



I-11 and Intermountain West Corridor Study

Stakeholder Partners Meeting: Business Case and Implementation Plan

May 21, 2014

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 Interstate link between Phoenix and Las Vegas (Congressionally Designed as I-11), 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 review the final Business Case and Implementation Program. Six meetings were held simultaneously in the study area: Tucson, Arizona; Buckeye, Arizona; Kingman, Arizona; Las Vegas, Nevada; Carson City, Nevada; and via live webinar/conference call. A total of 183 individuals signed in and participated in this series. The following report summarizes the results of this round of meetings.

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



Figure 1: Tucson, Arizona Stakeholder Partner meeting.

The purpose of this series of meetings was to receive feedback from Stakeholder Partners regarding the final Business Case and Implementation Plan. Participants

were provided access to the draft Implementation Program and PowerPoint presentation prior to the meetings.

Southern Arizona Meeting Summary

University of Arizona, Student Union Memorial Center
Kiva Room
1303 E. University Blvd.
Tucson, AZ

Meeting Feedback

Following the PowerPoint presentation, project co-manager Mike Kies and study team members John McNamara and Peggy Fiandaca led participants in a facilitated dialogue. The following feedback was provided by participants as part of that discussion.

General comments or clarification questions

- I did not see any discussion of water issues. Have we addressed those issues? *The State demographer's population and employment forecasts were used as part of the analysis.*
- The I-11 approach is based on the growth model approach for the state, and will destroy Avra Valley's lifestyle and properties. *A specific corridor alignment is not being recommended for the Southern Arizona Future Connectivity Area.*
- Do we have a timeframe for SR 189 widening/improvements? *The State Transportation Board approved moving ahead with the National Environmental Policy Act process in 2016 and construction in 2021.*
- Are we still considering corridors other than to Nogales, such as through and/or around the San Xavier district? *Yes.*
- How about use of both frontage roads and potentially managed lanes in existing corridors to save out-of-state truck traffic? *Yes, that is an option that should be studied. Truckers want reliability more than anything else.*
- Are frontage roads meant only for exit/entry transfer, and not for mainline travel? *Frontage roads are for local property access as well as mainline exit/entry.*
- Have tolls been discussed as potential funding sources? *Yes.*
- Does the segments of independent utility for Southern Arizona only include I-10 and I-19? *No. The blue shaded area represents segments of independent utility 1 and 2, which separates the border crossing from the rest of the Corridor.*
- How does the public know that alternatives other than the Avra Valley alignment will be studied? *It is ADOT policy to look at all realistic opportunities per the National Environmental Policy Act. These include: I-10 widening/double-decking; multimodal options; Pima County/Avra Valley; others.*
- PAG is wide open to options and wants all feasible options studied in the National Environmental Policy Act process.
- The Pima county manager has been pushing for the Sonoran Corridor, which includes the Avra Valley alignment. Double decking of I-10 through central Tucson would cost just 1/3 of the Avra Valley corridor.



Comments or questions regarding the Implementation Program

- If MAG moves ahead with the National Environmental Policy Act process on segments of independent utility 3 and 4, will they then move ahead of Pima County in terms of implementation? *The I-11 and Intermountain West Corridor is not yet included in the regional transportation plan.*

Comments or questions regarding the final Business Case

- Are job creation numbers in the Business Case available? *Yes; refer to the Corridor Justification Report and forthcoming Business Case documents. Future National Environmental Policy Act studies will also look at impacts of the corridor.*
- How do Arizona and Nevada get/capture this increased trade and manufacturing in Mexico? *Production sharing is already happening between Arizona and Mexico (Ford, Volkswagen, Trucks and Tractors in Hermosillo region).*
- There are other factors affecting trade, including: congestion of Port of Los Angeles/Port of Long Beach; expanding manufacturing in Mexico; and Panama Canal widening.

Other comments or questions

None.



Phoenix Metropolitan Area Meeting Summary

APS Palo Verde Energy Education Center
600 N. Airport Rd.
Buckeye, AZ

Meeting Feedback

Following the PowerPoint presentation, study team member Jaclyn Kuechenmeister and ADOT representatives Thor Anderson and Carlos Lopez led participants in a facilitated dialogue led participants in a facilitated dialogue. The following feedback was provided by participants as part of that discussion.

General comments or clarification questions

- What will be the ultimate route that connects Casa Grande and US 93? In previous meetings routes connecting the two have been shown, but have not been shown anywhere in this presentation. *Several feasible and reasonable alternatives are recommended to move forward into further study. They were not shown at this meeting, as the conclusions of the alternatives analysis process was discussed and presented at the last meeting. The focus of this meeting is on the Corridor Implementation Program and Business Case.*
- In previous meetings there was discussion about potential issues with the alternatives along I-8 and SR 85. Have those issues been resolved? How can the study advance with a discussion of funding sources and implementation if key issues related to alignment remain unresolved? *No known major issues are present relative to I-8 and SR 85. While many alternative corridors still require more detailed analysis, the presentation of funding options is high level to illustrate the range of options available and the need to look at a variety of sources.*
- The segment of independent utility maps show multiple possible routes through the Phoenix and Las Vegas metropolitan areas. Which alignments were used to conduct the Benefit Cost Analysis? *The highest cost alternatives were used to develop the Benefit Cost Analysis, to achieve the most conservative benefit-cost ratio.*
- The study team seems to have lost sight of the reason why the Interstate system was developed in the first place: for military use. Military funding is not even included in the list of funding and financing sources. Has the study team had conversations with military establishments and has any thought been put into using military funding for building this transportation infrastructure? *Yes, ADOT and NDOT are in continual discussions with major military installations along the Corridor.*
- Does the Purpose and Need statement have to be approved by anyone before it can be finalized? *FHWA will have to approve the Purpose and Need statement. ADOT and NDOT are in the process of addressing comments received on the Purpose and Need from FHWA.*
- What is Arizona Corporation Commission's role with regards to utility transmission entities in the NEPA process? *The Arizona Corporation Commission is the lead state agency overseeing utility corridors; while ADOT has oversight over all statewide transportation corridors, the same is true for the Arizona Corporation Commission over statewide utility corridors.*
- Was the loop alignment between I-10 and SR 85 not already eliminated in the earlier evaluation process due to environmental concerns? It is still being shown as a viable alignment in the segment of independent utility 3 map. *According to ADOT and FHWA's regulations of the*



Planning and Environmental Linkages process, there is not enough reason to rule out the alignment at this stage.

- Did the study team solicit input on this study from the actual users of this corridor, such as utility companies, trade groups, transportation companies, and manufacturers? It does not look like their input was included in the analysis or development of the business case. *Yes, over 8,000 people have participated in the public outreach processes of this study. Electronic notices of project input opportunities have been sent to a wide ranging mailing list, including to potential corridor users.*
- Does the study team have a list of companies that have expressed support to the I-11 corridor? Is that list going to be available to the public? Should such companies be the ones who pay for such an infrastructure, rather than the taxpayers? *A vast list of project stakeholders have been contacted and asked to provide input at key stages of this project. No specific companies have pledged support for this Corridor to date. Very many individual taxpayers have provided their support.*
- Which metropolitan statistical areas have been included in developing the population and employment projections? *Tucson, Phoenix, Las Vegas, and Reno. The Corridor Justification Report has detailed information regarding source data.*
- It seems as if while developing the population and growth projects, it has been assumed that growth will continue to occur without any consideration for availability of water in this Corridor. It is dangerous to plan for long-term infrastructure investments with such assumptions. *Growth projections are based on the Arizona Department of Economic Security and local cities/towns. New development projects are required to prove a 100-year water supply to receive approval from the municipality.*
- Is it safe to assume that the Business Case ignores environmental costs? In the previous meetings, it was indicated that the factors that would play into the BCA would include environmental costs, but from today's presentation it seems as if BCA does not include environmental costs. *The Business Case is developed based on three different approaches to obtain the broadest foundation for understanding the potential economic benefits of the Corridor.*
- Segments of independent utility 3 and 4 have alignment options that start and end at different locations along I-10. Since individual segments of independent utility may be planned independently, how would you ensure that SIU segments connect with each other? *Further studies in segments of independent utility 3 and 4 would require some overlap to account for traffic impacts on I-10.*
- Lake Havasu City is a perfect example of how important it is for manufacturing units to locate where labor is available. When the City's founder originally established a saw mill in Lake Havasu City, it went bankrupt due to the unavailability of labor.

Comments or questions regarding the Implementation Program

- What is the timeline for the National Environmental Policy Act process, following the completion of this study? Is funding available to initiate some of the implementation steps/studies outlined on the Next Steps slide? *Funding is not available for any segments in Arizona. The Boulder City Bypass in Nevada is funded and will go to construction this year. It is likely that the interim facility of I-11 may require little immediate investment, taking advantage of existing transportation corridors with excess capacity.*



Comments or questions regarding the final Business Case

- From the presentation, it is unclear whether the total 2040 employment numbers shown on the Macroeconomic Analysis slide are for the study corridor or for the entire country. *Numbers are for the Corridor, based on improvements recommended in this study.*
- What happens to the 2040 scenario projects if we continue to go through the economic recession in the coming years? 2040 population and employment projections do not seem to take that possibility into account. *Population projections will continue to be revisited and the Implementation Program updated accordingly.*
- What is your vision for I-11 in terms of integrating utilities in the Corridor? *This Corridor has always intended to accommodate multiple modes and uses. ADOT and NDOT will continue coordinating with utility transmission companies. MPOs and COGs will play an important role in this process as well. However, it is ultimately up to the utility companies to determine if they have a need for shared use in this Corridor.*
- The presentation emphasized the competitive edge of Mexico for manufacturing outsourcing. Mexico is actually in a mess, and is being run by drug cartels. A lot of cleaning up will be required before we can think of locating manufacturing facilities in Mexico. *Several US companies already have major manufacturing plants in Mexico. This Corridor would allow us to take advantage of the trade already flowing to and from Mexico and add value in Arizona.*

Other comments or questions

- The slide on State, Regional and/or Local Funding Sources shows tolls as an option to fund highway projects in Arizona. Where has toll been used in Arizona before? *They haven't; this slide shows potential available funding sources.*
- When did the Arizona legislature approve tolls as a financing option? *Enabling legislation for public-private partnerships (PPP or P3) was passed in 2009.*
- The state experimented with the traffic speed cameras with Australian funding, which did not play out too well. Why is the state again looking at foreign sources for funding this project? *We are not. The funding/finance options presented show primarily federal, state, and local funding options.*
- How much money has been spent on the I-11 planning efforts to date? *Planning efforts for this Corridor have been ongoing for several decades, beginning with CANAMEX; it is difficult to estimate total costs.*
- Why is the media not invited/represented at this meeting? *This is a meeting of the "Stakeholder Partners" group which primarily includes key federal, state, regional, and local partners. In June, there will be a series of public meetings to gather input from the public at-large.*
- It is a mistake to include gas tax and vehicle registration fees for building large transportation infrastructure projects.



Northern Arizona/Southern Nevada Meeting Summary

Mohave County, Turquoise Room
3715 Sunshine Dr.
Kingman, AZ

Meeting Feedback

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

General comments or clarification questions

None.

Comments or questions regarding the Implementation Program

- Where will traffic interchanges be located? *The interim plan will include the I-40 Rancho Santa Fe Parkway TI and West Kingman TI projects.*
- Projects to widen US 93 will need to be finished. *Yes, this is the plan for I-11.*
- Philip Wisely, Hualapai Tribe: How many off ramps are planned between Wickenburg and Kingman? *ADOT has an Access Management plan for the US 93 Corridor. The plan indicates access locations based on a number of factors, including land use, and future growth/population estimates. This information will be included in the implementation plan.*
- Jed Noble, Mohave County: Steve Latoski submitted comments to consider fees for utility franchises. *Yes, we received his comments and will consider the proposed funding sources.*
- John Reid, BLM: Will this study be carried forward as a Tier One (through NEPA process)? *That is the likely scenario, however all future efforts will require funding that has not yet been identified.*

Comments or questions regarding the final Business Case

- Bob Riley, Kingman Airport Authority, Inc.: In our discussions, it appears Canada has not been taken into consideration. We need to look at emerging markets to the north, and research improving the movement of goods and services to and from Canada. *That is the ultimate intention of the I-11 Corridor. This initial study is primarily focused on the States of Arizona and Nevada as a place to start.*
- Bob Riley, Kingman Airport Authority, Inc.: The Industrial Park's biggest markets are 1) Los Angeles 2) Phoenix/Tucson and 3) Las Vegas and Reno (bottleneck moving consumer goods occurs north, in Las Vegas and Reno). Also, we need to look at the tourism aspect of a new corridor. The team will need to present a good case, why we need to build this now, revise benefit/cost-analysis information. Show how costs will become an economic benefit over time (5, 10, 15, 20 years).

Other comments or questions

- Mike Gibelyou, UNS Electric, Inc.: As the corridor develops we'll be looking toward electric vehicles, and in turn smaller-sized utility lines in the future. *We are proposing that sufficient right-of-way be preserved to accommodate possible future technologies that could be paired in the corridor.*



- Mike Gibelyou, UNS Electric, Inc.: When your report is completed, will you still be sending study updates via email? *Yes, ADOT and NDOT will have this contact list and use it for communicating future study and project developments.*



Las Vegas Metropolitan Area Meeting Summary

RTC of Southern Nevada
600 S. Grand Central Pkwy.
Las Vegas, NV

Meeting Feedback

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

General comments or clarification questions

- What is the difference between interim and full build? *For the Interim Build, we are looking at each segment and identifying improvements that can be done that are less than full Interstate standards but that will contribute to completing the Corridor. The Implementation Plan identifies those interim improvements for each segment.*
- You have identified state funding sources, but there is tremendous federal funding that is not identified as a possibility. *That's always a consideration. We do briefly mention federal transportation funding. It seems like a tremendous amount, but it's not adequate. We are not anticipating a huge increase in federal funding. RTC and Clark County are to be commended for supporting the fuel tax indexing to keep rates in line with inflation.*
- What kind of bump in federal funding would be considered significant? *There is a formula for federal funding; Nevada currently receives approximately \$300 million, not enough to fulfill existing need and this project could cost billions. There are other federal agencies that could potentially provide funding (e.g., Department of Defense, Department of Energy), but no sources have yet been identified. Additionally, opportunities for Public-Private Partnerships (PPPs) have not been explored as of yet.*
- Are you anticipating tolls? *In the near term, no. Current state law that prohibits tolling in Nevada. However, discussions continue in regards to ways to finance infrastructure beyond the traditional gas tax.*

Comments or questions regarding the Implementation Program

- What are the immediate next steps? Is there any timeframe for an advanced planning study for the corridor through Las Vegas? *Not yet. This is a priority for NDOT and could possibly start in the next year, but there is no specific date yet. We would like to look at the whole region and see what the major facility needs are.*
- In terms of those next steps, that will be an advanced planning study, not a National Environmental Policy Act study? *Correct. We will initiate a National Environmental Policy Act study after we have narrowed down the alternatives and identified potential funding.*
- When do you think a National Environmental Policy Act study would start? *That is highly dependent on funding. We need to narrow down the alternatives, determine how much it will cost, and weigh it against other project priorities.*
- Regarding the segments of independent utility, will you start at the southern border and build north? *The first portion of the I-11 Corridor is the Boulder City Bypass, which will be built and opened in a few years. It is not logical to start south and move up. US 93 between Wickenburg (Arizona) and the state line is planned to be widened to four lanes, but it will be some time before it is a full Interstate. The Maricopa Association of Government is anxious to move forward*



on Phoenix metro area improvements. Some improvements could occur simultaneously, and some will be moving forward at different speeds.

- Regarding the follow-up from the last meeting: Based on the linear mileage between Las Vegas to Twin Falls versus Las Vegas to Eugene, we calculated a \$6 billion savings. Then when we looked at the 141 obstacles to address, that total savings just in those basic numbers is a 40% reduction in cost – \$18 billion down to \$11 billion. Is that more feasible to fund? Also, US 93 up to Twin Falls opens up two avenues into Canada – I-80 or I-86. Now we have twice the opportunity for traffic into Canada from Nogales. Right now, if we did a study on truck traffic from Las Vegas up to Twin Falls to I-15, it's probably tremendous. That corridor is currently being used for truck traffic. If US 93 was considered, not only would you be able to say that there are now two opportunities, you also have a higher increase in Nevada itself, pulling truck traffic off I-15 to US 93. And, you also have the opportunity for rail. Those are important economic factors that need to be considered. Those numbers are not reflected in any numbers you've shown and that's disappointing. This would open up Eastern Nevada to a whole new economic industry: oil, gas, agriculture, etc. I just want to encourage it. *I believe we do have your numbers. In the Level 1 Evaluation, the US 95 alternatives rose to the top. The information you provided didn't change the ranking due to the goals-based criteria developed and the emphasis on connecting activity center. For the economic importance of the state, connecting Vegas to Reno/Tahoe area is going to outweigh the need to connect to the eastern part of the state for a while. This is not a final plan, so there is still potential. Maybe on the plan map we need to add that alternative in another color. We will recommend that the connection go through Reno, but we could look at expanding the US 93 corridor as well. Keep giving us your information and comments, because we do think the eastern connection is important. Projected increase in congestion on US 93 after improvements are made elsewhere is critical. These are the improvements that we can look at. The reality of it is, those interim types of improvements are important. NDOT did a corridor study (I-15 – Apex to Mesquite and Moapa Valley Corridor Study) that looked at several safety and capacity-type improvements along I-15 and US 93 up to Lincoln County line. The problem was that it was triggered by major developments (Coyote Springs). When that development withered, the projects took a lower priority. It is probable that those safety improvements should be evaluated/prioritized again.*
- There is a significant concern on how to get through Las Vegas Valley. Is it possible to build a truck bypass around the Valley, and then keep things the way they are? *That is very possible. We need to see what the different patterns are through Las Vegas and how best to accommodate those. Perhaps I-11 goes somewhere else and the eastern corridor is dedicated for trucks. After looking at the types of traffic and their origins and destinations, maybe there's another route we can provide for them. It is important to look at all those options.*
- That response [regarding the potential of a truck bypass] is an important message you need to include. I think the concern is that increased truck usage will create more congestion. We need to get hazardous vehicles and trucks away from that congestion.

Comments or questions regarding the final Business Case

- Regarding the Business Case numbers given: was the benefit cost analysis strictly for Las Vegas and Phoenix? *The benefit cost analysis is only looking at Nogales through Las Vegas. Northern Nevada has a lot of uncertainties and is not refined enough to quantify benefits.*
- Are these numbers from the benefit cost analysis based on the assumption that Los Angeles is a part of this? *The benefit cost analysis calculations reflect the impacts for the Corridor between Nogales to Las Vegas. There are other economic benefit that impact the Southwest region based on changes in economic trend, which we attempted to capture in the macroeconomic analysis,*



but it is not included in the Benefit-Cost calculation. Regional connections are important to achieve that economic benefit.

- Regarding the table on the Macroeconomic Analysis slide: can one look at this and add up to 15% of unacceptable congestion to the existing 28%? Yes. *The lower rows are on top of that 28%. Half of our roadways will be at an unacceptable level of congestion if these scenarios come to fruition.*
- It is hard to believe that the benefit cost ratio is only 1.45 given the demand. *We are still calculating the numbers. There's the Macroeconomic analysis, then the benefit cost analysis which is the traditional FHWA way of calculating benefit-cost. The methodology looks at travel demand models, but is not capturing the full range of economic changes. The base benefit-cost is based on traditional travel demand and is already above one; but, there's additional uncaptured benefit.*
- The chart that compared costs between China and Mexico was interesting and could have a drastic effect. *This is the trend we are seeing now. It is important to have economists and economic development folks on our team, and it is important that you continue to be a part of this so we can see what future economic scenarios mean for transportation.*
- Are the benefit cost analysis numbers based on road and rail? *Those numbers are reflective of highways only. The Implementation Plan discusses the potential for rail. The eastern side of the state seems more promising for a north-south rail connection. That is also part of the importance of branding.*
- What are those connections as far as alternatives for going forward regarding rail versus road? *It is hard to connect them because of state departments of transportations' roles and restrictions. We mapped out existing rail lines and highlighted gaps in the Level 2 Evaluation Report. Going north from Mexico, the rail corridor would need to extend over to California because of Grand Canyon. Then continuing north, there are rail lines along the US 95 and US 93 corridors, but not a complete north-south line. We will work with our rail partners to highlight those in our next statewide rail plan.*
- Who are the rail partners, since the railroads are privately operated? The fact that they are not showing up might show that they are not interested. We from White Pine County represent the City of Ely, who runs the Short Line. *We have reached out to the railroad companies, but they have not actively participated in this process. The Federal Railroad Administration is one of our core agency partners. They participated early on, but have not recently, so we want to reconnect with them. The Federal Railroad Administration did a passenger study in the southwest US, and their findings were parallel with our findings and what we would like to recommend with respect to passenger rail. We had discussions about railroad gaps and opportunities for a continuous north-south rail corridor with the Federal Railroad Administration and they were generally in support of the plan. We cannot make the private railroad owners come to meetings or develop/prioritize projects, but we can facilitate the discussions. We do have opportunities to work with some of the smaller operators.*

Other comments or questions

- Any update on study on the Boulder City Bypass' naturally occurring asbestos? *We believe the RTC is moving forward with the asbestos survey work and getting preliminary results. The next step is to take those results and figure out how to mitigate it. The project is moving forward and is not delayed. Please contact RTC's Mike Hand or Fred Ohene for more information.*
- Will we receive an invite for the public meeting? Yes. *We will send the invitation out to stakeholders.*



- How can we add people to your list? *By signing up on the i11study.com website or contacting one of the team members, or you can forward the invitation to your constituents.*
- Will there be another stakeholder meeting? *This is the last one we have scheduled. However, we are always available for additional questions. If there are any major concerns and we feel we need to bring everyone back together, we will. We encourage you to come to the public meetings in June.*
- Regarding the recent newspaper article about I-11 and Senator Heller, what is the funding profile they are anticipating? *There are some discussions in Washington, D.C., for reauthorization or extension of MAP-21. The latest we have heard is that any specific identification of funding will not go through, since it is considered an earmark. At some point that might change. There is discussion about programs like TIGER or new discretionary funding pots for future Interstates, but we are not confident they will get into a bill. If anything looks concrete, we will definitely let you know.*
- Where is the link for draft reports? *The following link is to documents for review in the Stakeholder folder on the project website: www.i11study.com under documents*



Northern Nevada and Beyond Meeting Summary

Legislative Building
401 S. Carson St.
Carson City, NV

Meeting Feedback

Following the PowerPoint presentation, Kevin Verre of NDOT led participants in a facilitated dialogue. The following feedback was provided by participants as part of that discussion.

General comments or clarification questions

- What sort of timeframe are we looking at with regard to identification and development of the corridor through northern Nevada? *The potential Corridor through northern Nevada will be looked at in more detail in future studies. The timing of these studies, and subsequent Corridor alternatives development, will be largely driven by identified need(s) and available funding.*
- Has the RTC reached out to other communities that might benefit from the northern Nevada Corridor? *The RTC has not engaged other communities directly regarding lending their support; however, RTC would encourage other communities to get involved and send letters of support to their respective delegates.* NOTE: RTC board members have reached out to their respective governing bodies to support the corridors on the western side of the state; resolutions of support have been passed by the cities of Reno and Sparks.
- Is there any sort of statewide coalition working to push the northern Nevada Corridor forward? *There is no statewide coalition of local governments of which we are aware, although this may be an idea that RTC's leadership may be interested in facilitating.* NOTE: I-11 and the extension of its designation north from Las Vegas has been identified on the *Northwestern Nevada Shared Federal Framework*, which was supported by several agencies in the area and used to discuss needs with federal legislators.
- Have there been any discussions with Oregon or Idaho regarding potential I-11 connections into these states? *There have been some preliminary discussions, but more will be needed during a subsequent study of the Corridor in Northern Nevada.*
- How can we make sure that the northern Nevada Corridor is seen as a higher priority than the Phoenix/Nogales corridor? *Development of the Corridor will depend primarily on local and state priorities.*
- Is there a document that can be referenced regarding how the potential northern Nevada Corridor(s) were identified? *The "Level 1 Evaluation Results Summary" [http://i11study.com/wp/?page_id=237] documents the identification and initial screening of all Corridor alternatives.*
- Washoe County is very interested in the potential I-11 corridor through northern Nevada and would like to see the route traverse through the Reno-Sparks area.
- RTC of Washoe County is actively lobbying/seeking support from Nevada's delegation to have an I-11 corridor designated through the Reno-Sparks area and hopes to be able to have this designation included within the next transportation bill.

Comments or questions regarding the Implementation Program

None.



Comments or questions regarding the final Business Case

- The benefit-cost ratio seems lower than one might expect. *Within transportation planning, this is often the case since many of the potential benefits, including economic, are difficult to quantify in the benefit-cost tool used by transportation planners.*

Other comments or questions

None.



Webinar Meeting Summary

Meeting conducted via Live Meeting and teleconference

Meeting Feedback

Following the PowerPoint presentation, team members Audra Koester Thomas and Jennifer Roberts led participants in a facilitated dialogue. The following feedback was provided by participants as part of that discussion.

General comments or clarification questions

- Kevin Wilkins, City of Yuma: As is done for corridors in northern Nevada, could U.S. 95 from the Port of San Luis north to I-11 Corridor be also noted as a “corridor of statewide significance” for Arizona? *While not recognized as such in this study, the Port of San Luis and the U.S. 95 corridor are of statewide significance to Arizona and efforts to improve them are ongoing.*
- Dave Wessel, FMPO: How will comment resolution be documented? *The study team maintains a comment matrix and feedback provided is memorialized within summary reports.*
- Dave Wessel, FMPO: Has there been any expressed interest from rail providers as to the potential of a rail corridor, and if so, to what extent? *The study recommends alternative rail corridors, where rail cannot be accommodated parallel to a highway corridor, for consideration in on-going and future planning studies conducted by public agencies and private sector stakeholders. However, no specific partnership or details have been formalized as part of this study.*

Comments or questions regarding the Implementation Program

- Paul Ochs, Ames Construction, Inc.: Because the U.S. 93 corridor ends near Carefree Highway/Wickenburg, are there efforts to federally designate what would constitute the I-11 Corridor south to Phoenix? *As part of this study, potential alternatives are being considered for how I-11 might traverse south from Wickenburg to Phoenix and beyond. This study will help to inform future federal designation efforts.*
- Jim Dickey, Arizona Transit Association: On Funding sources, in Arizona the Lottery is NOT a funding source for Transit....should fix that slide and any reference. That funding source was repealed by the legislature in 2010 and the funds swept back into the General fund. There is a court order to "re-fund" the Maricopa county portion of the repealed law as part of an Environmental SIP, but I believe that funding is from state general funds, not lottery.

Comments or questions regarding the final Business Case

- Lance Jungmeyer, Fresh Produce Association of the Americas: Does the full-build cost reflected in the business case reflect the associated costs for a corridor from Nogales to Las Vegas, or from Phoenix to Las Vegas? *The cost reflects the corridor from Nogales to Las Vegas.*
- Lance Jungmeyer, Fresh Produce Association of the Americas: What is the timeframe for which the economic benefits are realized? *The Benefit Cost Analysis estimated benefits and costs to the year 2035. Benefits and costs are of course anticipated beyond that point, but become more difficult to quantify.*
- Dave Wessel, FMPO: Was the benefit/cost for each segment of independent utility individually analyzed? Are any segments subsidizing others? *The benefit/cost analysis was completed per segment (Phoenix Metropolitan Area, Northern Arizona/Southern Nevada, etc.), not by each*



segment of independent utility. These results will be provided in the Business Case document soon to be released.

- Dave Wessel, FMPO: Was competition/market share from California and Texas factored into the analysis? *Various economic scenarios were considered as part of the analysis, recognizing that a combination of these scenarios is likely to occur, although we will have to get back to you regarding whether it was specifically considered in the economic analysis.*
- John Moffatt, Pima County: Was the impact of multimodal—particularly rail—factored into the analysis? *Multiple methods were used to estimate the economic costs and benefits. One of the methods assumed a high-capacity transportation corridor that could include highway and/or rail, however a detailed rail-only analysis was not conducted.*

Other comments or questions

- Clifton Meek, EPA: I wondered if you could briefly review the next steps, including timing on a purpose and need statement, interim projects, etc.? *A draft purpose and need statement and Business Case are currently under internal review. The draft Implementation Program was posted for your review, and we're looking to receive feedback on it. Included in the Implementation Program are technical actions and specific projects to be completed in each segment of independent utility.*
- Paul Bonar, BIA: How is funding envisioned for this project? I see tolling is a potential funding source. With a recommended alignment that is adjacent to many tribal reservations, tolling would have a financial impact on users of the facility. *No funding is currently identified for this project. Several potential sources are outlined for future consideration; your comments regarding the impact of tolling on users is valid and one that would be studied.*



Appendices

List of Attendees by Agency

PowerPoint Presentation



List of Attendees by Agency

First Name	Last Name	Organization	Meeting
Mark	Rose	2424 Investors	Webinar
Tom	Martin	AAHC	Phoenix
Thor	Anderson	ADOT	Phoenix
Michele	Beggs	ADOT	Kingman
Kris	Gade	ADOT	Webinar
Michael	Kies	ADOT	Tucson
Tony	Staffaroni	ADOT	Webinar
Jaclyn	Kuechenmeister	AECOM	Phoenix
John	McNamara	AECOM	Tucson
Vijayant	Rajvanshi	AECOM	Phoenix
Paul	Ochs	Ames Construction, Inc.	Webinar
Diane	Arnst	Arizona Department of Environmental Quality	Phoenix
Bill	Knowles	Arizona Game and Fish Department	Phoenix
Kristin	Terpening	Arizona Game and Fish Department	Webinar
Dana	Warnecke	Arizona Game and Fish Department	Phoenix
Tim	Bolton	Arizona State Land Department	Tucson
Michael	Horowitz	Arizona State Land Department	Phoenix
Jim	Dickey	Arizona Transit Association	Webinar
Duane	Nelson	Arizona Wildlife Federation	Kingman
Judith	Malen	Avra	Tucson
Robin	Clark	Barrio Sapo Community	Tucson
Brenda	Gilbert	BEC Environmental	Carson City
Deanna	Kupcik	Buckeye Chamber of Commerce	Phoenix
Paul	Bonar	Bureau of Indian Affairs	Webinar
Jamie	Moeini	Bureau of Land Management	Las Vegas
Jackie	Neckels	Bureau of Land Management	Webinar
John	Reid	Bureau of Land Management	Kingman
Luis	Rodriguez	Bureau of Land Management	Las Vegas
Trina	Blanchette	Caltrans	Webinar
James	Camarillo	Caltrans District 8	Webinar
Graham	Dollarhide	Carson City	Webinar
Al	Cook	CART Committee (RTA)	Tucson
Andy	Smith	Central Arizona Governments	Webinar
Dan	Andersen	CH2M HILL	Kingman
Mark	Gallegos	CH2M HILL	Carson City
Bardia	Nezhati	CH2M HILL	Las Vegas
Jennifer	Roberts	CH2M HILL	Webinar
Jess	Sporich	CH2M HILL	Las Vegas
Michael K.	Johnson	Churchill County	Webinar
Rachel	Dahl	Churchill Economic Development Authority	Webinar



First Name	Last Name	Organization	Meeting
Robert	Jackson	City of Casa Grande	Tucson
Joe	Schmitz	City of Goodyear	Phoenix
Jeffry	Dorocak	City of Henderson	Webinar
Daniel	Fazekas	City of Henderson	Las Vegas
Robert	Herr	City of Henderson	Las Vegas
Gary	Jeppson	City of Kingman	Webinar
Don	Callahan	City of Lake Havasu City	Webinar
Gary	Parsons	City of Lake Havasu City	Webinar
Randy	Fultz	City of Las Vegas	Las Vegas
Mike	Janssen	City of Las Vegas	Las Vegas
Andy	Reed	City of Las Vegas	Las Vegas
Marco	Velotta	City of Las Vegas	Webinar
Alyssa	Reynolds	City of North Las Vegas	Las Vegas
Stephen	Chang	City of Surprise	Phoenix
Martin	Lucero	City of Surprise	Phoenix
Ryan	Anderson	City of Tucson	Las Vegas
Matt	Kopec	City of Tucson	Tucson
Juan	Padres	City of Tucson	Tucson
Maximiliano	Torres	City of Tucson	Tucson
Kevin	Wilkins	City of Yuma	Webinar
Sue	Baker	Clark County	Las Vegas
Jackie	Brady	Clark County	Webinar
Dan	Kezar	Clark County	Las Vegas
Philip	Klevorick	Clark County	Las Vegas
Deborah	Murray	Clark County	Webinar
Rodney	Langston	Clark County Department of Air Quality	Las Vegas
Tom	Peterson	Clark County Department of Aviation	Las Vegas
Mark	Silverstein	Clark County Department of Aviation	Las Vegas
Grant	Buma	Colorado River Indian Tribes	Phoenix
Don	Matson	COMPASS - Community Planning Association of Southwest Idaho	Webinar
Cynthia	Lester	Cynthia Lester Consulting	Tucson
Jeanne	Knight	Dean Barlow	Webinar
Margaret	Fusari	Desert Tortoise Council	Tucson
Tim	Wolfe	Dibble Engineering	Phoenix
Jim	Kenny	El Dorado Holdings	Phoenix
Dave	Wessel	FMPO (Coconino County)	Webinar
Lance	Jungmeyer	Fresh Produce Association of the Americas	Webinar
John	Hiatt	Friends of Nevada Wilderness	Las Vegas
Mark	Abram	Frontier Communications	Webinar



First Name	Last Name	Organization	Meeting
Tim	Oliver	Gila River Indian Community Department of Transportation	Phoenix
Bob	Potts	Governor's Office of Economic Development	Webinar
Matthew	Kern	Harrah's Ak-Chin Resort & Casino	Webinar
Hon. Don E.	Watahomigie	Havasupai Tribe	Kingman
Michael	LaBianca	HDR	Webinar
Zak	Royse	House of Representatives-Rep. Ann Kirkpatrick	Webinar
Philip	Wisely	Hualapai Tribe	Kingman
Esther	Corbett	Inter Tribal Council of Arizona	Webinar
Shawn	Kinsey	Interntational Union of Operating Engineers, Local #12	Las Vegas
Jamie	Gonzalez	Jemison Surveying	Las Vegas
Donna	Hardin	Jokake Companies	Webinar
Michael	Grandy	Kimley-Horn	Phoenix
Robert	Riley	Kingman Airport Authority, Inc.	Kingman
AJ (Annette)	Thompson	Knight & Leavitt Associates, Inc.	Webinar
Louis	Desalvio	Laborer's Local 872	Las Vegas
Brian	McAnallen	Las Vegas Chamber of Commerce	Las Vegas
Jason	Ghadery	Las Vegas Valley Water District	Webinar
Mike	Dishari	Las Vegas Valley Water District / Southern Nevada Water Authority	Webinar
Tim	Strow	Maricopa Association of Governments	Phoenix
Marla	Lewis	Maricopa Chamber of Commerce	Webinar
Michele	Kogl	Maricopa County	Phoenix
Jason	Gray	MGM Resorts International	Webinar
Jed	Noble	Mohave County	Kingman
John	Williams	Mohave Electric Cooperative, Inc.	Webinar
Frank	Zeldon	Morningside	Webinar
Mike	Boyles	National Park Service	Webinar
Natasha	Kline	National Park Service	Tucson
Al	Tracy	Nationwide Car Shows	Phoenix
Damon	Hodge	NDOT	Las Vegas
Lucy	Joyce	NDOT	Carson City
Tim	Mueller	NDOT	Webinar
Sondra	Rosenberg	NDOT	Las Vegas
Kent	Steele	NDOT	Webinar
Bill	Thompson	NDOT	Carson City
Kevin	Verre	NDOT	Carson City
Brad	Hardenbrook	Nevada Department of Wildlife	Las Vegas
Kelly	Snyder	Nevada National Security Site	Webinar
Virginia	Valentine	Nevada Resort Association	Webinar



First Name	Last Name	Organization	Meeting
James	Healey	Nevada State Legislature	Las Vegas
Shawn	Arnold	NV Energy	Las Vegas
Cash	Jaszczak	Nye County	Las Vegas
Mauricia	Baca	Outside Las Vegas Foundation	Las Vegas
Jamison "Jamie"	Brown	Pima Association of Governments	Tucson
Priscilla	Cornelio	Pima County	Tucson
Jonathan	Crowe	Pima County	Tucson
John	Moffatt	Pima County	Webinar
David	Maestas	Pinal County	Phoenix
Peggy	Fiandaca	PSA	Tucson
Audra	Koester Thomas	PSA	Webinar
Albert	Lannon	Rancho del Conejo Community Water Co-op, Inc.	Tucson
Ron	Floth	Regional Transportation Commission of Southern Nevada	Las Vegas
Raymond	Hess	Regional Transportation Commission of Southern Nevada	Las Vegas
Joe	Harrington	Regional Transportation Commission of Washoe County	Carson City
Michael	Moreno	Regional Transportation Commission of Washoe County	Carson City
Donny	Grayman	Reinforcing Ironworkers Local 416	Las Vegas
Lissa	Butterfield	Reno-Tahoe Airport Authority	Carson City
Tiffany	Sprague	Sierra Club	Phoenix
Elna	Otter	Sierra Club, Grand Canyon Chapter	Tucson
David	Snider	Snider Consulting Services, LLC	Tucson
Tom	Robertson	SNOECCT	Las Vegas
Ian	Dowdy	Sonoran Institute	Phoenix
Meghan	Ricks	Southern Nevada Water Authority	Las Vegas
J D	Allen	SouthWest Action Network	Las Vegas
Michelle	Baltz-Mill	Southwest Gas Corporation	Las Vegas
Kevin	Thompson	Southwest Gas Corporation	Phoenix
Sharolyn	Hohman	Southwest Valley Chamber of Commerce	Phoenix
Ryan	McGinness	State of Nevada	Webinar
Marshall	McBride	Storey County	Carson City
Grant	Anderson	SW Engineering	Phoenix
James	Charters	SWAT / Transmission Corridor Work Group	Phoenix
Marisa	Guarinello	The Nature Conservancy	Tucson
Andrew	Korchmaros	Tohono O'odham Nation	Tucson
Mark	Pugh	Tohono O'odham Nation	Tucson
Eric	Orsborn	Town of Buckeye	Phoenix
Rick	Buss	Town of Gila Bend	Phoenix



First Name	Last Name	Organization	Meeting
Curt	Woody	Town of Marana	Webinar
Joe	Hornat	Town of Oro Valley	Tucson
Thomas	Garcia	Town of Sahuarita	Webinar
John	Cook	Town of Wickenburg	Phoenix
Joshua	Wright	Town of Wickenburg	Phoenix
Robert	Medler	Tucson Metro Chamber of Commerce	Tucson
Daniela	Gallagher	Tucson Regional Economic Opportunities	Tucson
Ron	Maurizi	TY LIN International	Webinar
Nelson	Stone	TY LIN International	Las Vegas
Becci	Rogers	U.S. Bureau of Reclamation	Las Vegas
Eric	Holler	U.S. Bureau of Reclamation, Lower Colorado Regional Office	Webinar
Faye	Streier	U.S. Bureau of Reclamation, Lower Colorado Regional Office	Las Vegas
Clifton	Meek	U.S. EPA, Region 9	Webinar
Kevin	DesRoberts	U.S. Fish and Wildlife, Pacific Southwest Region	Las Vegas
Michael	Naft	U.S. Representative Dina Titus	Las Vegas
Michael	Gibelyou	UNS Electric, Inc	Kingman
Nohemi	Brewer	US Department of Energy	Las Vegas
Clara	Lawson	Washoe County	Carson City
Michelle	Rider	WESTMARC	Phoenix
Jim	Garza	White Pine County	Las Vegas
Richard	Howe	White Pine County	Las Vegas
Charles	Guiteriez	Yuma Metropolitan Planning Organization	Webinar
Charlene	FitzGerald	Yuma Metropolitan Planning Organization (YMPO)	Webinar
Chuck	Anderson		Webinar
Diane	Call		Tucson
Peter	Drake		Phoenix
Dan	Huskisson		Phoenix
John	Nagle		Tucson
John M.	Wazorick		Phoenix



I-11 and Intermountain West Corridor Study: Stakeholder Partners Meeting



I-11 & Intermountain West Corridor Study

Stakeholder Partners


Business Case and Implementation Program



In partnership with





May 21, 2014

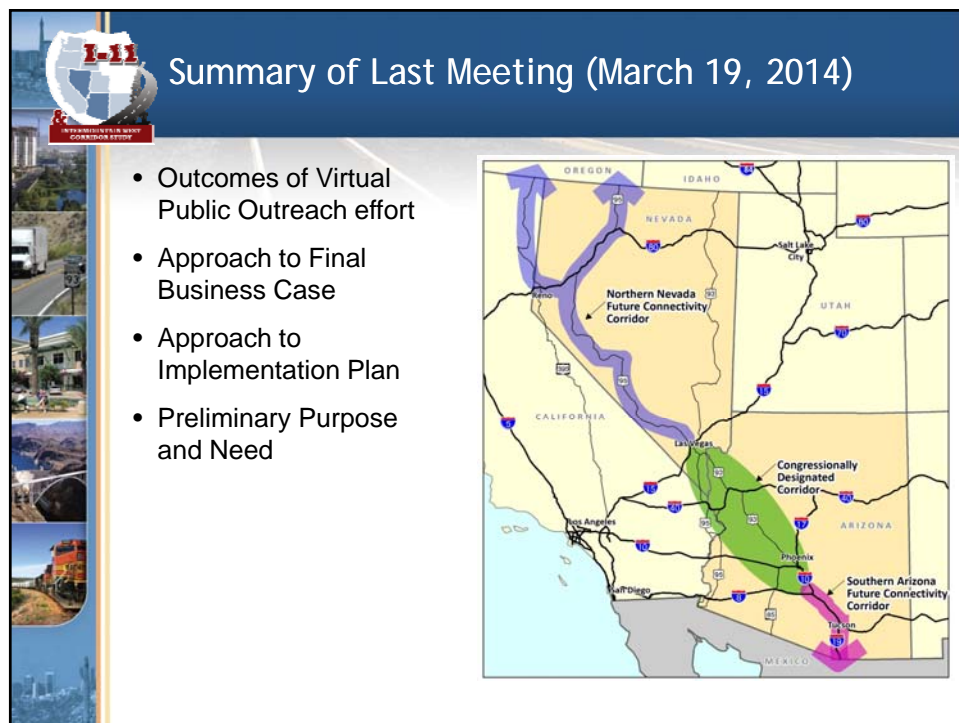
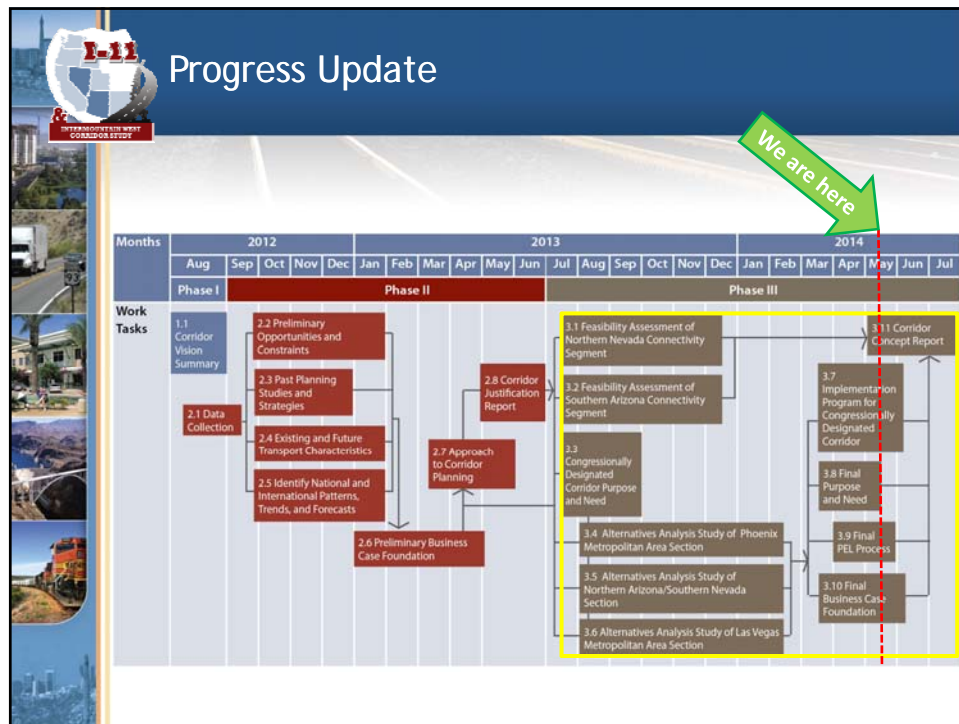


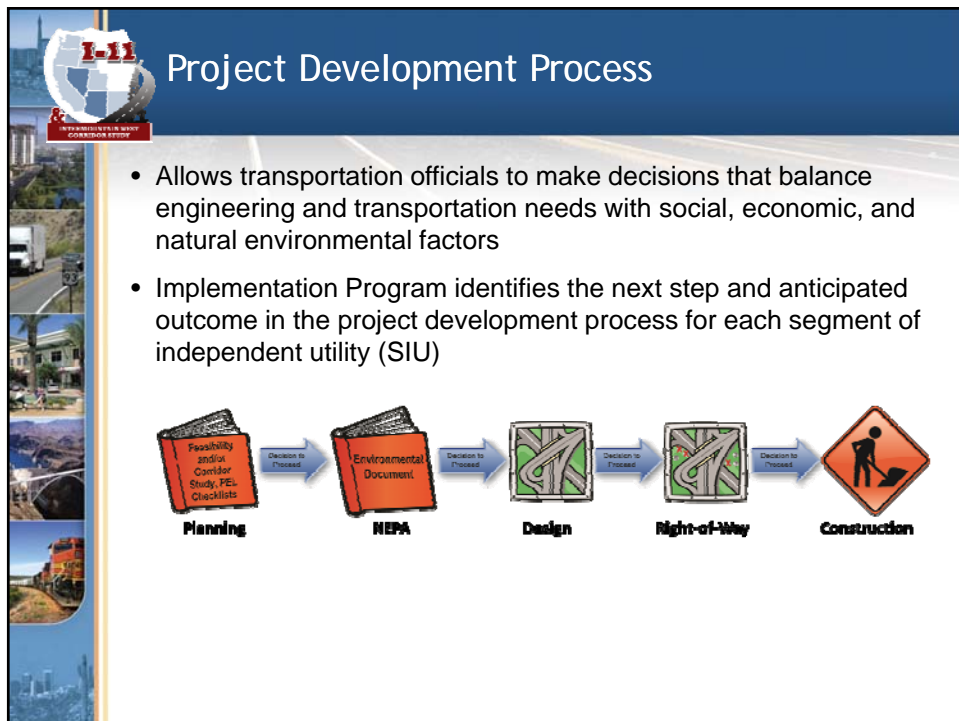
Agenda

- Progress update
- Summary of last meeting
- Purpose of this meeting
 - Review Implementation Program
 - Review Business Case
 - Review Approach to Corridor Concept Report
- Next Steps and Discussion



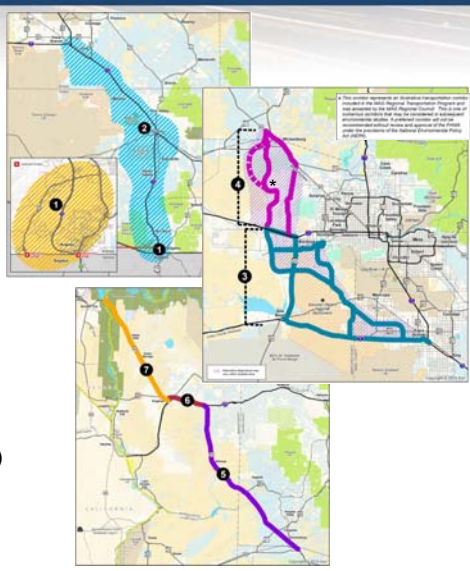
I-11 and Intermountain West Corridor Study: Stakeholder Partners Meeting





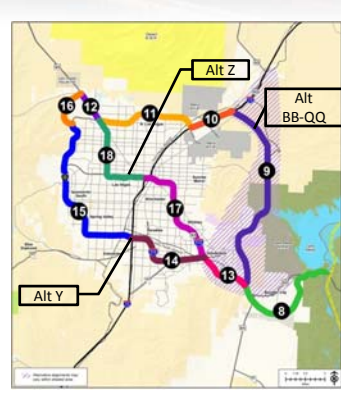
Segments of Independent Utility (SIUs) in Arizona


- Southern Arizona
 - Mexican border to I-19
 - I-19 to I-10/I-8 (Casa Grande)
- Phoenix
 - I-8/I-10 (Casa Grande) to I-10 (Buckeye)
 - I-10 (Buckeye) to US 93 (Wickenburg)
- Northern Arizona
 - US 93 (Wickenburg) to I-40
 - US 93 (co-location with I-40), including system interchanges
 - US 93 (Kingman/I-40 to Pat Tillman/Mike O'Callahan Bridge)
 - US 93/Boulder City Bypass (Bridge to I-515/Foothills grade separation)



Segments of Independent Utility (SIUs) in Nevada

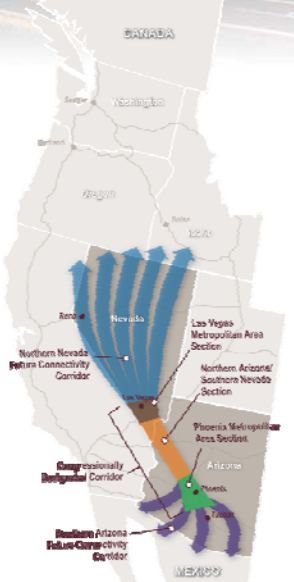
- Las Vegas: Alternative BB-QQ
 - New Eastern Corridor (Boulder City Bypass [I-515 and Foothills grade separation] to I-15)
 - I-15 (Eastern Corridor to Northern Beltway)
 - Northern Beltway (I-15 to US 95)
 - US 95 (Northern Beltway to SR 157)
- Las Vegas: Alternative Y
 - I-515/US 93 (Foothills Grade Separation to I-215)
 - I-215 (I-515 to I-15)
 - CC 215 (I-15 to future Sheep Mountain Pkwy)
 - Future Sheep Mountain Pkwy (CC 215 to US 95)
- Las Vegas: Alternative Z
 - I-515/US 93 (Foothills Grade Separation to I-215)
 - I-515 (I-215 to I-15)
 - US 95 (I-15 to CC 215/Northern Beltway)
 - US 95 (Northern Beltway to SR 157)






Technical Build Scenarios

- Interim Condition
 - Assumes completion of currently programmed projects, plus additional targeted improvements, as required, to create an end-to-end corridor
 - Achieve benefits of a continuous I-11 and Intermountain West Corridor as quickly as possible at the lowest cost
 - 20-year plan for the Corridor
- Full Build Condition
 - Complete multimodal build out of the Corridor
 - 50-year+ vision for the Corridor







Implementation Actions

- Technical actions
 - Wide range of corridor improvements required to implement the interim and full build multimodal facilities for the I-11 and Intermountain West Corridor.
- Public policy actions
 - Broad scale policy actions required by Corridor partners to implement the Corridor from multimodal transportation, trade, economic development, and local community perspectives.
- Marketing/branding actions
 - Actions to develop the “image” of the multimodal I-11 and Intermountain West Corridor to maintain implementation momentum.

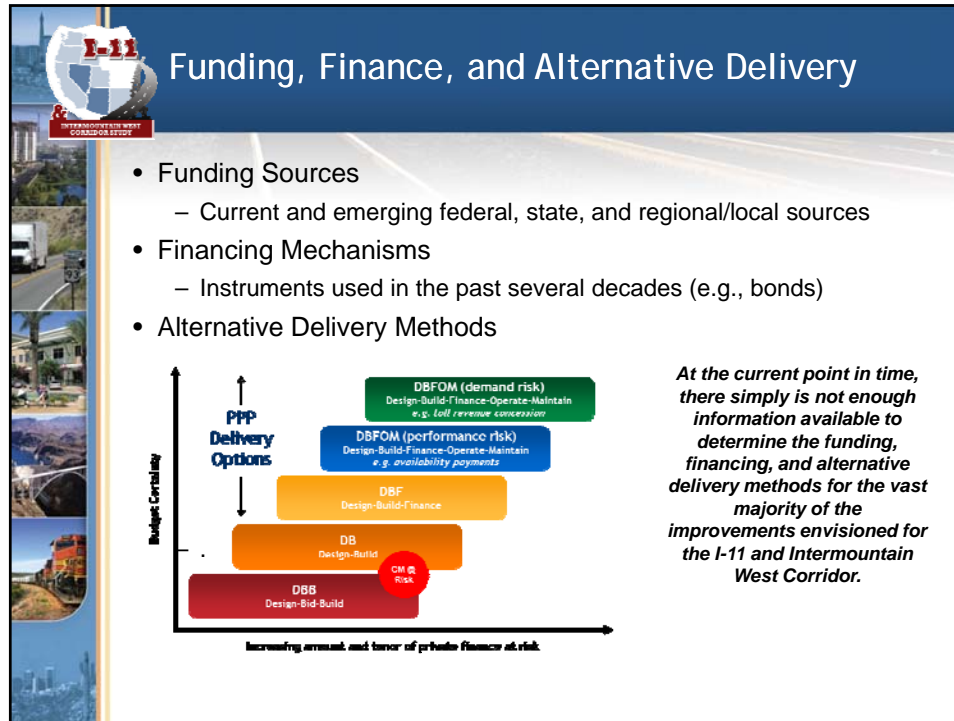
» *Actions are presented in tables that include timeframe, lead agency, and major partners*



I-11 and Intermountain West Corridor Study: Stakeholder Partners Meeting

 Immediate Next Steps: Technical Actions			
Action	SIU	Lead Agency Responsible	Primary Partners
Technical Actions			
Improve SR 189 to provide free-flowing and direct access to the Mariposa LPOE – Initiate environmental clearance process for SR 189/Mariposa Road to determine a preferred alignment and corridor plan to close the gap between I-19 and the Mexican border	1	ADOT	FHWA, FRA, regional COGs and MPOs
Initiate preliminary design/environmental clearance process for the Phoenix metropolitan area to determine a preferred corridor alignment between I-10 (Buckeye) and US 93 (Wickenburg)	4	MAG	FHWA, FRA, ADOT
Complete improvements to US 93 to finish construction of a 4-lane divided highway from Wickenburg to I-40 – Complete design studies and right-of-way acquisition, where required	5	ADOT	FHWA
Complete construction of Boulder City Bypass – Award Design-Build contract	8	NDOT/RTCSNV	None
Determine preferred corridor alignment in the Las Vegas metropolitan area – Initiate Advanced Planning Study	9-18	NDOT	FHWA, FRA, Clark County and RTCSNV


 Immediate Next Steps: Multimodal, Policy, and Marketing/Branding			
Action	SIU	Lead Agency Responsible	Primary Partners
Multimodal Accommodation			
Coordinate Arizona and Nevada State Freight Plans to ascertain interest, feasibility, and market potential in implementing a continuous north-south trade corridor	All	ADOT/NDOT (with ultimate lead TBD)	FRA, Class I railroads, ACA, GOED
Establish joint Arizona/Nevada State Infrastructure Working Group to ascertain interest and feasibility in co-locating major utility transmission with the I-11 and Intermountain West Corridor	All	ACA, GOED	ADOT, NDOT, DOE, utility industry representatives
Public Policy			
Update Arizona and Nevada long-range transportation plans and state rail plans	All	ADOT/NDOT	FHWA, FRA, MPOs and COGs
Update RTPs, resource management plans, and general/comprehensive plans to incorporate I-11 and Intermountain West Corridor location, to ensure corridor preservation	All	Various state, regional, and local agencies	ADOT/NDOT
Marketing/Branding			
Develop an I-11 marketing and branding strategy, including brand promise/tagline and website	All	I-11 Coalition	ADOT/NDOT
Place I-11 signage along the Corridor upon implementation of improvements and/or along existing corridors where co-location is anticipated	All	ADOT/NDOT	FHWA, COGs and MPOs, DOT district engineering offices



State, Regional and/or Local Funding Sources

State, Regional or Local Funding Source	Arizona		Nevada	
	Highway	Transit	Highway	Transit
Federal transportation funds	X	X	X	X
Gas taxes (state and/or local)	X		X	
Special fuel taxes	X		X	
General sales tax			X	X
General funds			X	
Tolls	X			
Truck and commercial vehicle fees ⁽¹⁾	X			
Vehicle registration or license fees	X		X	
Motor vehicle operator license fees	X			
Lottery		X		
Transit fares		X		X
Impact fees	X		X	
Development tax			X	
Government services tax			X	
Value capture: tax increment districts, assessments	X		X	


Note: Not all funding sources are applied in the same manner at the state and regional/local levels; many stipulations exist on several sources noted above (e.g., temporary provisions, only can be used in conjunction with other measures, etc.)





Emerging Funding Sources

- Availability of current transportation funding sources likely inadequate to meet future demand
- Potential sources that can apply to the I-11 and Intermountain West Corridor include, but are not limited to:
 - Corridor Level
 - Dynamic tolling
 - Truck only toll lanes
 - Managed lanes
 - Occupancy fees from road and non-road of the corridor
 - Area congestion charging
 - State/Regional Level
 - Fuel tax indexing
 - Traffic impact fees
 - Mileage-based user fees
 - Sale taxes on motor fuels

** Changes to state laws may be required to implement some sources mentioned above.*



I-95 Express Managed Lanes, Miami, FL



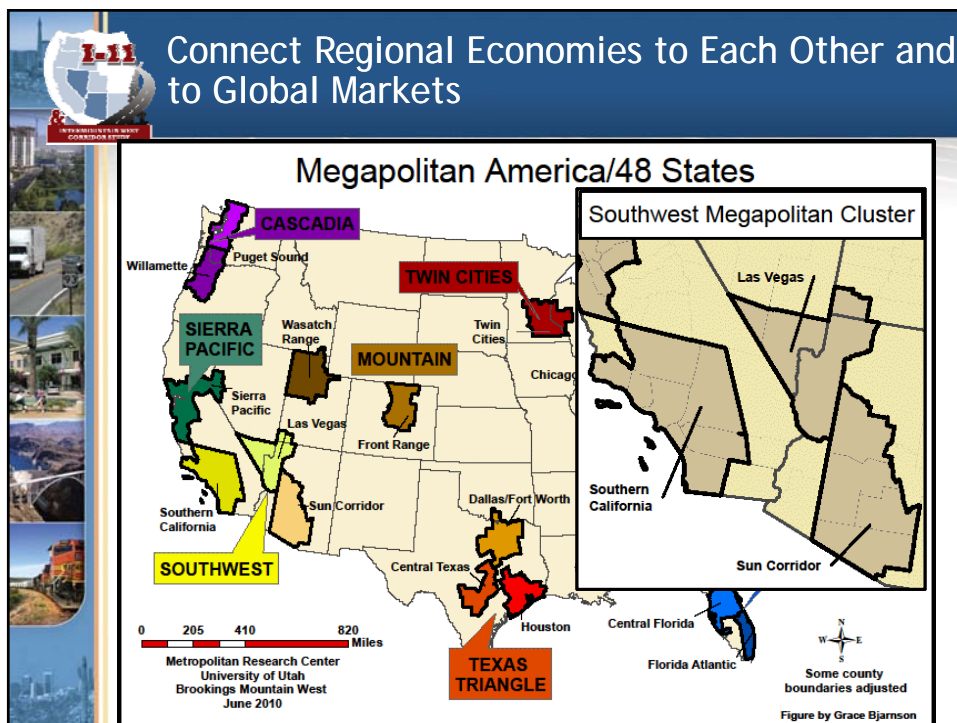
Final Business Case

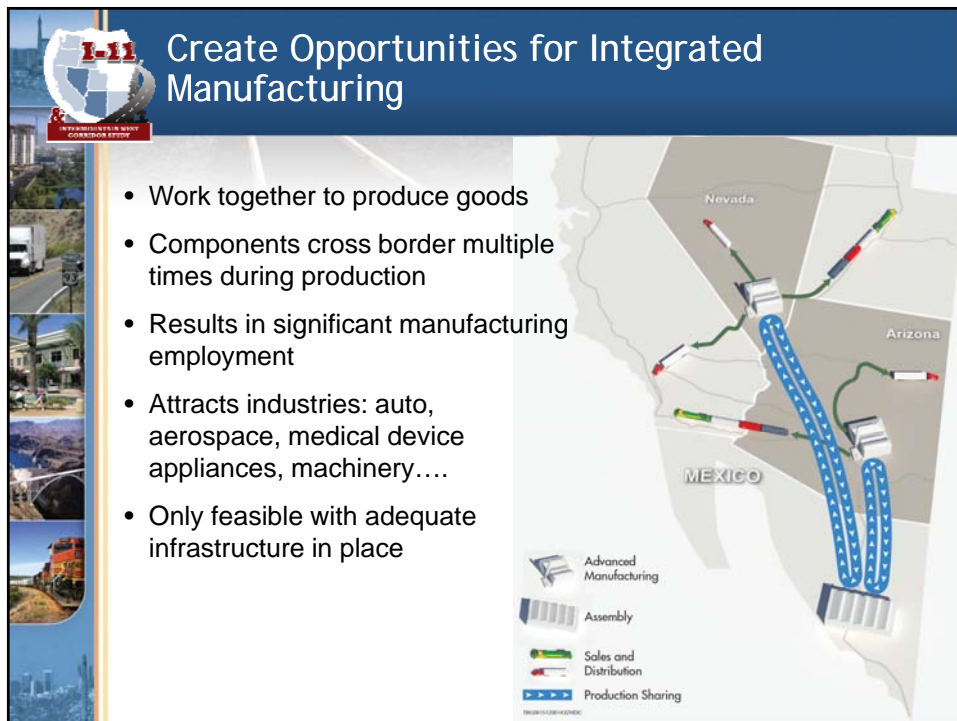
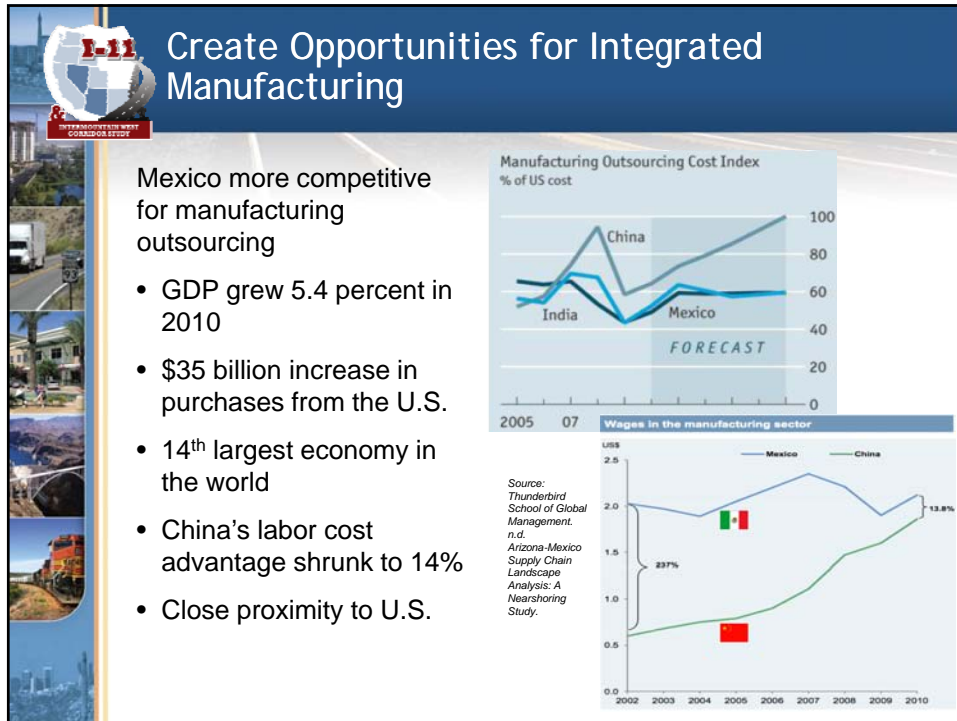



The Return on Investment (ROI) will be Significant

- Connect regional economies to each other and to global markets
- Create opportunities for integrated manufacturing
- Advance the economic development plans of Arizona and Nevada
- Improve efficiencies at Arizona's international borders










Advance the Economic Development Plans of Arizona and Nevada


Industry Target	Arizona	Nevada	Requires Regional Transportation Network
Advanced Manufacturing	●		●
Aerospace, Aviation, Defense	●	●	●
Agriculture	●	●	●
Biotechnology	●		●
Healthcare	●	●	
Information and Computer Technology	●	●	
Life Sciences	●		●
Mining, Materials, and Manufacturing		●	●
Optics	●		●
Renewable Energy	●	●	●
Science and Technology	●		●
Tourism, Gaming, Entertainment		●	●
Transportation and Logistics	●	●	●

Sources: Arizona Commerce Authority 2013, Greater Phoenix Economic Council 2013, Tucson Regional Economic Opportunities 2006, Nevada Governor's Office of Economic Development 2013



Improve Efficiencies at Arizona's International Borders

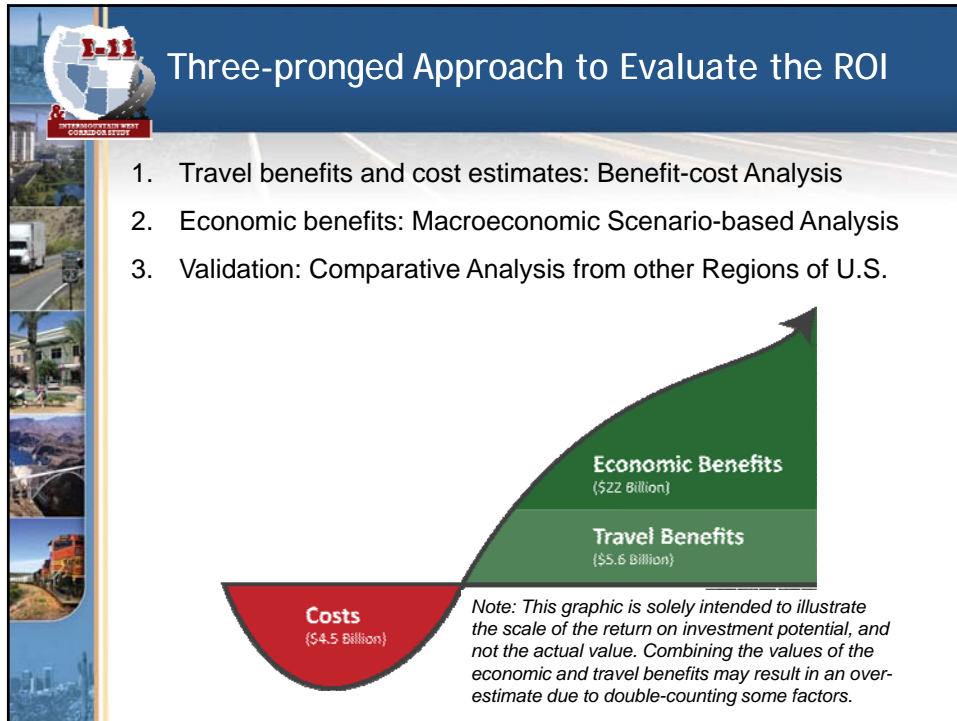
- Efficient LPOEs are key to integrated manufacturing
 - Crossing times must be short and predictable
- As evidenced in other regions, opportunities for cross-border trade are significant
 - About 75% of U.S.-Mexico bilateral trade by value crossed through LPOEs in 2011 (Less than 10% of it flowed through Arizona)



Total U.S.-Mexico Trade Value by All Land Modes (2011): \$367.1 billion

Top 5 Southern U.S. LPOEs (trade value):

- Otay Mesa, CA: \$33.2 billion
- San Luis I, Son Luis II, Lukeville
- Nogales, AZ: \$22.1 billion
- El Paso, TX: \$59.8 billion
- Laredo, TX: \$144.6 billion
- Hidalgo, TX: \$24.5 billion




Preliminary Findings of Benefit-Cost Analysis

- Benefit categories:
 - Travel time savings
 - Vehicle operating costs
 - Safety benefits
 - Emissions benefits
 - Freight logistics benefits
- Cost categories:
 - Capital costs
 - Operations and maintenance costs

Scenario*	Total Discounted Benefits	Total Discounted Costs	Net Present Value (Millions of 2013\$)	Benefit-Cost Ratio
Interim	\$2,802	\$1,930	\$871	1.45
Full Build	\$5,627	\$4,458	\$1,168	1.26

DRAFT

*Assumes that currently programmed projects will be complete as part of the "no-build" or "discounted" scenario.




Macroeconomic Analysis

- Forecasts economic return not captured in the BCA

2040 Scenarios	Economic Output (\$ billions)	Total Population (high range)	Total Employment (high range)	Unacceptably Congested Highways
Current Conditions (2011)	381	9,253,806	4,711,352	9%
Projected Baseline Conditions (2040)	642	15,078,114	7,971,629	28%
Increases over Baseline Conditions (2040)				
Growth in Asia Pacific Trade	+7 to 24	+283,000 (+1.9%)	+150,000 (+1.9%)	+6%
Trade with Mexico Expands (Nearshoring)	+9 to 22	+457,000 (+3.0%)	+241,000 (+3.0%)	Up to +15%
State Economic Development Plans are Fully Realized	+4 to 8	+170,000 (+1.1%)	+90,000 (+1.1%)	+6%

Note: Any combination of scenarios is possible; all information comes from analysis conducted as part of the Corridor Justification Report.



Validation: Comparative Analysis from other Regions of the U.S.

- Summary of findings
 - New highways/improvements have resulted in improved economic growth, economic development, and reduced commuting times/costs.
 - The Interstate system has improved safety on roads, reducing the number of fatalities and injuries.
 - Infrastructure investment has been shown to have a positive impact on economic growth, productivity and return on investment.
- Top 5 Sources
 - *The Best Investment a National Ever Made: A Tribute to the Dwight D. Eisenhower System of Interstate and Defense Highways* (Cox 1998)
 - *Economic Returns from Transportation Investment* (FHWA 2011)
 - *Contribution of Highway Capital to Industry and National Productivity Growth* (Nadiri and Mamuneas 1996)
 - *Transportation's Link to the Economy: Synthesis* (WSDOT 2008)
 - *Transportation Improvements Grow Wisconsin's Economy: The Economic Benefits of Transportation Investments* (CSI 2003)



Next Steps

- Draft Northern Nevada and Southern Arizona Future Connectivity Segment Feasibility Assessment Reports
- Finalize Business Case
- Finalize Implementation Program
- Finalize Purpose and Need
- Prepare Corridor Concept Report
- Final Round of Public Meetings (late June 2014)
 - Virtual: June 16 – July 11
 - Tucson: June 18
 - Phoenix: June 25
 - Las Vegas: June 26



A vertical collage of four small images is located on the left side of the slide. From top to bottom, they depict: a white semi-truck driving on a highway; a large concrete bridge spanning a river; a red freight train moving through a desert landscape; and a modern city skyline at night.

I-11 and Intermountain West Corridor
Study: Stakeholder Partners Meeting



Project Contacts:

Sondra Rosenberg, PTP Nevada Department of Transportation 1263 South Stewart Street Carson City, NV 89712 srosenberg@dot.state.nv.us (775) 888-7241	Michael Kies, PE Arizona Department of Transportation 206 S. 17th Avenue Phoenix, AZ 85007 mkies@azdot.gov (602) 712-8140
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