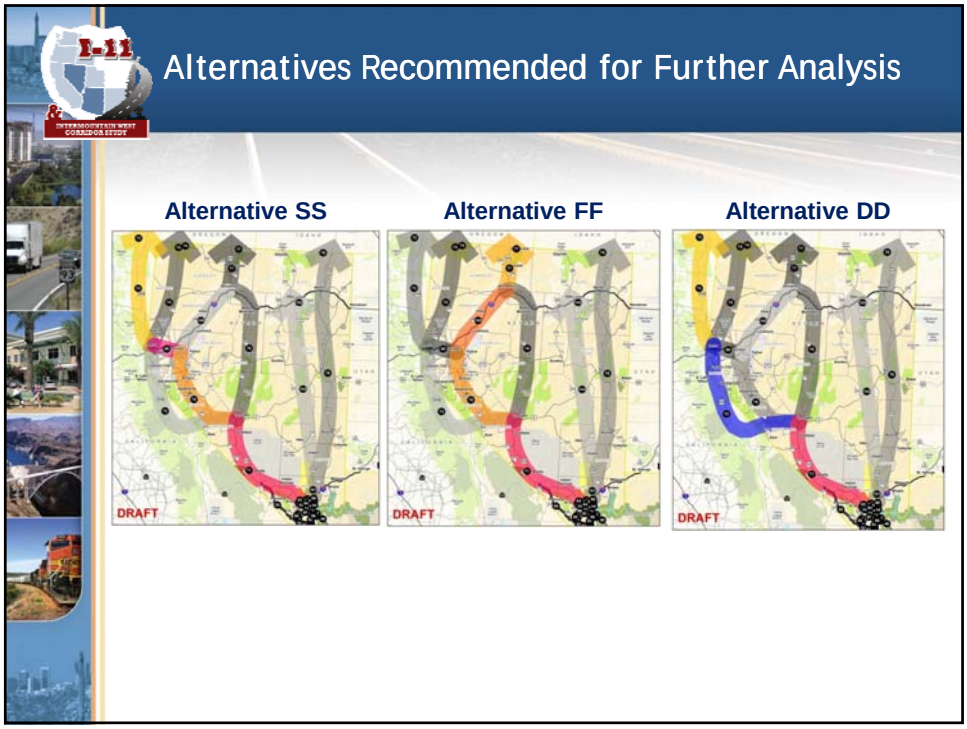
- Opportunities
  - Accommodate multiple modes in shared alignment – along existing rail line
- Constraints
  - Limited connections to major freight and economic activity centers
  - Potential environmental constraints through aboriginal roaming area
  - Does not fully support regional/state economic development goals (limited connectivity)

Alternative GG – NOT Recommended for Further Analysis

Alternative GG



- Opportunities
  - Provides opportunity to connect to high priority corridor (US-95 from Oregon to Canada)
- Constraints
  - Limited connections to major freight and economic activity centers
  - Potential environmental constraints
  - Not consistent with transportation plans – *Connecting Nevada*


Alternatives Recommended for Further Analysis
Alternative SS
Alternative FF
Alternative DD
DRAFT
DRAFT
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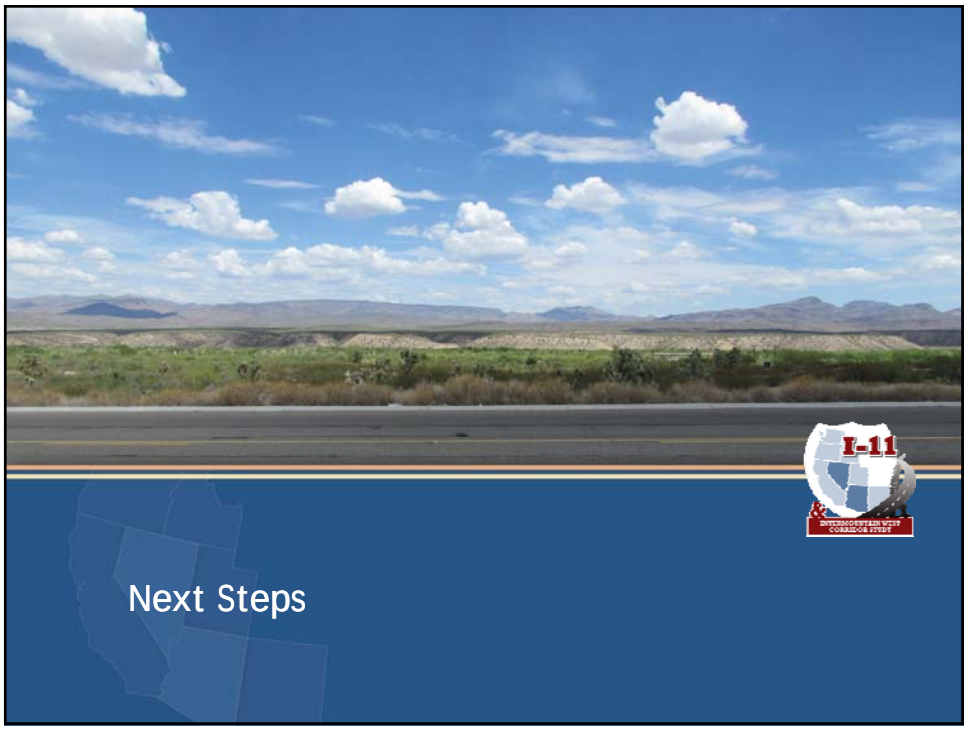
Next Steps

Next Steps

- **Priority Segment Alternatives**
  - Conduct Level 2 evaluation involving additional and more detail screening of alternatives in 1) Phoenix metropolitan area, 2) Northern Arizona and Southern Nevada segment and 3) Las Vegas metropolitan area
  - Prepare Corridor Concept Report
- **Northern Nevada and Southern Arizona Future Connectivity Segments**
  - Prepare Feasibility Assessment Report for these future connectivity segments only
  - Identify potential future studies
- **Upcoming Stakeholder Partner Meetings**
  - January 2014: Level 2 Analysis of Priority Segments
  - March 2014: Final recommendations (Joint meetings for entire corridor)
  - May 2014: Implementation Plan, P&N and Business Case (Joint meetings)

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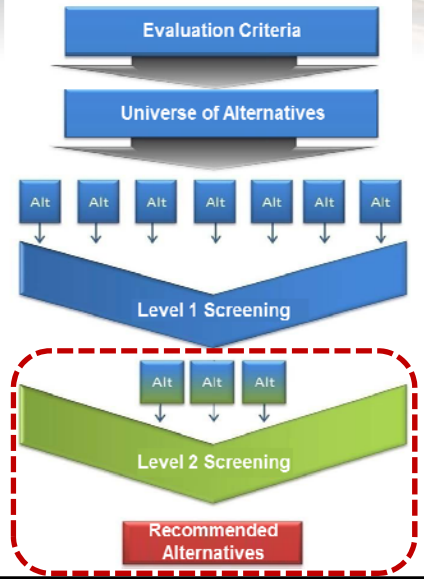
Level 2 Evaluation Criteria: Process (Applicable only to Priority Segments)



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Level 2 Evaluation Criteria

Evaluation Category		Proposed Criteria	Proposed Approach
System Linkage	1A	How well does the alternative connect to adjacent segments to the north?	Qualitative Analysis - high/low score is given based on if the segment does or does not have the ability to connect to a recommended segment to the north.
	1B	How well does the alternative connect to adjacent segments to the south?	Qualitative Analysis - high/low score is given based on if the segment does or does not have the ability to connect to a recommended segment to the south.
Trade Corridor	2A	What is the travel time from major population centers to land and water ports for access to international markets?	Quantitative Analysis – identify which alternatives give the quickest access to national population centers and land and water ports to access international markets using the travel time output from the travel demand model.
	2B	How well does this alternative serve regional goods movement?	Quantitative Analysis - assess truck percentages by corridor section using regional model.
Modal Interrelationships	3A	What percent of the corridor has sufficient opportunity for a multi-use corridor?	Quantitative Analysis - develop typical sections accommodating different modes/uses and determine what segments could reasonably accommodate all typical sections.
	3B	How well does this corridor connect rail to major activity centers (transit hubs, aviation, etc.) and major freight hubs?	Qualitative Analysis - identify the number of activity centers or freight hubs that the corridor traverses and could benefit from a rail connection.
Capacity/Congestion	4A	What are the estimated travel time savings over No-Build (2040)?	Quantitative Analysis - identify travel times between selected activity centers using regional models.
	4B	What are the total vehicles miles traveled (VMT)?	Quantitative Analysis - Identify corridor section VMT and regional VMT by facility type using regional models.
	4C	What are the total vehicle hours of delay (vhd)?	Quantitative Analysis - identify corridor section VHD and regional VHD by facility type using regional models.

Level 2 Evaluation Criteria

Evaluation Category		Proposed Criteria	Proposed Approach
	4D	How well does this alternative alleviate notable bottlenecks and hazards in the existing system?	Quantitative Analysis - summarize V/C ratio from regional models in tabular and graphical form for corridor sections.
	4E	What is the volume-to-capacity (V/C) ratio?	Quantitative Analysis - summarize V/C ratio from regional models in tabular and graphic form for corridor sections.
	4G	How well does this alternative serve regional person travel?	Quantitative Analysis – based on statewide models to assess the number of long distance (>50 miles) person trips per alternative between activity centers using model trip tables.
Economic Vitality	5A	How consistent is this alternative with local, regional and state economic development plans (as applicable, including tribal plans, if available)?	Qualitative Analysis - High/medium/low rating given to alternatives based on how many economic development initiatives the corridor could support; initiatives identified from state and/or regional economic development plans and local economic development chapters of general/comprehensive plans.
	5B	What are the expected long-term impacts to the regional economy?	Qualitative Analysis - comparative evaluation based on a case study analysis of the economic benefits derived from infrastructure improvement projects in other regions.
	5C	What are the expected short-term impacts to the regional economy, as measured by the number of jobs (direct, indirect and induced) and economic output from construction related activities?	Quantitative Analysis – based on input from IMPLAN model.
	5D	What is the cost of delay?	Quantitative Analysis – based on delay from the regional model multiplied by accepted factor for cost of delay.
Project Status/ Transportation Policy	6A	How well is this alternative consistent with short-term programmed transportation projects?	Qualitative Analysis – what percent of alternative is documented in transportation plans.

Level 2 Evaluation Criteria

Evaluation Category		Proposed Criteria	Proposed Approach
	6B	How well is this alternative consistent with long-term transportation visions and plans?	
Environmental Sustainability	7A	How many major wildlife corridors and habitat areas are crossed by the alternative?	Quantitative Analysis - based on GIS data layers.
	7B	How many linear miles of areas of critical environmental concern (ACEC) are impacted?	
	7C	How many linear miles of slopes exceeding 12 percent are traversed?	
	7D	How many linear miles and/or acres of waterways, floodplains and aquifers are impacted?	
	7E	What is the general impact to air quality conditions with this alternative?	Qualitative Analysis – high-level analysis based on quantitative factors such as vehicle miles traveled and congestion.
Land Use and Ownership	8A	How consistent is this alternative with regional and local land use and resource plans (including tribal plans, if available)?	Qualitative Analysis - high/medium/low rating given to alternatives based on consistency with land use and resource plans.
	8B	How compatible is this alternative with major land ownership patterns?	Qualitative Analysis - high/medium/low rating given to alternatives based on compatibility with land ownership patterns using GIS data layers.
Community Acceptance	9A	How well is this alternative accepted by the Core Agency Partners?	Qualitative Analysis - based on review of comments received on the alternative corridors.
	9B	How well is this alternative accepted by the Stakeholder Partners?	
	9C	How well is this alternative accepted by the general public?	
Cost	10A	What is the order of magnitude cost for this alternative, including construction, maintenance/operations, and right-of-way?	Quantitative Analysis – based on ADOT/ NDOT cost estimating tools plus an order of magnitude cost for ROW and a factor for O&M.

Board of County Commissioners
Lincoln County, Nevada

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DISTRICT ATTORNEY
Daniel M. Hooge

COUNTY CLERK
Lisa C. Lloyd

October 21, 2013

Ms. Sondra Rosenberg, PTP
Nevada Department of Transportation
1263 South Stewart Street
Carson City, Nevada 89712

RE: Comments to Interstate 11 and Intermountain West Corridor Study

Dear Ms. Rosenberg:

On behalf of the Board of Lincoln County Commissioners I am writing to **encourage continued analysis, work and the overall consideration by the Nevada Department of Transportation ("NDOT") of alternative Eastern Nevada corridors** for the northern extension of the proposed Interstate 11 (I-11) between the Las Vegas area and Northern Nevada. The Board of Lincoln County Commissioners reviewed the results of the preliminary analysis in the document entitled, *Technical Memorandum: Draft Level 1 Results Summary* (October 2013) ("Technical Memorandum") and offers the following comments:

1. **Agriculture is one of the targeted key industry clusters identified by the Nevada Governor's Office of Economic Development** (see http://www.diversifynevada.com/). However, Page 6, Table 3 and Page 133, Table 10, in the *Arizona and Nevada Industry Clusters* of the Technical Memorandum does not include Agriculture as one of the industry clusters being targeted by the Nevada. Agriculture IS a key industry in the State of Nevada as the Governor's Office of Economic Development recognizes, and Agriculture IS the main industry in Lincoln County. **Therefore, the corridor alternative analysis in the Technical Memorandum should be supplemented to recognize the importance that any of the Nevada corridors, and in particular, the Eastern Nevada corridor alternatives, would have on expanding and diversifying Agriculture in Nevada**.

2. While the notes on Page 146 of the Technical Memorandum regarding Environmental Sustainability criteria indicate that Alternative HH passes through the Confederated Tribes of the Goshute Reservation aboriginal roaming area, the Technical Memorandum fails to indicate for all other alternatives, including those recommended for further analysis, that each of the other alternatives passes through aboriginal roaming areas of federally recognized Tribes (such as Walker River Paiute Tribe, Fallon Paiute Tribe, Pyramid Lake Paiute Tribe, Ft. McDermitt Paiute and Shoshone Tribe, Yomba Shoshone Tribe and Duck Valley Shoshone Tribe). Further, the analysis also fails to recognize that some of these alternatives actually pass through federally designated reservation lands (i.e. the Walker River Paiute Indian Reservation, Yomba Shoshone and Pyramid Lake Paiute Indian Reservation).

3. The analysis of Trade Corridor and/or Economic Vitality criteria on Pages 146 and 150 of the Technical Memorandum for Alternatives HH and TT fails to recognize the following:

    a. the importance to not only Southern Nevada, but all of Eastern Nevada, of servicing the Apex Industrial area, and the 43,000 acre Coyote Springs master planned community (including, all uses from industrial, commercial, multi-family, single family residential, and other uses) (with an approximate $200 million dollars of infrastructure already built and an estimated population at build-out of over 150,000);
    b. the ability of this corridor to provide rail and/or truck service to the fledgling natural gas production industry anticipated to boom in Eastern Nevada in the coming years);
    c. the legislatively authorized sale (as an authorized BLM disposal) by Lincoln County of 90,000 acres of land in Lincoln County and the tremendous development and economic growth and activity resulting from these disposals over the next 20 years;
    d. proximity to and ability to interconnect the Union Pacific mainline running through Lincoln County to the mainline raillines running through Elko County (and the fact that rail already extends south into White Pine County in the vicinity of U.S. 93); and
    e. the linkage of major mining areas in White Pine County and Elko County to equipment, machinery and other suppliers in the Las Vegas area.

4. Pages 145 and 150 of the Technical Memorandum include, as Constraints for Alternatives HH and TT, "*Because of limited connectivity, does not fully support economic development goals*". Both Alternatives HH and TT provide the **same degree** of connectivity between I-15 and the Las Vegas area and I-80 (and ultimately the Reno area), as well as connectivity between mainline rail in Southern Nevada and mainline rail in Northern Nevada, as do Western Nevada alternatives recommended for further analysis. This should not be any more a discriminating factor for the Eastern Nevada alternatives than for all other alternatives considered.

5. All Western Nevada alternatives considered in the Technical Memoranda's analysis face significant and potentially fatal environmental constraints. For example, difficult terrain for construction and/or institutional hurdles (such as crossing U.S. Forest Service lands; crossing Indian reservation lands; crossing Department of Defense restricted lands; in addition to private property impacts) to a degree equal to, or exceeding, similar constraints for Lincoln County's preferred Eastern Nevada alternatives. The Technical Memorandum does not adequately identify, or consider, these constraints for the Western Nevada alternatives. Thus, these additional factors should be included for the Western Nevada alternatives in a supplementary analysis.

In conclusion, the Board of Lincoln County Commissioners determined that the analysis contained in *Technical Memorandum: Draft Level 1 Results Summary* (October 2013) is not complete, and is inaccurate, **and therefore the analysis contained in the Technical Memorandum requires further review, discussion and analysis, which should result in a supplemental report.** In sum, the recommendations in the Technical Memorandum are not defensible.

Further, the Board of Lincoln County Commissioners questions the wisdom of not carrying at least one Eastern Nevada alternative forward for further analysis. Should all three Western Nevada alternatives be found to be infeasible due environmental, socio-economic, institutional, and/or constructability issues, NDOT could be faced with no alternative to carry forward, and that would be devastating; **the proposed I-11 is of significant value to not only regions within Nevada, but the entire State of Nevada**.

Further, the Board of Lincoln County Commissioners believes that anticipated growth in: the Las Vegas to Mesquite corridor along I-15, the Coyote Springs area along US 93 North, and the Elko region, that inclusion of an Eastern Nevada alternative corridor in the next phase of study will provide Nevada vital long-range transportation information for future development of an interstate through Eastern Nevada linking the Elko area to the Las Vegas area.

Therefore, the Board of Lincoln County Commissioners encourages and supports NDOT's inclusion of at least one Eastern Nevada alternative in subsequent phases of the I-11 planning process. Lincoln County looks forward to working with NDOT on future phases of the I-11 planning process.

Sincerely,

Ed Higbee
Chairman

Grand Canyon Chapter ● 202 E. McDowell Rd, Ste 277 ● Phoenix, AZ 85004
Phone: (602) 253-8633 Fax: (602) 258-6533 Email: grand.canyon.chapter@sierraclub.org

November 1, 2013

Interstate 11 Corridor Team
Nevada Department of Transportation
1263 South Stewart Street
Carson City, NV 89712

Arizona Department of Transportation
206 South 17th Avenue
Phoenix, AZ 85007

Sent via email to Audra Koester Thomas (audra@psaplanning.com) and Dan Andersen (dan.andersen@ch2m.com)

Re: Comments on the Level 1 screening and draft alternative corridors for Interstate 11

Dear Interstate 11 Corridor Team:

Thank you for the opportunity to comment on the Level 1 screening and preliminary corridor alternatives for the proposed Interstate 11 (I-11). Please accept these comments on behalf of the Sierra Club's Grand Canyon Chapter and our 12,000 members in Arizona and more than 40,000 members and supporters.

The Sierra Club's mission is "to explore, enjoy, and protect the wild places of the earth; to practice and promote the responsible use of the earth's ecosystems and resources; and to educate and enlist humanity to protect and restore the quality of the natural and human environments." Sierra Club has long been committed to protecting public lands and public health and to ensuring that transportation and development accommodate ecological considerations. Our members have a significant interest in the proposed I-11 and Intermountain West Corridor as many live in or use areas within these corridors.

We continue to have serious concerns about the proposed I-11 project, many of which were raised in our July 26, 2013, comments on the Draft Corridor Justification Report. These are discussed in further detail below.

Focus remains on roads rather than alternative modes of transportation

Chief among our concerns is that the study seems to remain focused on constructing new or enhancing existing roads, rather than seriously considering and providing preference to alternative modes of transportation, including freight and passenger rail. At the stakeholder meetings on October 8–10, 2013, we were assured that rail is still being considered. However, the information provided during these meetings focused on existing roads as well as roads that would need to be constructed. When asked

about preference between roads vs. rail, the responses implied that rail is being considered but only in conjunction with roads.

We urge the study team to seriously consider the possibility of utilizing rail alone, rather than in conjunction with construction of new or enhancement/widening of existing roads. As is evident from the Corridor Justification Report, *all* of the other megaregions to which our area was compared have existing rail lines that are used for both freight and passengers. Arizona and Nevada, however, lack such systems. Instead, we focus almost exclusively on a road network that, as information provided by the I-11 study team explicates, is insufficient to meet the transportation needs of our society. By continuing to focus primarily on roads and by only including alternative transportation modes as a sideline, neither our transportation nor our economic needs will be met. We encourage the study team to identify possible corridors and to utilize screening methods that identify routes suitable for rail first with thought to roads second.

Economic vitality vs. environmental sustainability

As we noted during the October 8, 2013, stakeholder meeting, we are also concerned that the screening used to identify alternatives could pit "Economic Vitality" against "Environmental Sustainability" which sets up a false choice. It is clear that Economic Vitality is dependent on Environmental Sustainability, so presenting them as either or is inappropriate. For example, by including item 5A – "How consistent is this alternative with local, regional, and state economic development plans?" – under "Economic Vitality" in the Level 2 screening criteria without a comparable assessment under "Environmental Sustainability," preference is given to an alternative that promotes development. However, consideration for environmental impacts as a result of this development would not be assessed, as these criteria are currently written.

We encourage the study team to provide equal consideration of economic benefits and environmental concerns. Using the above example, if such language is included under "Economic Vitality," similar consideration must be provided under "Environmental Sustainability," such as, "How will development that is supported by this alternative affect environmental resources and long-term ecosystem functioning?" Similar consideration and language should be provided for items 5B–D, including short-term impacts and cost/benefits of delay. Again, we ask that your recognize Economic Vitality, at least over the long term, is impossible without Environmental Sustainability.

Thank you again for the opportunity to review this report and for considering our comments. We look forward to learning more about this project and continuing to be involved.

Sincerely,

Sandy Bahr
Chapter Director
Sierra Club – Grand Canyon Chapter

Tiffany Sprague
Chapter Coordinator
Sierra Club – Grand Canyon Chapter

TOWN OF WICKENBURG

155 N. Tegner, Ste. A • Wickenburg, Arizona 85390 • (928) 684-5451
Phoenix Line (602) 506-1622 • FAX (602) 506-1580
Voice & TTY (928) 684-5411

October 30, 2013

Mr. Michael Kies, P.E.
Director of Planning & Programming
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, Arizona 85007

RE: Town of Wickenburg Second Comment Letter Regarding Proposed I-11

Dear Mr. Kies:

Thank you for reviewing the Town of Wickenburg's first comment letter, dated July 16, 2013, on the proposed Interstate 11 corridor. We appreciate the opportunity to continue to provide feedback as the I-11 & Intermountain West Corridor Study progresses and continue to regard the Arizona Department of Transportation as a critically important community partner.

You recently received a letter, dated October 1, 2013, from Wickenburg Chamber of Commerce President Cindy Logan regarding concerns expressed by our local business community about potential alignments for I-11. I wish to echo several of the sentiments contained in that letter and offer the Town's continued assistance in providing all interested parties the opportunity to participate in the study process.

In particular, ADOT is to be commended for its quick organization of a business community meeting in Wickenburg on October 2, 2013, and we encourage more such opportunities to be made available as the study evolves. Frequent communication with stakeholders is essential for successful project delivery, especially for a project that will have a significant impact on Wickenburg's business owners.

Likewise, we encourage the study team to fully vet all options available for aligning I-11, including those already identified for Level II evaluation. In addition to cost, land uses, and other considerations, the impact on Wickenburg's existing business community and future economic growth should be carefully analyzed.

I-11's impact on Wickenburg will be more significant than for most other communities, and it is vital that we are viewed as a partner entity during each step of the planning process. As noted in our first comment letter, I-11 must be approached as a way to enhance Wickenburg's economy, rather than function as a third bypass of the town.

As the study unfolds and I-11 inches closer to being a reality, ADOT must also remember the importance of improving existing transportation facilities in and around Wickenburg, including long-awaited safety upgrades to US 93. We appreciate ADOT's extensive investment in this corridor and urge continued attention to the area's needs.

Thank you again for the opportunity to comment on this issue. Please do not hesitate to contact me with questions.

Sincerely,

John H. Cook
Mayor

cc: Honorable Members of the Wickenburg Town Council
Honorable Chairman and Members of the Arizona State Transportation Board
Mr. John Halikowski, Director, Arizona Department of Transportation
Mr. Joshua H. Wright, Town Manager, Town of Wickenburg
Ms. Cindy Logan, President, Wickenburg Chamber of Commerce
Ms. Julie Brooks, Executive Director, Wickenburg Chamber of Commerce
Mr. Alan Abare, Transportation Chairman, Wickenburg Chamber of Commerce
Ms. Denise Steiger, Wickenburg Regional Economic Development Partnership
Ms. Sintra Hoffman, Arizona Department of Transportation
Mr. Dennis Smith, Executive Director, Maricopa Association of Governments

October 1, 2013

Mayor John Cook
Town Council Members
Town of Wickenburg
155 North Frontier Street
Wickenburg, Arizona 85390

RE: I -11 Business Statement

Dear Mayor Cook & Councilmembers;
I am writing to you today on behalf of the chamber board of directors, our transportation committee and 525 members who are proactive in transportation issues regarding our community.

As you know, Interstate 11 which is presently under a two year study could negatively impact our business community & economy if constructed in the near future to bypass Wickenburg. The Wickenburg Chamber of Commerce has continued to advocate for highway maintenance, preservation, and expansion throughout its 82 year history.

Our chamber staff and volunteer committee leaders have been engaged in conversation with the Town of Wickenburg and ADOT concerning the importance of what it will mean to our community if this Interstate Highway is built without the input of local businesses.

Wickenburg businesses rely on highway traffic and if bypassed, our economy will be devastated. This will put many people out of business and cost many jobs. The major source of sales tax revenue for the town will suffer immensely. Our concern and the concern of our local businesses is that the development of another major interstate highway bypassing Wickenburg will be the death blow for a significant number of years in this rural community. We have seen this happen previously and to many other rural towns in Arizona.

The Chamber board of directors along with the Chamber transportation committee is requesting that the Mayor and Town council send a letter to ADOT expressing the concerns of the business community and property owners. We will continue to work with you to stay informed and engaged about route placement.

It may well be that our alternatives will turn out to be less expensive and quicker to implement than a route that bypasses Wickenburg to the West, and be an altogether satisfactory solution to the *current* need for a better highway route between Phoenix and Las Vegas.

As in previous letters to the ADOT Board and conversation at a variety of town and chamber meetings over the years, we must continue to advocate dollars being allocated to finish the improvements needed on Highway 93 from the northern roundabout to Vulture Mine Extension and from this location to Highway 71 & 93. We ask that this point be referenced in the same letter, and in future correspondence relative to Highway 93. We also recognize that the potential western location could take anywhere from 15-50 years to build.

The concerns from our businesses are real, and continued dialogue with you and ADOT personnel involved in the I-11 route decisions is imperative to our economic success. Representatives from our organization will continue to attend the I-11 meetings, as well as meeting with Town Staff on a regular basis regarding the status of scheduling a future 1-11 meeting here.

A letter from the town expressing the above concerns and requests has strength, and will be recognized by ADOT and can be very beneficial to our business community's needs.

Thank you for your time and consideration.

Sincerely,

Cindy Logan
President

cc; Governor Janice K. Brewer
John Halikowski, ADOT Director
Mike Kies, ADOT PE
Victor Flores, ADOT Board Chairman
Joseph La Rue, ADOT Board Representative
Dallas Hammit, Senior Deputy Engineer
Andy Roth, ADOT Resident Engineer
Alvin Stump, ADOT District Engineer
Alan Abare, Chamber Transportation Committee Chairman
Julia Brooks, Chamber Executive Director

216 North Frontier Street, Wickenburg, Arizona ^ 928.684.5479 ^ www.wickenburgchamber.com

I-11 and Intermountain West Corridor Study

Public Meeting Comment Form

October 2013

We appreciate your participation tonight. Your input is important to us. If you would like to submit comments in writing, you may do so using this form. Comments must be received by 5 p.m. November 1, 2013 in order to be included in the project record for this phase of the study. You may leave this form with us tonight, or submit comments before November 1, 2013 online at www.i11study.com or to:

Sondra Rosenberg, PTP
Nevada Department of Transportation
1263 S. Stewart St.
Carson City, NV 89712
srosenberg@dot.state.nv.us

Michael Kies, PE
Arizona Department of Transportation
206 S. 17th Ave.
Phoenix, AZ 85007
mkies@azdot.gov

We are interested in receiving your feedback regarding this study. Please take time to provide us your comments regarding the I-11 and Intermountain West Corridor Study.

PLEASE PRINT

"SEE MS EXCEL SPREADSHEET ATTACHED AND SUPPORTING DOCUMENTS FOR COMMENTS."

Use the back of this form to provide additional feedback →

PLEASE PRINT

Name JAMES GARZA E-mail WPCEDC@MWPOWER.NET

Organization/Agency (if applicable) COMMUNITY & ECONOMIC DEVELOPMENT, WHITE PINE. Phone Number 775-293-5567

Address 957 CAMPTON ST. City ELY State NV. Zip 89301

Would you like someone to call you to discuss your comment or question? Yes ☒ No ☐

Would you like to be added to our project e-mail list? Yes ☒ No ☐

OFFICIAL USE ONLY

Date Addressed/Answered _____ Team Member _____

Comments:

100813 100913 101013 101613 101713

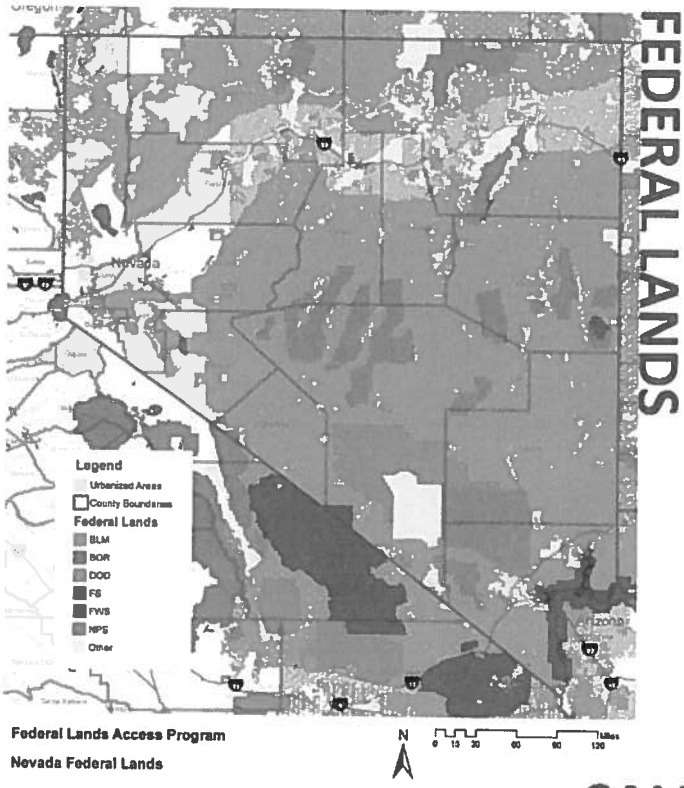
FEDERAL LANDS ACCESS PROGRAM

Nevada

The Federal Lands Access Program is a new Federal Grant Program for states, counties, tribes and local governments. The program provides funds for transportation projects that provide access to, are adjacent to, or are within Federal lands with emphasis placed on those that access high use recreation sites and are Federal economic generators. The facility must be owned or maintained by the state, tribe or local government.

PROGRAM FACTS

Nevada Program Funds Available:	$30 - $42 Million
Match required:	5%
Call for Projects Closes:	August 15, 2013
Website:	http://www.cflhd.gov/programs/flap/nv



Eligible projects include transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and reconstruction of Federal lands access transportation facilities located on or adjacent to, or that provide access to Federal land, and: (1) Adjacent vehicular parking areas; (2) Acquisition of necessary scenic easements and scenic historic sites; (3) Provisions for pedestrians and bicycles; (4) Environmental mitigation in or adjacent to Federal land to improve public safety and reduce vehicular caused wildlife mortality while maintaining habitat connectivity; (5) Construction and reconstruction of roadside rest areas, including sanitary and water facilities; and (6) Operation and maintenance of transit facilities.

CALL FOR PROJECTS SCHEDULE

Month							
June	July	August	September	October	November	December	January
Call for Projects			PDC scores and ranks applications	Program short list has project agreement, scoping, project delivery plan and project construction costs developed		PDC meeting, final project selection	Funded program announced
Applications prepared and submitted				Short list of applications engaged in scoping			

CENTRAL FEDERAL LANDS HIGHWAY DIVISION

Handheld cell use illegal when driving

NEVADA DEPARTMENT OF TRANSPORTATION LANDSCAPE AND AESTHETICS PROJECTS / PROGRAMS

In This Section

US-93, East US-6, East US-50 Corridor

US 93, East US 6 and East US 50 Corridor

Project Details

The Nevada US 395, West US 50, SR 28, SR 207, and SR 431 Corridor includes the following major communities:

Caliente
Ely
Wells
Eureka
Jackpot

Corridor Plan

Eastern Corridor Plan- Introduction (/uploadedFiles/NDOT/About_NDOT/NDOT_Divisions/Engineering/Design/Landscape/corridor-plan_east_intro.pdf) (355 KB)
Eastern Corridor Plan- Chapter 1 (/uploadedFiles/NDOT/About_NDOT/NDOT_Divisions/Engineering/Design/Landscape/corridor-plan_east_chap1.pdf) (3.2 MB)
Eastern Corridor Plan- Chapter 2 (/uploadedFiles/NDOT/About_NDOT/NDOT_Divisions/Engineering/Design/Landscape/corridor-plan_east_chap2.pdf) (3.6 MB)
Eastern Corridor Plan- Chapter 3 (/uploadedFiles/NDOT/About_NDOT/NDOT_Divisions/Engineering/Design/Landscape/corridor-plan_east_chap3.pdf) (4.2 MB)
Eastern Corridor Plan-Chapter 4 (/uploadedFiles/NDOT/About_NDOT/NDOT_Divisions/Engineering/Design/Landscape/corridor-plan_east_chap4.pdf) (2.4 MB)
Eastern Corridor Plan- Chapter 5 (/uploadedFiles/NDOT/About_NDOT/NDOT_Divisions/Engineering/Design/Landscape/corridor-plan_east_chap5.pdf) (127 KB)
Eastern Corridor Plan- Appendix (/uploadedFiles/NDOT/About_NDOT/NDOT_Divisions/Engineering/Design/Landscape/corridor-plan_east_appendix.pdf) (1.5 MB)
Eastern Corridor Plan-Glossary (/uploadedFiles/NDOT/About_NDOT/NDOT_Divisions/Engineering/Design/Landscape/corridor-plan_east_glossary.pdf) (144 KB)
Eastern Corridor Plan- Bibliography (/uploadedFiles/NDOT/About_NDOT/NDOT_Divisions/Engineering/Design/Landscape/corridor-plan_east_biblio.pdf) (140 KB)

NEVADA DEPARTMENT OF TRANSPORTATION

1263 South Stewart Street, Carson City, Nevada 89712
Telephone: 775-888-7000 TTY: 1-855-878-NDOT (6368)
Email: info@dot.state.nv.us

Brian Sandoval *- Governor*
Rudy Malfabon, P.E. *- Director*

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Nevada Privacy Policy

Nevada State Rail Plan
Nevada Department of Transportation

March 2012

NEVADA DOT

U.S. Department of Transportation

Federal Railroad Administration

JACOBS

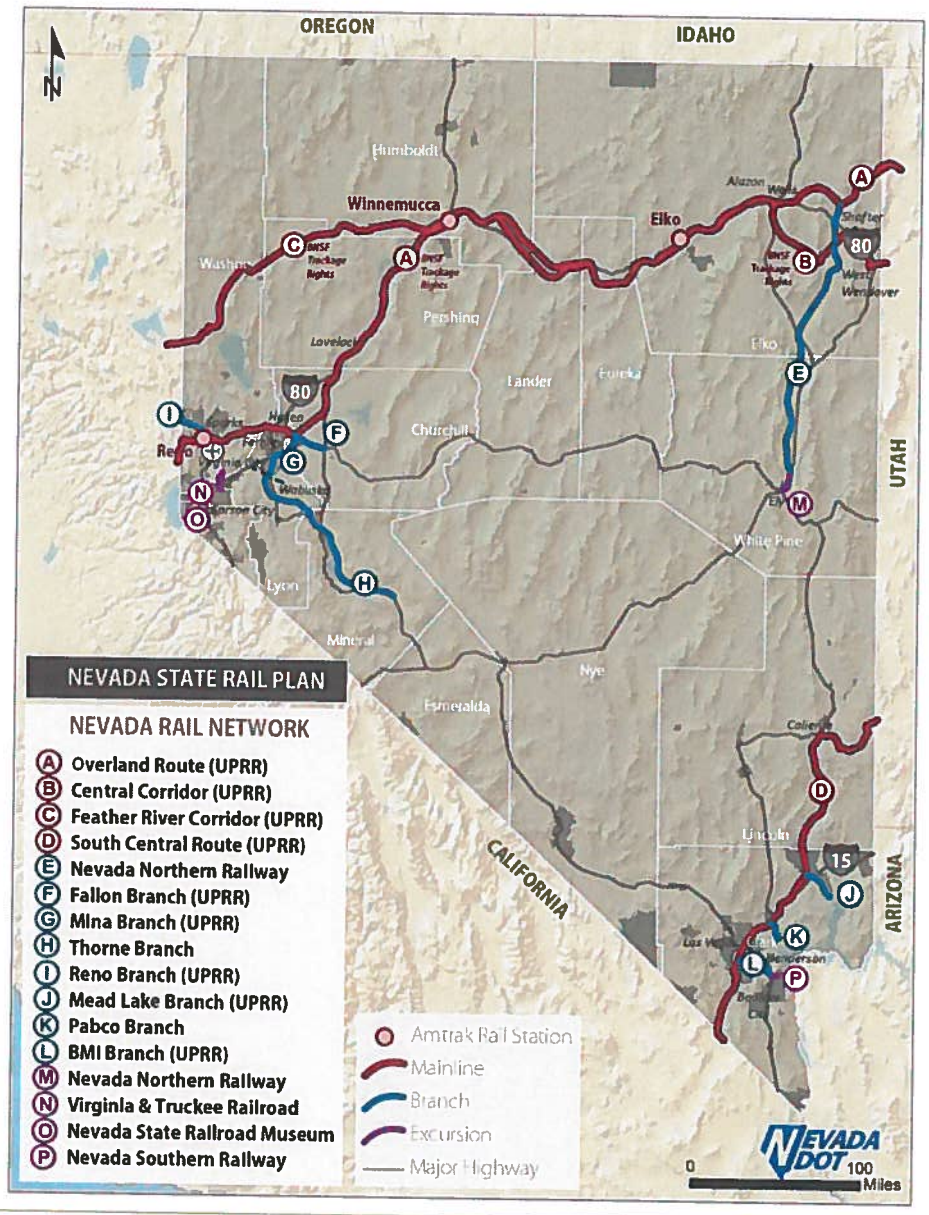


Figure 2-1: Nevada Rail Network

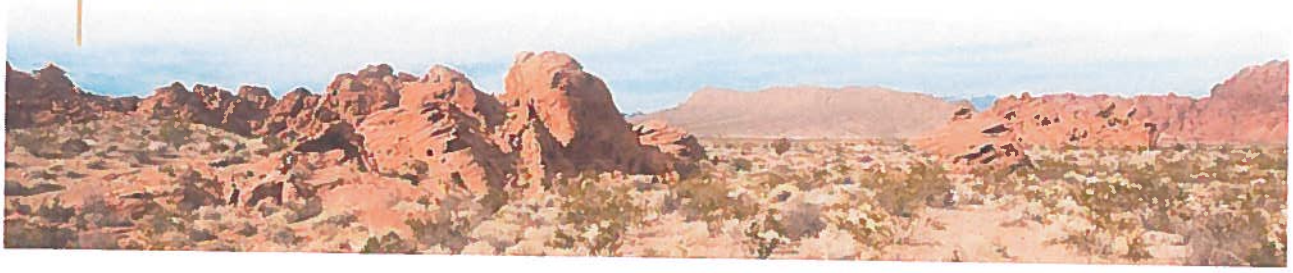


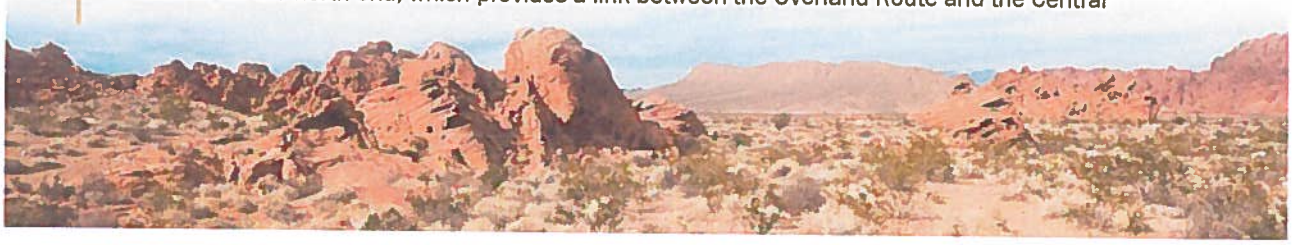
Table 2-11: Northern Nevada Branch and Short Line Operating Characteristics

Operating Characteristic	Nevada Northern Railway	Fallon Branch	Mina Branch	Thorne Branch	Reno Branch
Owner	White Pine RR Foundation	UPRR	UPRR	US Army	UPRR
Operator	NA	UPRR	UPRR	US Army	UPRR
NV Route Miles	149	16	43	53	18
Speed (mph)	25	10	25	10	20
Track Class	2	FRA Excepted	2	1	1
Track Type (Single or Double)	Single Track	Single Track	Single Track	Single Track	Single Track
Type of Control	TWC	TWC	TWC	TWC	TWC
Rail Main (pounds)	60	80	Mostly 133	Mostly 132 and 136	Mostly 100 and 110
Subdivision	NA	Falllon	Mina	Mina	Reno
Division	Roseville	Roseville	Roseville	Roseville	Roseville
Mile Posts	0 - 149	288 - 304	288 - 331	331 - 384	11 - 29

Nevada Northern Railway

The Nevada Northern Railway consists of 149 route miles between the Overland Route main line in Cobre and McGill Junction near Ely. The White Pine Historical Railroad Foundation purchased the short line in 2004 from BHP Copper North America, which used the line to serve its copper mine in White Pine County. BHP discontinued service on the line in 1999, when the copper mines closed.

White Pine Historical Railroad Foundation hired S&S Shortline to rehabilitate segments of its route. S&S Shortline recently completed upgrading 45 miles of the line between Shafter (MP 18.5) and Currie (MP 63) to Class 2 track with maximum authorized speeds of 25 mph. The route is track warrant controlled (TWC) and consists of 60-pound rail. This 45-mile-long segment is not actively used for freight service at present, although the line is well situated to provide shipments between the UPRR Central Corridor main line in Shafter and the copper mine in Currie. The White Pine Historical Railroad Foundation also hired S&S Shortline to rehabilitate the southern section of the track between Currie and McGill so that S&S Shortline can operate future freight service and so that the Foundation can possibly accommodate an extension to the Nevada Northern Railway excursion train line in Ely. The 18.5-mile segment between Cobre and Shafter on the north end, which provides a link between the Overland Route and the Central



Corridor, is currently out of service and will require considerable upgrading to accommodate freight rail shipments.

S&S Shortline is a common carrier railroad with STB authority to operate from Cobre (MP 0) to McGill Junction (MP 128.5). S&S Shortline has interchange agreements with both UPRR and BNSF and has interchanged trains cars with UPRR and BNSF at Shafter. The White Pine Historical Railroad Foundation's wholly-owned subsidiary, the Great Basin and Northern Railroad, has authority to operate freight and switching services from McGill Junction (MP 128.5) to Keystone (MP 146.5).

Fallon Branch

The UPRR's Fallon Branch, which was once part of the SPTC, extends 16 miles from the Overland Route main line in Hazen southeast to Fallon. Freight shipments on the Fallon line consist primarily of calcium carbonate and magnesium oxide, which is shipped from Fallon to the main line in Hazen. Premier Magnesia ships the materials by truck three times per week from mines in Gabbs (Nye County) to Fallon, where it is transferred to rail cars at the facility in the Fallon Yard.

The maximum authorized speed is 10 mph (FRA Excepted Track) over 80-pound rail. The entire line is single-tracked and TWC-controlled. The Fallon Branch is part of UPRR's Fallon subdivision within the Roseville service unit.

Churchill County has commissioned a study to consider options to relocate the Fallon line to an industrial park on the west side of town and abandon the seven-to-eight-mile segment from Trento Lane to Fallon.

Mina Branch

UPRR also owns and operates the Mina Branch, which was formerly part of the SPTC system. The line connects to the Overland Route main line in Hazen and extends 43 miles south to Fort Churchill near Wabuska. The Mina Branch primarily handles shipments of munitions and chemicals. The line also serves the Homestretch Geothermal Power Plant two miles north of Wabuska. The maximum authorized speed on the line is 25 mph (Track Class 2), and the rail consists of mostly 133-pound continuous welded rail. The Mina Branch is single-tracked and TWC-controlled. The Mina Branch is part of UPRR's Mina subdivision within the Roseville service unit.

Thorne Branch

The Thorne Branch is the continuation of the Mina Branch south of Fort Churchill to the Hawthorne Army Depot. The federal government owns and operates this 53-mile-long branch line and uses it for classified military shipments. The maximum authorized speed on the single-track line is 10

G. Implementation Strategy for Passenger and Freight Rail Capital Projects

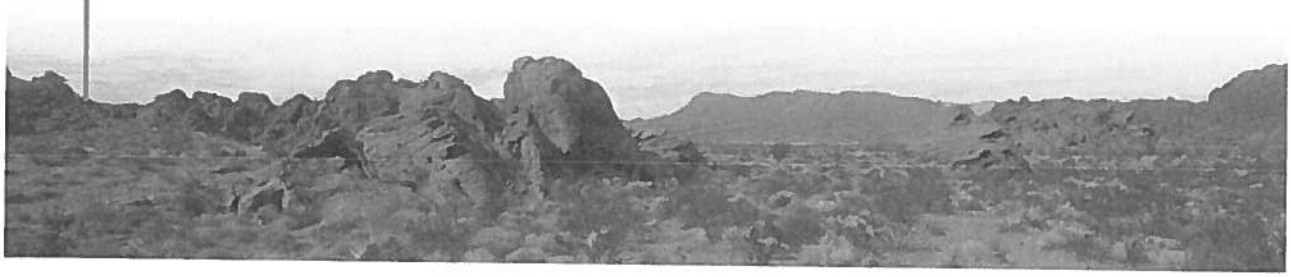
Nevada's largest markets, which have the potential to support passenger rail, are in the Reno area, which has passenger service on Amtrak's *California Zephyr* (along with Elko and Winnemucca across northern Nevada), and Las Vegas in southern Nevada, which does not have passenger rail service today. The Reno passenger rail market is connected most directly with Salt Lake City to the east and Sacramento to the west. The Las Vegas passenger rail market could and eventually should be connected with the most proximate larger-market cities that surround it, notably, Salt Lake City, Phoenix, and Los Angeles. Connecting the state's two largest passenger rail markets remains a long-term goal. Excursion rail projects can offer economic development opportunities.

UPRR dominates Nevada's freight rail; BNSF also provides service for large parts of the state. Improving freight rail operational efficiency can increase more energy-efficient rail shipments, reducing highway truck requirements and air pollution, as well as improving on-time passenger rail performance. Rail-highway grade crossing improvements reduce crashes and fatalities.

The 2012 Nevada State Rail Plan calls for the state to assist in advancing a number of projects to address passenger rail, excursion rail, freight rail, and rail-highway grade crossings. The 2012 state rail plan projects are categorized as short, mid-, and long-term projects, based on when they may be implemented. These recommended projects are detailed in this document and summarized below as follows:

Short-term (0-5 years) Projects:

1. X-Train efforts
2. DesertXpress
3. UPRR Weso crossover improvements
4. Nevada Sub Sidings, Phase 1—Patrick and Rose Creek
5. Excursion rail extensions – Nevada Northern Railway, V&T Railroad, and Southern Nevada Railway
6. Annual rail-highway grade crossing program



Mid-term (6-20-years) Projects:

1. Developing consolidated intercity and intracity bus/rail terminals in Elko, Winnemucca, Sparks, Reno, Las Vegas, and Laughlin
2. Rail service for bid to host 2022 Winter Olympic Games, pending further study
3. UPRR Phase 2 improvements, involving Oreanna, Valery, and Massie sidings; Elko CTC; and California Donner Pass second track replacement and CTC upgrade
4. White Pine (Nevada Northern Railway) Shortline track upgrades
5. Fallon transload facility relocation
6. Northern and southern Nevada inland port projects

Long-term (20+ years) Projects:

1. WHSRA northern Nevada and Golden Triangle initiatives and NDOT multi-state multimodal framework study
2. Multimodal high speed rail transportation hub in Las Vegas area

NDOT is the lead on coordinating, prioritizing, and advancing the annual rail-highway grade crossing improvement program, in cooperation with NPUC and local participants, which is funded with FRA dollars and a UPRR match.

NDOT or a local entity, could take the lead on developing a future multimodal high speed rail transportation hub, affecting Clark County. NCED is the lead on the state's inland port legislation, which calls for rail to be among the modes considered for any such site developed in Nevada. The other projects on the list involve third-party initiatives for passenger and freight rail improvements, from both the private and public sectors for passenger rail, or from local/county initiatives for rail projects.

NDOT can work to enhance its internal coordination for rail-related opportunities. For example, rail and road safety programs can include consideration of ITS possibilities to enhance intermodal operations, such as relating a signal pre-emption to a nearby rail-highway grade crossing or sharing more system data to coordinate rail and highway activities. DesertXpress will be required to connect with Las Vegas' FAST management center, according to the FHWA ROD for the high speed rail project.

NDOT should be involved in working to advance each of the projects recommended in the state rail plan. NDOT's role should be to coordinate with other agencies of government and other states and the US DOT agencies, as well as the private sector to advance the projects. In

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
Ely District Office
HC33 Box 33500 (702 N. Industrial Way)
Ely, Nevada 89301-9408
http://www.blm.gov/nv/st/en/fo/ely_field_office.html

TAKE PRIDE IN AMERICA

2850 (NV-043)
NVN-49781, IDI-26446, NVN-85210

CERTIFIED MAIL NO. 7006 0810 0005 7120 7138 - RETURN RECEIPT REQUESTED

DECISION MAY 30 2008

Assignee

Great Basin Transmission, LLC	:	FLPMA Title V
c/o LS Power Development, LLC	:	Transmission Power Line
400 Chesterfield Center, Ste. 110	:	Right-of-Way
St. Louis, Missouri 63017		

Assignor

Idaho Power Company
1221 West Idaho
Boise, ID 83702

PARTIAL ASSIGNMENT ISSUED

On December 8, 1994 Right-of-Way Grant (ROW) NVN-49781 was issued to Idaho Power Company (IPC) for an electrical transmission line, substation sites, series compensation station sites, and communication sites, for the Southwest Intertie Project (SWIP). On May 23, 2008, the Bureau of Land Management (BLM) received a letter from IPC requesting a partial assignment of the above mentioned ROW Grant to Great Basin Transmission, LLC (GBT). Also received was an application (SF299) from GBT to process the partial assignment of the same ROW Grant to their company.

This assignment covers the portion of the ROW that extends from the SWIP ROW's southern terminus at the southern boundary of T. 17 S., R. 64 E., Section 7, located in Clark County, Nevada to the northern boundary of T. 18 N., R. 61 E., Sections 19 and 20, located in White Pine County, Nevada. Also included in this assignment is the application for amendment submitted by IPC in July, 2007, which will be completed upon approval of the Environmental Assessment (EA) and Decision Record, Finding of no Significant Impacts (DRFONSI). Attached to the Assignment Decision is the legal description of the section of the SWIP ROW being assigned. Also attached are the original stipulations contained in the IPC ROW, along with additional stipulations (Exhibit B) that have been added to the new ROW Grant.

You must pay a fee to BLM for the costs we will incur in monitoring the construction and operation of your authorized use. These fees will be charged to the Cost Recovery Account set up for this project.

Rent for use of public lands must also be paid in advance of such use and prior to issuance of the ROW grant. Rent for a linear right-of-way is based on a schedule that is adjusted annually based on the Implicit Price Deflator (IPD), an inflation index. Rent will be billed on January 1 of each year and will be due within 30 days of receipt of the statement.

If you have any questions, please call Brenda Linnell at (775) 289-1808 or e-mail to Brenda_Linnell@nv.blm.gov.

Sincerely,

for

John F. Ruhs
District Manager
Ely District Office

Cc: Idaho Power Company
Frederick Marcell (NV-060), Las Vegas DO
Allen Mariluch (NV-010), Elko DO

Enclosures

Map
Exhibit A, Legal Description
Exhibit B, Stipulations

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
Ely District Office
HC33 Box 33500 (702 N. Industrial Way)
Ely, Nevada 89301-9408
http://www.blm.gov/nv/st/en/fo/ely_field_office.html

TAKE PRIDE IN AMERICA

In Reply Refer to:
2850 (NV-040)
N-85210

FEDERAL EXPRESS

AUG 05 2008

DECISION

Great Basin Transmission, LLC c/o LS Power Development, LLC 400 Chesterfield Center, Ste., 110 St. Louis, Missouri 63017	: : :	FLPMA Title V Transmission Power Line Right-of-Way

RIGHT-OF-WAY GRANT AMENDED

On July 24, 2007, Great Basin Transmission, LLC (GBT), filed an application to amend existing right-of-way (ROW) grant N-85210, which was assigned from Idaho Power Company to GBT on May 30, 2008.

The amendment includes two modifications to N-85210, which are identified below:

- An extension of the ROW and 500 kV transmission line for approximately four miles from the originally approved southern terminus, (Dry Lake 500 kV Substation which was never constructed), to the now existing Harry Allen 500 kV Substation in Clark County, north of Las Vegas, Nevada.

- A modification of the ROW Grant in the Robinson Summit area northwest of Ely, Nevada, which would shift the location of the Robinson Summit Substation from its currently approved location, to a site approximately ¾ mile to the northwest, (the relocated site is referred to as the Thirtymile Substation).

Enclosed are Exhibit A, Legal Descriptions; Exhibit B, Stipulations; and maps of the amended locations. This amendment is subject to all of the terms and conditions contained in the original ROW N-49781, and additional stipulations contained in the assignment of the southern portion of ROW N-49781 to ROW N-85210. Enclosed is a copy of both sets of stipulations related to this project in addition to the enclosures mentioned above.

According to 43 CFR 2806.10 (a), before a right-of-way authorization can be issued the required rental payment must be received. Rent for the extension of the transmission line as identified above (approximately 4 miles), would be $153.00. Rental was received on May 27, 2008.

Within 30 days of receipt of this decision, you have the right of appeal to the Board of Land Appeals, Office of the Secretary, in accordance with the regulations in 43 CFR 4.400. If an appeal is taken, you must follow the procedures outlined in the enclosed Form 1842-1, Information on Taking Appeals to the Board of Land Appeals. Within 30 days after you appeal, you are required to provide a Statement Reasons to the Board of Land Appeals and a copy to the Regional Solicitor's office listed in Item 3 on the form. The appellant has the burden of showing that the decision appealed from is in error.

If you appeal this decision, please provide this office with a copy of your Statement of Reasons. This decision, under the provisions of 43 CFR 2800 constitutes a final decision and remains in full force and effect during an appeal unless the Secretary rules otherwise. Refer to 43 CFR 2801.10 for the requirements for filing a petition for stay.

If you wish to file a petition pursuant to regulation 43 CFR 4.21 (58 FR 4939, January 19,1993) or 43 CFR 2801.10, for a stay of the effectiveness of this decision during the time that your appeal is being reviewed by IBLA, the petition for a stay must accompany your notice of appeal. A petition for a stay is required to show sufficient justification based on the standards listed below. Copies of the notice of appeal and petition for a stay must also be submitted to each party named in this decision and to IBLA and to the appropriate office of the Solicitor (see 43 CFR 4.413) at the same time the original documents are filed with this office. If you request a stay, you have the burden of proof in demonstrating that a stay should be granted.

Standards for obtaining a Stay

Except as otherwise provided for by law or other pertinent regulations, a petition for a stay of a decision pending appeal shall show sufficient justification based on the following standards:

1. The relative harm to the parties if the stay is granted or denied,
2. The likelihood of the appellant's success on the merits,
3. The likelihood of immediate and irreparable harm if the stay is not granted, and
4. Whether the public interest favors granting the stay.

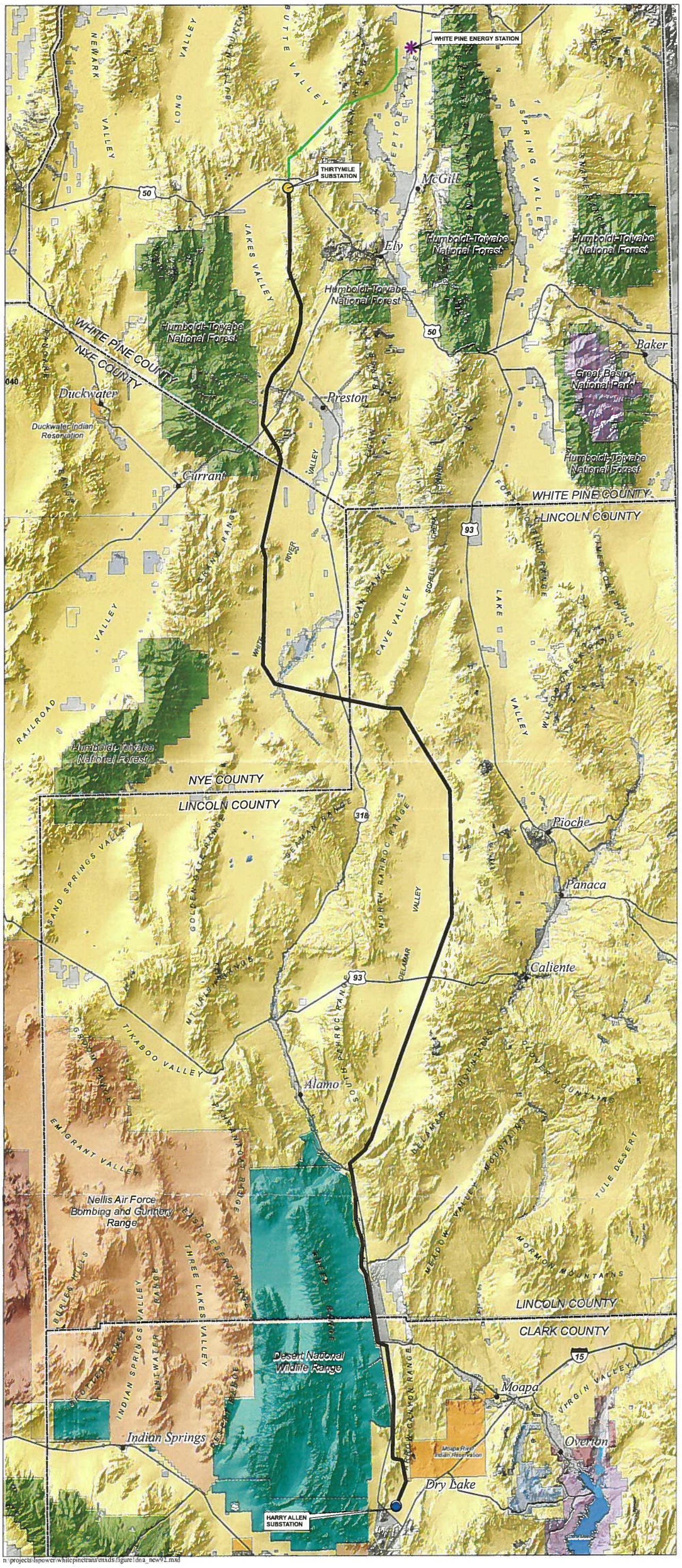
If you have any questions or concerns regarding this matter, please feel free to contact Brenda Linnell, Realty Specialist at (775) 289-1808, or e-mail to Brenda_Linnell@nv.blm.gov.

Michael T Fabender

For John F. Ruhs
District Manager
Ely District Office

2. Enclosures
   1. Form 1842-1
   2. Exhibit A, Legal Descriptions
   3. Exhibit B, Stipulations
   4. Maps

Cc: Frederic Marcell (NV-050)



REGIONAL LOCATION

Land Jurisdiction

- Bureau of Indian Affairs
- Bureau of Land Management
- Bureau of Reclamation
- Department of Defense
- Department of Energy
- Fish and Wildlife Service
- Forest Service
- National Park Service
- State of Nevada
- Private

Electrical Transmission Facilities

- SWIP - Southern Portion (N-85210)
- SWIP - Central Portion (N-85211)
- Proposed White Pine Energy Station
- Proposed Thirtymile Substation
- Harry Allen Substation

General Reference Features

- County Boundary
- Major Transportation

Sources
BLM - Nevada State Office, Land Ownership 2005
USGS, 30 meter Digital Elevation Models

0 5 10 20 Miles

SOUTHWEST INTERTIE PROJECT
500kV Transmission Line
Southern & Central Portions

Great Basin Transmission, LLC

Project Location

August 2008

Figure 1-1

epg

n:\projects\lapower\whitepinetrans\mxds\figure1dna_new92.mxd

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
Ely District Office
HC33 Box 33500 (702 N. Industrial Way)
Ely, Nevada 89301-9408
http://www.blm.gov/nv/st/en/fo/ely_field_office.html

TAKE PRIDE IN AMERICA

2850 (NV-043)
NVN-49781, IDI-26446, NVN-85211

CERTIFIED MAIL NO. 7006 0810 0005 7120 7145 - RETURN RECEIPT REQUESTED

DECISION

MAY 30 2008

Assignee

Great Basin Transmission, LLC c/o LS Power Development, LLC 400 Chesterfield Center, Ste. 110 St. Louis, Missouri 63017	: : :	FLPMA Title V Transmission Power Line Right-of-Way

Assignor

Idaho Power Company
1221 West Idaho
Boise, ID 83702

PARTIAL ASSIGNMENT ISSUED

On December 8, 1994 Right-of-Way Grant (ROW) NVN-49781 was issued to Idaho Power Company (IPC) for an electrical transmission line, substation sites, series compensation station sites, and communication sites for the Southwest Intertie Project (SWIP). On May 23, 2008, the Bureau of Land Management (BLM) received a letter from Idaho Power Company requesting a partial assignment of the above mentioned ROW Grant to Great Basin Transmission, LLC (GBT). Also received was an application (SF299) from GBT requesting partial assignment of the same ROW Grant.

This assignment covers the portion of the ROW that extends north from the southern boundary of T. 18 N., R. 61 E., Sections 17 and 18 to the northern boundary of T. 21 N., R. 63 E., Section 2, which is all located in White Pine County, Nevada. Attached to the Assignment Decision is the legal description (Exhibit A) of the section of the SWIP line being assigned. Also attached are the original stipulations contained in the IPC ROW, along with additional stipulations (Exhibit B) that have been added to the new ROW Grant.

You must pay a fee to BLM for the costs we will incur in monitoring the construction and operation of your authorized use. These fees will be charged to the Cost Recovery Account set up for this project.

Rent for use of public lands must also be paid in advance of such use and prior to issuance of the ROW grant. Rent for a linear right-of-way is based on a schedule that is adjusted annually based on the Implicit Price Deflator (IPD), an inflation index. Rent will be billed on January 1 of each year and will be due within 30 days of receipt of the statement.

If you have any questions, please call Brenda Linnell at (775) 289-1808 or e-mail to Brenda_Linnell@nv.blm.gov.

Sincerely,

for

John F. Ruhs
District Manager
Ely District Office

Cc: Idaho Power Company
Frederick Marcell (NV-060), Las Vegas DO
Allen Mariluch (NV-010), Elko DO

Enclosures

Map
Exhibit A, Legal Description
Exhibit B, Stipulations

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
Elko District Office
3900 East Idaho Street
Elko, Nevada 89801
http://www.nv.blm.gov

TAKE PRIDE IN AMERICA

In Reply Refer To:
2800 (NVE0300)
NVN-049781

MAR 1 0 2009

CERTIFIED MAIL # 7002 0860 0004 9775 3367 & 7002 0860 0004 9775 3368
RETURN RECEIPT REQUESTED

DECISION

Idaho Power Company, LLC (Assignor) P.O. Box 70 (83707) 1221 W. Idaho St. Boise, ID 83702	:	Right-of-Way Assignment Approved NVN-049781
And	:	
Great Basin Transmission, LLC (Assignee) c/o LS Power Development, LLC ATTN: Mark Milburn 400 Chesterfield Center, Suite 110 St. Louis, MO 63017	:	

ASSIGNMENT APPROVED

On February 9, 2009, this office received two written and signed agreements as well as a completed SF-299 in which both the Idaho Power Company, LLC (IPC; also known as the "Assignor") and the Great Basin Transmission, LLC (GBT; also known as the "Assignee") jointly made an Application for Approval of Assignment of a Right-of-Way Grant Number NVN-049781. It is fully understood that the Idaho Power Company, LLC (Assignor) and the Great Basin Transmission, LLC (Assignee) have agreed to the following terms and conditions in writing:

A. Idaho Power Company, LLC (Assignor) does hereby consent to assign to Great Basin Transmission, LLC (Assignee) all undivided right, title, and 100% interest in and to Right-of-Way Grant Number NVN-049781 (commonly known as the Southwest Intertie Project [SWIP] North).
B. The Great Basin Transmission, LLC (Assignee and Applicant) agrees to comply with and be bound by the terms and conditions stipulated in the subject Right-of-Way Grant Number NVN-049781.

This BLM Office officially acknowledges this 100% Assignment **from** Idaho Power Company, LLC (Assignor) and **to** Great Basin Transmission, LLC (Assignee), and it will make the necessary administrative changes and updates in LR2000 to reflect this Assignment transaction.

This decision may be appealed to the Interior Board of Land Appeals, Office of the Secretary, in accordance with the regulations contained in 43 CFR, Part 4 and the enclosed Form 1842-1. If an appeal is taken, your notice of appeal must be filed in this office (at the above address) within 30 days from receipt of this decision. The appellant has the burden of showing that the decision appealed from is in error.

If you wish to file a petition pursuant to regulations at 43 CFR 2801.10 or 43 CFR 2881.10 for a stay of the effectiveness of this decision during the time that your appeal is being reviewed by the Board, the petition for a stay must accompany your notice of appeal. A petition for a stay is required to show sufficient justification based on the standards listed below. Copies of the notice of appeal and petition for a stay must also be submitted to each party named in this decision and to the Interior Board of Land Appeals and to the appropriate Office of the Solicitor (see 43 CFR 4.413) at the same time the original documents are filed in this office. If you request a stay, you have the burden of proof to demonstrate that a stay should be granted.

Standards for Obtaining a Stay

Except as otherwise provided by law or other pertinent regulations, a petition for a stay of a decision pending appeal shall show sufficient justification based on the following standards:

(1) The relative harm to the parties if the stay is granted or denied,

(2) The likelihood of the appellant's success on the merits,

(3) The likelihood of immediate and irreparable harm if the stay is not granted, and

(4) Whether the public interest favors granting the stay.

Sincerely,

Bryan K. Fuell
Manager, Wells Field Office

Enclosures:
Form 1842-1
Attachment A: Memo, Map, and 8 pages of Legal Descriptions for Assigned ROW Grant (N-49781)
Copy of Consent from Idaho Power Company, LLC (Assignor) to Assignee, signed on 01/29/2009
Copy of Assignee Agreement from Grant Basin Transmission, LLC (Assignee) signed on 02/03/2009

IDAHO POWER®
An IDACORP Company

RECEIVED
OFFICE
PM 1:50

Mr. Allen Mariluch
Bureau of Land Management
Wells Field Office
3900 E. Idaho St.
Elko, NV 89801

Re: Southwest Intertie Project ROW NVN-49781; Request for Assignment

Dear Mr. Mariluch:

Pursuant to 43 CFR 2807.21, Idaho Power Company (IPC), as the holder of record of the above-referenced right-of-way grant (SWIP ROW), consents to and requests BLM approval of the assignment of all of IPC's right, title and interest in the SWIP ROW to Great Basin Transmission, LLC (GBT). A detailed legal description of the SWIP ROW is contained in the attached SF-299, which has been executed by GBT and attached to this letter as per BLM's regulations.

In addition to attached SF-299, this letter includes at its end the signed statement by an authorized representative of GBT that GBT agrees to comply with and be bound by all terms and conditions of the right-of-way grant.

Consistent with prior discussions, IPC and GBT request that you sign, date and transmit BLM's approval of this assignment to the parties (by fax or by email of the scanned executed approval document) on March 10, 2009, which is the date fixed by IPC and GBT for closing of the underlying commercial transaction. A representative of IPC will call you from the closing and request that you execute and transmit the approval, and will provide you with contact information necessary for same.

We appreciate your cooperation in this matter. If you have any questions, please contact Kip Sikes at (208) 388-2459.

Signature of Assignor

January 29, 2009
Date

Daniel B. Minor
Name

Senior Vice President, Delivery
Title

P.O. Box 70 (83707)
1221 W. Idaho St.
Boise, ID 83702

Assignee Agreement

Great Basin Transmission, LLC does hereby make application for approval of the above assignment of right-of-way grant number NVN-49781. This application is made pursuant to the regulations in 43 CFR Part 2800. Great Basin Transmission, LLC, the undersigned applicant, agrees to comply with and be bound by all terms and conditions of the right-of-way grant.

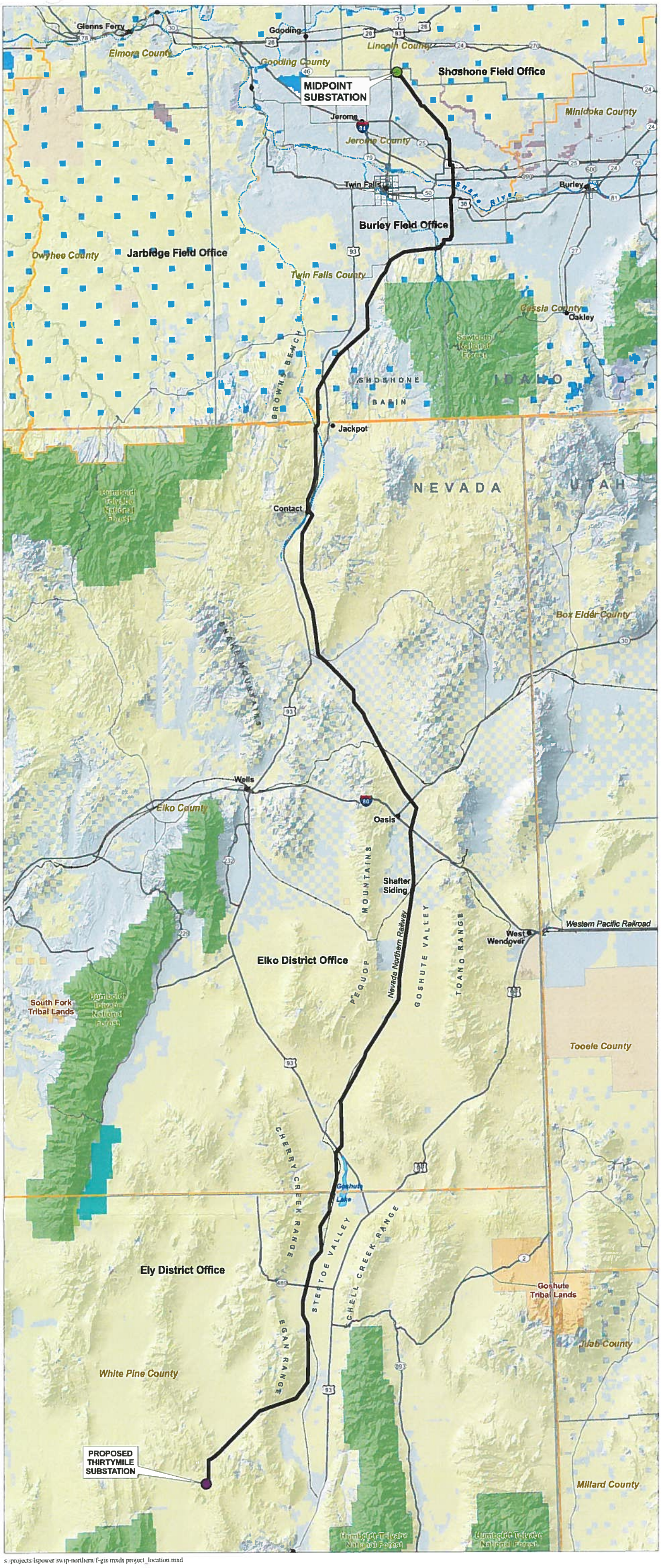
Paul G. Thessen
Signature of Assignee

2/3/09
Date

Paul G. Thessen
Name

VP
Title

Attachment - SF-299



s:\projects\lspower swip-northern\f-gis\mxds\project_location.mxd

REGIONAL LOCATION

LAND JURISDICTION

- Bureau of Land Management Field Office Boundary
- Tribal Jurisdiction
- Bureau of Land Management
- Bureau of Reclamation
- Department of Defense
- Department of Energy
- Fish and Wildlife Service
- Forest Service
- National Park Service
- State Land
- Private

Electrical Transmission Facilities

- Preliminary 500kV Transmission Line Alignment
- Proposed Thirtymile Substation
- Midpoint Substation

General Reference Features

- County Boundary
- Interstate Highway
- US Highway
- State Highway
- Railroad

Sources
BLM - Nevada State Office, Land Ownership 2006
USGS, 30 meter Digital Elevation Models

0 5 10 20 Miles

SOUTHWEST INTERTIE PROJECT
500kV Transmission Line
Northern Portion

Great Basin Transmission, LLC

Project Area Map

November 2009

Figure 1

epg

I-11 and Intermountain West Corridor Study

Public Meeting Comment Form

My name is James Garza, Director of the Community and Economic Development Office for White Pine County, Nevada. I am submitting these comments on behalf of our office in response to your request for comments regarding the I-11 and Intermountain West Corridor Study. I am in support of Alternative HH - NOT for the following reasons.

1. In identifying the shortest route from Mexico to Canada, US-93 is one of the only routes that are continuous from both borders and is the shortest route of all existing corridor routes today. It would need to be determined as to the existing Right of Way width currently available and in place compared to what width would be required to determine if additional ROW will need to be acquired from private landowners.

2. White Pine County has adopted the WPC Conservation, Recreation, and Development Act of 2006 which coordinates efforts with the White Pine Public Lands Bill that will make 45,000 acres available in White Pine for public auction within the next 17 years. This will open up opportunities for new private development that could be available to allow industrial and manufacturing industries to develop along the I-11 corridor. Only 23,000 acres have been identified, we still need to identify 22,000 acres, which could be developed along the new corridor alignment to allow public access to the ROW for development.

3. The Lincoln Public Lands Bill may have similar opportunities as well to develop new industrial and manufacturing facilities along I-11 corridor. I would reach out to Mike Baughman, Economic Development Consultant for Lincoln County 775-883-2051.

4. Two Right of Way grants have been issued by the Bureau of Land Management - Ely District Office, to NV Energy and LS Power to develop a 500 kV Power Line Energy Corridor . Although each applicant holds access rights to 200' of width along the line between Harry Allen Substation (Las Vegas) and Shoshone, Idaho, it is my understanding the ROW was issued at a 0.75 to 0.5 of a mile wide. This Energy Corridor may allow I-11 an opportunity to apply to change a portion of the "purpose and need" to be able to consider utilizing a portion of the remaining width and reduce the amount of time required for environmental studies, NEPA costs, and administrative energy to start a ROW from scratch. No Tribal Land negotiations or private landowners purchases would be required if staying within the ROW currently in place. The northern corridor from Ely to Shoshone, Idaho may not develop a power transmission line and may be able to discuss changing the purpose and need altogether strickly for this purpose.

5. The Rural America Campaign launched by the Obama Administration in August 2011 addresses the need for American families to look toward rural communities to raise their families while taking advantage of the opportunities the rural areas host. This project needs to consider that iniative and look toward an Alternative that allows new develop of manufacturing opportunities and not focus on active and congested traffic patterns that will have limited open range lands to develop at costs outside of the budgets of new industries. Go to the link below for the White House Executive Order.
http://www.whitehouse.gov/sites/default/files/jobs_economic_security_rural_america.pdf

6. I-70 extends from Baltimore and travels westward through the center of the US and stops on the eastern side of Utah. If this corridor should ever continue into central California as forecasted, it would develop a cross section in Ely, Nevada. If I-11 were aligned to intersect through Ely, this may open the doors to continue the initiative behind I-70 to continue westward.

7. All Nevada western alternatives being considered will have much higher costs in land acquisitions, tribal agreements, and greater amount of materials to develop much longer arteries than just creating a path straight north from Las Vegas.

8. Snow birds from the north and tractor trailer traffic would have I-11 access from Idaho, straight into Las Vegas and Phoenix without having to route through congested traffic flows in Reno, Nevada or Salt Lake City, Utah to reach US-95 or I-15, coming from Seattle, WA., Spokane, WA., Boise, ID., or Helena, MT.. There are many folks that utilize US-93 now but improved lane widths would be much now welcoming to travel on.

9. Ely (White Pine County) and Wells (Elko County) have under utilized airports and industrial parks that have ample space available to develop new manufacturing facilities with improvements and incentives to welcome I-11 followers.

10. Rail currently exists along the US-93 corridor and is serviceable from Las Vegas to Caliente and then picks back up in Ely to Shafter (improvements will be required on southern section) that will allow access to UP and BNFS east-west rail ports. The Power Line ROW runs adjacent to the Nevada Northern Short-line rail from Ely to Shafter.

11. Ely, Nevada has power services provided by a Cooperative Utility Company (Mt. Wheeler Power) that are among the lowest power rates in the nation, 6.6 cents per kW with qualification to manufactures. We also have ample water resources to support manufacturing industries to package with our low rates and streamlined permitting process to develop a property.			
12. White Pine County has ample Tax Bond Credits to award to a Manufacturing facility to capitalize on utilizing the State Industrial Development Revenue Bonds to finance a development of a new facility from ground up.			
Legislation	1	How well does the alternative meet the intent of legislative actions, including MAP-21 and the 1995 National Highway Systems Designation Act?	WPC has applied for a Federal Lands Access Program grant of $11.4M with a total project cost of $12M to invest with NDOT and NDOW to conduct highway improvements to US-93 at Comins Lake to re-align the highway, rebuilt the existing dam, and construct two wildlife underpasses that would benefit Alternative HH as part of the MAP-21 initiative. NDOT's Landscape and Aesthetics Corridor Plan has identified improvement projects on US-93 from Caliente, to Ely, straight to Wells and Jackpot. The State Rail Plan has identified our Short-line Rail as #5 for Short-term projects and #4 for mid-term projects for freight rail project improvements for the State.
System Linkage	2	How well does this alternative connect major national and international activity centers from Mexico to Canada through the Intermountain West?	US-93 starts at Nogales, Mexico, runs north thru Arizona, into Phoenix, up to Las Vegas, thru Ely, Wells, and Jackpot, Nevada; into Southern Idaho, thru Twin Falls, to Shoshone , Idaho (where the LS Power Corridor stops from Ely), thru Salmon, Idaho and runs to Missoula, Kalispell, and Eureka, Montana, right across the Canadian border into British Columbia. This is the shortest route possible for one corridor to follow, with the least amount of federal Right of Way to acquire in Nevada, with no Tribal lands involved, utilizing the SWIP On-Line Power Line existing easement from Harry Allen substation in Las Vegas to the Thirty Mile Substation outside of Ely, jumping onto the LS Power Federal Right of Way at the Thirty Mile Substation straight north, along the existing Short-line rail into Shafter, Nevada and into Shoshone, Idaho, where the LS Power Right of Way ends. This route will be able to capitalize on the existing NEPA's studies that have been completed and utilize portion of the 1,000' wide Right of Way issued to both lines with only 200' of Right of Way obligated to each power line project, leaving 800' to be utilized for future projects, like I-11.
	3	How well does this alternative most directly close gaps and/or develop missing linkages in the regional and national transportation network?	Within Nevada, I-70 has the potential to continue its western route from I-15 just outside of Sevier, UT, follow westward along either US-50 or US-6 into central California. I-70 starts from Baltimore and was designed to be a US mid-section east - west corridor to reach the California coastline. Having an I-11 corridor intersection in Ely thru US-93 may encourage the continuation of this I-70 Corridor. The western part of the US has I-5 going north-south on the coast line and I-15 going north-south in the western mid-section. The US-93 would help relieve traffic flows on both of those congested corridors traveling north and south from Mexico to Canada.

	4	How well does this alternative connect with adjacent segments/sections?	US-93 intersects Interstate 19, 10, 8, 17, 40, 15, 80, 84, and 90. This alternative would open the door to major commercial developments at all of these intersection as will as provide multiple avenues to dart east or west at any point along the US-93 route.
Trade Corridor	5	How well does this alternative connect major freight hubs and high capacity transportation corridors?	Nogales, Mexico is one of the heaviest traveled border crossings for freight coming from the Western Region of Mexico, crossing into Phoenix, Las Vegas, Twin Falls, Salmon, and Missoula, several major industrial hubs in the Western US. Having nine major US Interstate crossing intersections, not too many other alternatives will be able to provide such industry growth in so many cities that play an active role in economics within each represented state.
Model Interrelationships	6	How well does this alternative maximize opportunities for intermodal connectivity (highway, rail/transit, aviation)?	The South Central Route (UPRR) and the Nevada Northern Railway follow these corridors north - south in Eastern Nevada. The development of I-11 could encourage the bridging of these two rail lines to create a true north-south Rail as identied in the Nevada State Rail Plan. Ely and Wells have under-utilized commercial airports and industrial parks that would be able to accommodate new manufacturing facility development, utilizing the I-11 corridor. Ely has 300 acres available in its industrial park and 1,800 acres at its commercial airport to accommodate new manufacting development.
	7	How well does this alternative accommodate multiple modes in a shared alignment footprint (highway and rail)?	If the I-11 corridor utilizes the power easement Right of Ways mentioned above, there will be 800' of width available to this initiative. Some areas either have existing rail in the space now or just adjacent of the space. Of course, the 500kV power line will be adjoining within the corridor and fiber will be present.
Capacity/ Congestion	8	How well does this alternative relieve existing and projected congestion between and within the major activity centers in Nevada and Arizona?	This alignment will free up traffic on I-15 into Utah and US-95 just outside of Reno, Nevada. Depending what route is utilized to go around Las Vegas, this route may keep north-south traffic out of the Las Vegas major traffic flow patterns during casino resort shift changes and into the Reno area.
	9	How well does this alternative align with existing conditions or proposed improvements at land ports of entry (as appropriate)?	Land Ports from Nogales, Mexico into British Columbia, Canada will benefit from this corridor alignment. Las Vegas southeastern and northeastern industrial park areas will benefit from this route, not having to cross into the western area of heavily populated Clark County, allowing White Pine County to improve its industrial park and allowing Wells, Nevada, Twin Falls, and Salmon Idaho to do the same.

Economic Vitality	10	How well does this alternative support regional, state and national economic development goals?	Renewable energy industries are a focused industry the State has identified within the State Plan to diversify our Nevada economy. The eastern part of the state will continue to lead the way in this area. This corridor will pass in the vicinity of Nevada's only commercial grade wind farm in White Pine County. White Pine and Lincoln County have high potential for biomass development with its feedstock of juniper-pinion pine infestation. As well, both counties will see the next big oil and gas boom in the US, with more than 1.3 million acres in White Pine under oil and gas lease on public lands, developing a 500,000 acre oil exploration project with Plains Exploration. Elko County has a 350,000 acre Noble Energy oil exploration project along this corridor mentioned above. The materials needed to conduct exploration and the trucking of crude oil will utilize this new corridor. As always, the Mining Industry is a big provider of revenue into the state and many mining project exist within 50 miles of this corridor, trucking concentrates out now by tractor trailer traffic. Agriculture is a big player and with water available on the east central and east northern areas of the state, new industries will develop outside this footprint of the corridor, utilizing some of the cheapest electricity rates available in the western US. Ely provides 6.6 cents per kW for manufacturing and goes down in price with a higher demand usage.
Project Status / Transportation Policy	11	How well does this alternative comply with corridor - related actions taken to date?	NDOT has plans to improve areas along US-93 and with a $11.4M Federal Lands Access Program grant awaiting for award to White Pine County with $10.9M allocated just to US-93 improvements, this project will compliment the alignment of I-11 corridor. The State Rail Plan have targeted improvements along the rail lines within the corridor in the future. Usage of the under-utilized airports and industrial parks will help promote new develop away from the congested I-15 and onto US-93.
	12	How well does this alternative conform to locally adopted transportation plans?	White Pine and Lincoln County have Public Land Acts that allow for the public sale of federal lands to the general public to encourage economic development. White Pine has 45,000 acres that will need to be sold within the next 18 years to inspire private enterprise. These Public Land Acts will encourage and support growth of jobs along this corridor alignment on US-93.
Environmental Sustainability	13	How compatible is this alternative with regional open space, conservation, and land management agency planning?	Currently, if this corridor utilizes the two power line Right of Ways issued to accommodate NV Energy and LS Power's 200' wide ROW, minimal work will be required to update the NEPA studies previously completed for the 1,000' right of way for both projects approved. No Tribal lands will be crossed. And no private lands will need to be purchased. This will save the project millions of dollars in land acquition and costs for feasibility studies and right of way acquisitions of public lands utilizing both R.O.W's. If the corridor stays on US-93, minimal work will be required to secure Right of Way if any section of the existing US-93 corridor does not meet the minimal width required for I-11 from Las Vegas to British Columbia.

	14	How well does this alternative minimize environmental impacts (such as drainage, topography, species, and biological connectivity)?	The NEPA EIS have been completed and all issues have been addressed in the two Right of Way grants authorized and the information may be available on line as Right of Way Assignment Approved NVN-049781, IDI-26446, NVN-85210 per the BLM website. If not, WPC can provide documents.
Land Use and Ownership	15	How consistent is this alternative with regional land use and growth strategies?	Very consistent. The Great Basin Regional Development Authority (White Pine, Eureka, and Lander Counties) are looking for avenues to improve transportation traffic flow into eastern Nevada, utilizing underserved highway, airport, and industrial park initiatives. As well, White Pine, Lincoln and Elko Counties have simplified permitting processes that are not complex as most major metropolitan areas and support major project development that brings in job growth and sales tax base during construction. Our Comprehensive Economic Development Strategy (CEDS) plans call out for improved logistic avenues toward transportation and support new arterial growth. These CEDS Plans can be provided upon request from all counties.
	16	How compatible is this alternative with major land ownership patterns?	Private and Tribal land ownership is non-existent if considering the power line ROW easements in place on just public lands. Majority of the land mass in Eastern Nevada are public lands controlled by the BLM.
Community Acceptance	17	How well is this alternative accepted by the local communities?	Any new avenue or utilization of existing traffic flow corridors are always welcomed in rural communities and support the Rural America campaign launched by the Obama administration to support growth in rural communities with the movement of populations out of congested metropolitan areas. You will find that White Pine, Lincoln, and Elko County will welcome the corridor as it has the power line ROW projects that boost sales tax revenues into our communities.
Cost	18	What is the overall relative cost of this alternative, where 1 is the highest relative cost and 5 the lowest?	I would assume the saving of not needing to complete a full NEPA Study, the cost of time to do such, the roadway improvements to the shortest route thru the state, with minimal -too- no private land acquisition requirement or Tribal land involvement, would pose the lowest cost to the project from all considered alternatives being reviewed thru Nevada.

Jim Garza

From: Moore, Jill <jmoore@blm.gov>
Sent: Thursday, October 31, 2013 3:46 PM
To: wpcedc@mwpower.net
Cc: Mindy Seal
Subject: Info Related to I-11 Corridor Discussion

Jim:
We have language related to the SWIP energy corridor in our Resource Management Plan:
"LR-34: Manage corridors in the RMP planning area as follows (see Map 12):...
"D. Designate the approved Southwest Intertie Project corridor at 0.75 mile wide from the Elko/White Pine County line to the point where it parallels Highway 93 and the Pahranagat Wildlife Refuge, and at 0.5 mile wide from that point to the Clark County line."

The actual ON-Line (SWIP) project EA was finalized in July 2008. The EA is available on line at http://www.wapa.gov/dsw/environment/SWIP.htm (number NV-040-07-048).

The purpose was "...to make a decision on the use of public land for electrical transmission facilities that are necessary to construct and operate the SWIP – Southern Portion,
which requires amendment of the existing ROW grant...The ROW modifications evaluated in this EA are necessary for the construction and operation of the SWIP 500kV transmission line."

The West-Wide Energy Corridor (January 2009 programmatic EIS, which amended our RMP) defines energy corridors: Energy corridors may accommodate **multiple pipelines** (such as for oil, gas, or hydrogen), **electricity transmission lines**, and **related infrastructure**, such as access and maintenance roads, compressors, pumping stations, and other structures. The width of the corridor in this EIS is 3500 feet.

Based on our RMP, the SWIP EA, and the WWEC EIS, our quick-look assessment is that the work previously conducted would NOT be sufficient to adequately analyze the environmental impacts of a major highway within this ROW. It would be a different "purpose and need", and other alternatives would likely have to be developed and analyzed.

The current authorized ROWs are listed below:

1. N-85210 Southern Portion of SWIP - 234 mi long, 200 ft wide, held by Sierra Pacific Power, Nevada Power and Great Basin Transmission - it runs basically from the Harry Allen substation to the Thirtymile Substation.
2. N-49781 Northern Portion of SWIP - 431 mi long, 200 ft wide, also held by GB transmission - running from the Ely area north into Idaho.
3. N-85211 Middle Portion of SWIP - 30 mi long, 200 ft wide, also held by GB Transmission - it runs basically from the Gonder substation to the Cherry Creek area.

Note there is another ROW (N-82076) which is 236 mi long, 200 ft wide held by Sierra Pacific Power; currently "on hold" and not being developed.

Hope this information is helpful for you as you construct your comments.

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